Northwest District Association

May 29, 2016

TO: **Central City 2035 Staff**

FROM: **Northwest District Planning Committee**

RE: **Central City 2035 Transportation Comments**

Board of Directors
2015-2016

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Thank you for the early opportunity to review the Central City 2035 Volumes 1 and 2. The Northwest District Planning Committee would like to provide the following comments relating to transportation:

Central City 2035 Policies (Volume 1)

Graphic (Pages 50-51)

Amend the graphic to reflect City Council actions on the Citywide Comprehensive Plan Amendments (City Council hearing on April 14). Specifically, if City Council adopts future streetcar projects as shown in the Amendments document, these projects should be shown on this graphic and reflected in the Central City 2035 Projects even if only generically.

Policy 3.5 Street diversity (Page 52)
Add hyphens to right of way (right-of-way) in the last line of this policy.

Policy 3.9 Transit (Page 53)
Add "span of service" to the second sentence and correct typos. (Support increased frequency, span-of service, reliability and safety as well as expansion of the rail, bus and streetcar systems.)

Policy 3.10 Transportation demand management (Page 53)
This policy should be strengthened (similarly to Policies 3.11 and 3.12 relating to parking) to support new transportation demand management (TDM) requirements being developed as part of the Citywide Transportation System Plan and as stated in the proposed 33.510.260 of Title 33 (Page 195 of Volume 2). TDM plans will be required for new commercial and residential development and this policy should reflect that.

Policy 3.GH-2 Optimized street network (Page 554)
Strengthen this policy to address the need for safe connections across W Burnside and other streets that are currently unsafe for pedestrians and bicyclists.

Policy 3.PL-1 Optimized street network (Page 55)
Same comment as above but stressing the need for safe crossings of I-405 for pedestrians and bicyclists.

The Northwest District Association is a 501(C)3 tax-exempt organization.
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Policy 5.GH-2 Natural features (Page 69)
Strengthen this policy to not only "support and enhance existing natural features" but also views of these features.

Central City 2035 Candidate Projects (Volume 2)

We are generally supportive of the projects listed in the CC2035 Candidate Projects list that impact the Northwest District with comments below:

20014 (Burnside Corridor Improvements between NW 15th and NW 23rd) – Extend the boundary of this project westward to NW 23rd Plan or to the western boundary of the Central City. Note that W Burnside is a high-crash corridor and safety improvements for all modes is part of the project.

20070 (NW Naito Parkway Safety Improvements) – This project should be extended to the northern extent of Naito within the Central City. Improvements should also include improvements to address access to transit.

20097 (NW Flanders Neighborhood Greenway) – This project is a high priority for Northwest Portland and has been envisioned since the adoption of the 1972 Downtown Plan.

20116 (I-405 Safety and Operational Improvements) – This project is funded and will be built in the 2016-18 timeframe. This is a high priority for the Northwest District.

20145 (SW 20th Ave Neighborhood Greenway) – This segment is part of a larger NW 20th/SW 20th Greenway Project and should be described as such.

20146 (NW 18th/19th/Alder Bikeway Gap) – Northwest lacks a direct bicycle connection into Downtown, which this project can achieve. Consider extending the bike lanes further on SW Alder so that Northwest has a direct link to the Morrison Bridge. This project should be titled, more accurately, as "NW/SW" since it includes both sides of 18th/19th and Alder is SW.

20157 (NW 16th Ave Bikeway Improvements) – The missing bike lanes on NW 16th between Johnson and Glisan presents a safety hazard for cyclists, who are forced to ride in mixed traffic with cars heading to the freeway.

20163 (NW Overton/Pettygrove Bikeway) – This project will provide a direct connection between the Fields Park, the future Con-way park, and Wallace Park, as well as provide a safe and comfortable cycling/walking route between the end of Northwest and the river.

20165 (NW Northrup Traffic Signals) – This project will improve streetcar speed and reliability, but the signals need to ensure that this mostly residential street in the Northwest District maintains its livability.

Central City 2035 Miscellaneous Comments (Volume 2)

Issues of coordination between CC2035 and the Citywide TSP should be resolved to:

1) Bicycle classifications across Central City and the Northwest District.
2) Potential conflicts between Emergency Response and Bicycle Classifications (i.e. NW Johnson).
3) Project descriptions and locations of projects in the Comprehensive Plan List of Projects and the CC2035 Candidate Projects.
4) While the Comprehensive Plan and CC2035 project lists continue to include the W Burnside/Couch couplet, document graphics don't show it. This $70 M project does not appear to be likely, and it is confusing to include it along with the number of W Burnside projects that improve W Burnside without the couplet. At the least, some explanation of why both sets of projects are included might be appropriate.

Again, thank you for the opportunity to comment.

MACKENZIE.

DESIGN DRIVEN | CLIENT FOCUSED

May 9, 2016

City of Portland
Bureau of Planning and Sustainability
Attention: Tom Armstrong, Supervising Planner, Comp Plan Team
Bureau of Planning and Sustainability
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201

Re: **Comprehensive Plan Update - Central City 2035**

Dear Tom:

It has come to our attention that as part of the City of Portland's proposed Central City 2015 Plan that staff is considering code changes to promote "low carbon buildings" and specifically for new buildings/additions over 50,000 sf. Generally, Mackenzie strongly supports the City's identified purpose for the proposed code changes which "…include but are not limited to improving energy efficiency, preserving natural resources and protecting the health of the occupants." However, as a firm that is at the forefront of high performance sustainable design, we are very concerned with the approach identified in the February 8, 2016, draft (Section 33.510.244) regarding Low-Carbon Buildings. Although the City commentary recognizes some of our concerns, we feel it is important to address these now so there is a clearer path to a successful code provision.

To assist City staff in bringing forth changes to the code that will be workable and enforceable, we would like to offer the following comments:

1. **Expand options for building performance beyond LEED only**: For matters within its own authority, it is appropriate for the City to implement standards for demonstrating compliance with sustainability and efficiency principles in construction. However, we strongly feel it is NOT appropriate for the City to create a virtual monopoly for one organization (in this case, the U.S. Green Building Council), when there are viable alternative approaches that can demonstrate comparable results. For example, the GBI's Green Globe program would provide another viable, competitive option for certification paths/options. Competition will bring the best overall performance, and in fact, reliance on just LEED may tend to suppress rather than encourage innovation and adoption of high-performance materials and construction techniques (i.e., by bottlenecking them behind one certification process), which would be contrary to the purpose of the policy. As an example, LEED has several mandatory prerequisite thresholds that may not be achievable in several building types.

2. **Integration of City and LEED processes:** As it is currently framed, proposed code section 33.510.244 (B.1) will require that new buildings with a net building area of at least 50,000 square feet, and alterations to existing buildings that increase net building area by at least 50,000 square feet, must "provide a letter from the US Green Building Council that states that the project has registered to earn LEED gold level certification." Complying with the standard stated in this proposed code language is not possible under the current LEED process (provide a letter from the USGBC that the project is registered for LEED Gold). First, an applicant does not register a project for a level of certification or indicate the target level. Therefore, USGBC will not be aware that a project is pursuing LEED Gold through registration. Second, this path to compliance assumes the USGBC will write a letter to the City of Portland during the permit process. We are concerned this process is flawed, which based on current code language would leave Option 2 (i.e., provide a preliminary LEED scorecard showing which LEED credits will be pursued for the building) as the only viable option.

3. **Code compliance**: Since compliance doesn't occur until after the project is completed, what if the project doesn't obtain LEED Gold? (I.e., a project tracking toward LEED Gold achieves only Silver or Certified?) The City should indicate what effect that circumstance would have on issuance of a temporary or a permanent Certificate of Occupancy, what period of time would be allowed for resolving the situation, and so forth. In addition, there is no methodology or enforcement if a LEED Gold certification is not achieved. Since the LEED process relies on the completion of the design and construction process before it can evaluate compliance, there is a great deal of uncertainty as to what level a project will actually be awarded. By contrast, with Green Globes, the evaluation process occurs throughout the project with a Green Globes Assessor that is engaged with the design team. This greatly reduces the uncertainty related to the final certification level.

4. **Permitting implementation:** How would a permit be issued for the LEED project under this proposed code standard? Would the preliminary LEED score sheet be submitted during the land use review or building permit process? All buildings subject to this standard will require Design or Historic Resource Review, and building permit-, energy efficiency certification-level plans will not yet be developed (and Building staff do not review land use applications). What city department/staff will review the plans and specs during permit for compliance, and will that in result in additional time (and costs that will be passed on to the applicant)? There is already significant cost and risks that development needs to bear with new projects, and adding more costs and uncertainty to ensure building performance seems unnecessary and counterproductive.

   We are curious if an incentive-based program was considered to encourage (as opposed to mandate) improved building performance. For example, the City of Issaquah, Washington, offers sustainable building incentives (expedited building permit review, stormwater service charge discounts, and affordable housing incentives) for buildings that achieve green building certification. The building permit stage of a project seems much more appropriate for encouraging or requiring sustainable building practices than the land use review phase.

In summary, the City must recognize more than one of the organizations that have demonstrated competency in the energy performance certification arena and enable building constructors/owners to select which certification method/organization they want to rely upon to demonstrate their contribution to improving energy efficiency in the Central City. In addition, to ensure this proposal with good intent does not result in a time-consuming and costly program for both the City and applicants, we advise a much closer look at how these requirements will be addressed through the City's permit process.

I would be pleased to coordinate a meeting with key Mackenzie staff (who are engaged in both LEED and Green Globes programs) to discuss other approaches to address the City's goals for building performance.

Thank you for the opportunity to provide these comments. We look forward to further discussion with you on this important issue.

Sincerely,

Dietrich Wieland, LEED AP BD+C
Associate Principal | Director of Sustainability | Architect

c: Rachel Hoy - Central City 2035 Team

PORTLAND PARKS & RECREATION
Healthy Parks, Healthy Portland

City of Portland
URBAN FORESTRY COMMISSION
1120 SW Fifth Avenue, Portland, Oregon 97204
Phone 503-823-5396 Fax 503-823-5570

Amanda Fritz, Commissioner Mike Abbaté, Director

April 7, 2016

Sallie Edmunds, Bureau of Planning and Sustainability
City of Portland
Portland, Oregon

Dear Sallie Edmunds:

My first exposure to the Central City 2035 Discussion Draft Plan was when it was presented to the Portland Urban Forestry Commission on March 17, 2016. This plan encompasses an area of the city that is noted for relatively low tree canopy with many of the associated impacts such as enhanced heat island effect and increased pollution. I feel that it is critical that the Bureau of Planning and Sustainability create in this plan the "space" needed for tree canopy to increase in this difficult environment.

My comments are mainly conceptual in nature due to the limited time frame in which I have had to delve into Plan. Some of the suggestions that I have may need to be addressed not only in the plan, but also in revisions to Title 11: Trees. None of these suggestions are magic potions for increasing tree canopy in the Central City, but are incremental in nature. These suggestions can be split into development and non-development situations.

Development Situations

Creative Design

One of the main areas that will allow for increased long term tree canopy will be to encourage creative design for both buildings and hardscape around trees. Providing not only space above ground but below the sidewalks and plazas will be the only way for trees to successfully achieve a greater (and more beneficial) size, decrease infrastructure conflicts and increase the long-term health of the trees.

Provide rooting space

Incentivizing larger sidewalk dedications in new development will allow for greater below ground rooting spaces. These rooting spaces will require creative designs such as silvacells or structural soils to reduce infrastructure damage and healthy trees. Adequate rooting space requirements should also be included. Use of underground vaults should be limited.

Allow for above ground space for tree canopy

Use of podium development can push upper floors away from street trees, allowing for greater and more balanced canopy development. Planting on these podiums can allow for medium to large trees to be planted in areas where sidewalk dedication will not allow for adequate root development.

Retention of healthy existing trees

Require retention of large healthy trees, but create incentives that will allow for buy in. This will make retaining trees less of a burden and more of an opportunity.

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AMANDA FRITZ, COMMISSIONER MIKE ABBATÉ, DIRECTOR

Trees on adjacent sites
Make sure that trees on adjacent properties are taken into account in development of sites. This will take changes to Title 11, but these changes are overdue.

Landscaped streets
Expand the network of landscaped streets which require landscaping in sidewalk setbacks.

SITES requirements
Require/incentivize SITES certification for master planned developments and for Green Loop redevelopment.

Attention to trees in Design Review
Putting trees into design review as integral considerations in the design of the development will help to elevate trees from amenity to infrastructure.

Non-Development Situations
Invest in planting and maintenance
More appropriate in the Green Loop, maintenance of the urban forest takes away the adjacent owners' cost objection to planting projects. Meanwhile, get the largest statured trees in wherever they can fit.

Maximize tree canopy in park areas
Parks in the Central City will be some of the only areas where large trees will have rooting space and aerial space to fully grow without impediment. Fill them with trees.

Enhance the Riverbank
A larger setback will allow for planting of larger trees, increasing the tree canopy.

Using these concepts as plan development moves forward will help to realize the first goal of Portland's Urban Forestry Management Plan: "Protect, preserve, restore and expand Portland's urban forest."

Thank you,

Damon Schrosk
Urban Forestry Commissioner
ISA Board Certified Master Arborist PN-5474B

PORTLAND PARKS & RECREATION
Healthy Parks, Healthy Portland

TO: Roberta Jortner, BPS
Sallie Edmunds, BPS
Jeff Caudill, BPS
Emily Meharg, BPS

FROM: Jenn Cairo, PP&R

DATE: April 7, 2016

RE: Comments and Recommendations on the Central City 2035 Discussion Draft

Thank you for extending the comment period on the Central City 2035 Discussion Draft to allow the Urban Forestry Commission and Urban Forestry Division of Portland Parks & Recreation (PP&R) additional time. We appreciate the extensive work undertaken by the Bureau of Planning and Sustainability (BPS) in drafting updates to the Central City Plan, and the inherent challenges in adequately addressing the city's numerous and often competing needs in our urban space planning. Urban planning work and the resulting city plans by BPS and others are critically important in communicating the vision for the city's future, and establishing the goals and guidance upon which bureaus' and other stakeholders' policies and practices are built. City plans must therefore simultaneously recognize the realities and promote the needs and aspirations of the community.

Portland's Central City area is characterized by a high density of built infrastructure and lower levels of tree infrastructure (city tree canopy map: https://www.portlandoregon.gov/bps/article/531994). This may be a necessary and inevitable, given the uses and needs of a bustling downtown urban area, especially an area experiencing rapid, increased development. However, this increased density should be accompanied by significant increase in tree infrastructure to ensure a livable, healthy city. The need for significantly more tree canopy specifically in the Central City is illustrated in the examples of the area's low air quality http://www.deq.state.or.us/aq/toxics/patsmaps.htm and high summer temperatures https://www.portlandoregon.gov/bps/article/531994. Central City 2035 must rise to the challenge, set more ambitious tree canopy goals, and articulate more-specific means by which to meet this need.

Over recent decades, the importance of trees and the urban forest are recognized on a local, regional and global scale as essential city infrastructure because of the scientifically-demonstrated public health, livability and urban sustainability services they provide to current and future residents. These services specifically include, but are not limited to:

1. Reduced air pollution and improved air quality,
2. Mitigation of urban heat islands created by high summer temperatures and hardscapes,
3. Reduced heating and cooling costs by providing shade in summer and shelter from winds in winter,

4. Damping urban noise,
5. Buffering pedestrians from vehicle traffic,
6. Slowing vehicle traffic speeds, and providing people with immediate opportunities to benefit from nature.

As our city grows, Portland's city plans, including Central City 2035, must specifically include and emphasize trees as essential infrastructure just as we routinely include transportation, water supply, and waste water infrastructure.

The following are some ideas on how to 1) elevate the presence and importance of trees as essential infrastructure in Central City 2035, and 2) provide stronger, action orientated guidance for the city's bureaus in their development of policies and programs to implement Central City 2035. This is not an exhaustive list but we hope you will explore these ideas as well as develop others in regards to improving the plan's tree infrastructure content, and include them in the next draft.

1. State the need for and emphasize retention of existing healthy trees as a priority. Existing trees provide the services now that newly-planted and young trees offer as a future opportunity.
    i. Include significant incentives for preservation of trees when properties, public and private, are developed.
    ii. See the attached list of such ideas developed by the PP&R Director and an active representative of the Portland property development community.
2. Revisit and increase Central City tree canopy goals to reflect more of *what is needed* in tree infrastructure services rather than *what space for trees currently exists*. Space for trees in the Central City is limited and basing tree canopy goals on the available stock of tree space will not meet our needs for air quality improvements and heat mitigation.
3. Include several examples of progressive and innovative site designs to retain trees, and create space for new trees on properties and in rights-of-way. Look at what other cities and the industry are doing in this regard and borrow from them.
4. Seek to answer the site design question: How do we get more PSU libraries? Include the answer elements in the plan.
5. Propose amendments and revisions to the city's tree code and other city codes to support the tree needs of the Central City.
6. Research other cities', nationally and internationally, innovative approaches to retaining and increasing tree infrastructure in city centers, and include them as models to be promoted and used in our Central City. Include references, website links, drawings, etc., to make the intentions and models clear, appealing and accessible.
7. Require that tree infrastructure be one of the guiding principle and stated purposes in the designs of open spaces, public spaces, green spaces, rights-of-way, bikeways and pedestrian spaces in the Central City.
8. State and promote the importance of tree maintenance for public safety and tree infrastructure service needs.
9. Consider requiring/reaching out to urban forest stakeholders such as the Urban Forestry Commission and PP&R Urban Forestry, Depave, et al., to be partners in Central City design reviews.

10. In response to specific questions from BPS regarding certain Central City 2035 elements, we support the following:
    i. Expanded river setbacks if this would include increasing tree canopy in those areas and provide for recreational needs.
    ii. Incentivize and require setbacks that provide adequate space for larger-form, high-service tree infrastructure.
    iii. Require high-service trees be included in landscaped streets and expand the network of these streets.
    iv. Encourage trees on buildings with recognition that soil weight, tree size and tree longevity can be limiting factors on the services such trees provide.
    v. Consider limiting vaults and void encroachments in rights-of way where trees otherwise would be located (e.g., tree space every 25')
    vi. Require adequate street tree planting space for new development, redevelopment and city development projects.

Central City Plan - Discussion Draft
Trees - PP&R Comment Form

Page #	Policy # or Code Section	Comment/Issue	Suggested Changes (if any)	Reviewer
Volume 1				
11	7. Defined by Natural Systems	List of natural features that makes the city livable.	Add trees or tree canopy	E. Roth
23	Resilient CC	Bullets do not address Natural Resources and trees	Add a bullet for urban canopy/trees to add resilience	
Volume 2				
	33.430.195 Standards for Tree Removal in View Corridors	Allows for removal of trees in View Corridors; replacement with shrubs within view corridor and trees outside view corridor		
	33.510.205. C.	Open space height transfer; dedication of open space for parks	FYI - allows increased height for dedicated park space. Will height impact trees because of lack of light?	
	Throughout	Open space bonuses for the dedication of open space; allows for the expansion or height of the bldg from the standards.	Tree impacts? Less space available or will they be planted in parks/open space?	
	33.510.256	Add'n standards for Sites Requiring Central City MP; requires 30% for open space w at least 1 tree planted 1,000 sq ft.	Does this standard require trees to be preserved?	
Others				
St. Tree Planting		Assume additional street plantings as development happens.	Will this be more than what is removed?	
Increase in Canopy		From 7.3% to 10.5%; 100 acres	Is this aspirational or reality	

General comment

Throughout the code there are many requirements for landscaping and park development. There will be trees planted in these areas and along streets. Trees will also be removed for development. It is hard to determine if there will really be an increases in canopy as it will depend on maintenance and how areas really develop over the next 20 years. Canopy is considered throughout and the policy direction is for increase in canopy. Concerned how increased building heights will impact trees and the ability for trees to grow.

City of Portland

Design Commission

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Date: **April 7, 2016**

To: **Rachel Hoy, Senior Planner, Bureau of Planning and Sustainability**

From: **Portland Design Commission**

Subject: **Central City 2035 Discussion Draft comments**

The Portland Design Commission appreciates the opportunity to review and comment on the February 2016 Volumes 1 & 2 of the Central City 2035 Discussion Draft. This planning project will have an immense impact on our Central City Plan District communities, and will shape development that is supportive of the Comprehensive Plan goals to manage growth in a manner that also maintains healthy and vibrant Central City Quadrants of the Central City.

The Design Commission would like to note that there are many positive improvements proposed in the Central City 2035 document. This memo is focused on highlighting several areas of concern with associated recommendations:

1. 33.510.200 Floor Area Ratios [FAR]. Mandate minimum FAR's for sites in order to achieve density goals and desired neighborhood characteristics. As we have seen with the development of low-rise apartment buildings in South Waterfront, the goals and aspirations for higher density promoted by the sub-District of Central City is not being realized. Given the pace of development and the underutilization of land within the Central City, there is concern that allowing buildings to be built far below established targets puts into question whether we will have enough remaining land to develop to the FAR and Height limits desired by Central City 2035. Possible requirements could include minimum FAR/Heights of 70%-80% required for new development. NO

2. 33.510.210 Floor Area and Height Bonus Options, C.1 Affordable housing bonus option. The Commission wholeheartedly supports the aspirational goal of broader and deeper affordability. Removing of a number of underutilized FAR/Height Bonuses for more focus on affordable housing and historic preservation are excellent ideas. However, the current bar of "at least 25% of the increased floor area dedicated to ... 80% median family income" does not appear adequate. The Commission would like to clearly understand the impact of new inclusionary zoning standards [SB 1533, effective June 2, 2016] in order for us to effectively advocate for affordable housing with applicants. The Commission would welcome regular briefings from BPS and Portland Housing Bureau [PHB] staff as they work through development of regulation and enforcement guidelines and assess the impact it will have on existing and new programs and financial tools. OK

Capture tree - a guideline

L1 w/out shrubs

3. 33.510.215 Required Building Lines, B.2.b. The required building line standard is an effective tool for promoting urban streetscape conditions. The proposed language in this section however requires setback areas "between the building and the street lot line must be landscaped to meet the L2 standard". This is not an appropriate urban response. The design of this setback frontage should not be a prescribed parking lot screening standard, and is best handled by the current Central City Fundamental Design Guidelines. OK

4. 33.510.220 Ground Floor Windows [GFW]. The 60% requirement should be required across the Plan District to all streets, not only to the proposed Map 510-8 designated streets. As the currently proposed base zone GFW standard is otherwise 40% [as noted in the March 2016 MUZ Proposed Draft] for a single street fronting building, and then only OK

25% if a development has *more* than one frontage. Development in the Central City frequently has multiple street fronting conditions, and all streets should receive the same percentage of GFW opportunities. Additionally, B.2.b – Walls of a parking structure are exempt if set back 5' and with L2 landscaping. Central City ground floor frontage requirements should simply prohibit parking structures at any street facing elevations.

5. 33.510.225 Ground Floor Active Uses. The removal of residential uses from meeting this requirement greatly improves this standards effectiveness. However, a recent case highlighted that some non-residential uses do not meet the intent of this standard. The Commission would like additional qualifying language in the standard to:
   a. Describe not only the allowed uses, but the allowed activities. For example; a grocery store use can meet the active use standard, but if the area behind the glass is used for storage of boxes, racks of food, or otherwise inactive activities, the purpose of the standard is not met.
   b. 33.510.225.C.2.d should strike "or be structurally designed so doors and windows can be added with the space is converted to active building uses." The time to construct active frontage spaces is at the time of development. Kicking the responsibility down the road to build active ground floors does not meet the overarching goals of the City at the time of development, and is rarely changed later.

6. 33.510.243 Eco Roofs, & 510.244 Low Carbon Buildings. Confirming these development standards are adjustable would be advisable. Regardless of whether or not they are, additional green funding sources need to be identified to support affordable housing development. The Leadership in Energy and Environmental Design [LEED] certification is likely a difficult standard to enforce because the program may change significantly over the next 20 years. Other programs with aspirational environmental goals may be appropriate. In any case, it seems acceptable to have more than one accepted standard.

7. 33.510.261 & 33.510.262 Parking & Access. Like affordable housing, these issues are critical to successful growth management. Tracking the many moving parts is difficult for people on the periphery of real estate development discussions, especially private citizens who believe livability and parking overlap which we hear often from people who testify at design review hearings. Few citizens seem to fully understand (1) the financial challenges of a successful, integrated transportation system, and (2) that our transportation options are going to change significantly in the next 20 years—which means we all need to be thinking now about how we will travel in different ways throughout the City. PBOT, TriMet, and the general public, would benefit from a simple, high level summary handout that describes the problem statement (projected growth outstrips current capacity) and outlines the broad planning efforts currently underway to ensure a successful long term transportation outcome.

8. 33.510 Maps. Many people read the electronic copy of Title 33. The current maps are very low in resolution and it would be helpful to be able to zoom in on a high resolution map with legible street names. High resolution maps could be accessible through a separate link.

Thank you for your time and consideration of our comments. Please do not hesitate to contact us with any questions.

David Wark, Chair of the Portland Design Commission

cc. Portland Design Commission

Stadium District Business Group
1711 SW Clay St. Portland, OR 97201

Letter of Support for the Draft Central City 2035 Plan.

To: Kathryn Hartinger,

The Stadium District Business Group supports the work done by city planners in creating the vision for the Draft Central City 2035 Plan. Throughout this five-year process of collaboration and study, city staff have been attentive to comments and diligent in implementing new technologies for modeling the new plan. The Draft CC2035 Plan represents concerted efforts to craft a vision for an increasingly popular and growing city where businesses, workers, students, residents, and visitors can create a better future in an attractive and thriving environment.

Contributing to the Draft CC2035 Plan has been a long and considerate democratic process. The following is a synopsis of this process in Goose Hollow and the apparent discontinuity between the interests expressed by Goose Hollow Foothills League over years of input and the GHFL Board's comments to the current Draft CC2035 Plan.

In preparation for the planning process, Goose Hollow Foothills League composed a Visioning Statement in 2010 to express stakeholder and community goals for Goose Hollow within the broader framework of the West Quadrant Plan. As part of the West Quadrant Plan process, BPS conducted early planning work and outreach to get input on neighborhood needs and the desired character of future development. From there, the Visioning Realization Committee was formed in 2011 to facilitate discussions that would affect the upcoming CC2035 Plan.

As you know, there were two Charrette events during December, 2012. The goal of both Goose Hollow Charrette events was to work with the community to identify issues to be addressed in the planning process and generate ideas about how the area should change and grow over the next 25 years. The products of these events were used in the preparation of preliminary concept diagrams that illustrate future scenarios for the district, as well as potential policy and implementation action recommendations to be included in the West Quadrant Plan. A broad representation of residents, property owners, area businesses and institutions attended both Charrette events.

Community involvement was a critical part of the development of the West Quadrant Plan. Extensive work was completed during 2013 and early 2014 that included multiple Stakeholder Advisory Committee meetings, specific stakeholder meetings, online surveys, a week-long charrette in June 2013, and several public open houses. The Goose Hollow Foothills League was dutifully represented by Mary Valeant at the West Quadrant Stakeholders Advisory Committee from March 2013 to September 2014.

Roused over concerns about a potential parking and residential development on the Multnomah Athletic Club's block 7 in 2013 and 2014, the GHFL experienced a drastic change of board representation in which businesses, property owners and institutions were basically prohibited from participation.

Stadium District Business Group
1711 SW Clay St. Portland, OR 97201

Approximately one month after the "new" GHFL board was voted in, The MAC withdrew its proposal for a development on Block 7. In January, 2015, the GHFL held a special meeting to reduce height limits. This meeting was emblematic of the GHFL direction and process or lack thereof. In a GHFL Membership Meeting Vote on Building Heights on February 11, 2015, the meeting minutes state, "There was opposition from the floor regarding the meeting's process (notification, selection of speakers, speakers time limits not strictly or equitably enforced); there was also opposition to the meeting as an attempt to change the [West Quadrant Plan]…Some GHFL board members expressed concern over the way that the straw votes were counted and expressed as a percent, they felt it was misleading. Many people thought the topic was too complex to be simplified to a discussion of height limits and the meeting left people confused."

Many of the board and committee members integral to the above mentioned meeting minutes are personally impacted by the Draft CC2035 Plan; several of the requested height and view protections by the GHFL are for personal benefit. In accordance with Office of Neighborhood Involvement standards, they should have recused themselves from discussion, which they failed to do. A regressive proposition of broadly reducing height limits and protecting view corridors which no longer exist in the interest of the "public good" is a thinly veiled attempt at protecting private residential views. Furthermore, it stands contrary to city goals of accommodating the density of a forecasted 165% increase in households over the next 20 years. Additionally, Goose Hollow is virtually the only section of the city that has a residential overlay on CX zoned property. We support the removal of the residential overlay in Goose Hollow as decided on March 5th, 2015 by City Council, when they adopted the West Quadrant Plan.

The apparent lack of process coupled with GHFL comments to the Draft CC2035 Plan demonstrate a great assault on the rights of businesses, property owners and institutions who have worked in a collaborative way with city planners. The Draft CC2035 Plan is an accurate rendering of over 5 years of community involvement and we at the Stadium District Business Group support it in its entirety.

Sincerely,
Tina

Tina Wyszynski
President
Stadium District Business Group
www.stadiumdistrictpdx.biz
503-481-6538

City of Portland
Historic Landmarks Commission

1900 SW Fourth Ave., Suite 5000 / 16
Portland, Oregon 97201
Telephone: (503) 823-7300
TDD: (503) 823-6868
FAX: (503) 823-5630
www.portlandonline.com/bds

April 5, 2016

Susan Anderson
Portland Bureau of Planning & Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201

Re: Central City 2035 Plan

Dear Director Anderson,

The Portland Historic Landmarks Commission (PHLC) has reviewed the Discussion Draft of the Central City 2035 Plan and has a major concern that we ask you to address in your next round of revisions. We request that you correct the height and Floor Area Ratio (FAR) within four Central City historic districts where allowances are often wildly out of scale with what is approvable through the Historic Resource Review process.

In the comments we provided regarding the West Quadrant Plan in 2014, you may recall we had a number of serious concerns related to the extraordinary development potential given to certain parts of the Central City—particularly those that are in designated historic districts or have a high concentration of eligible historic resources like the West End. Since presenting that letter to the Planning & Sustainability Commission, the PHLC has and is continuing to navigate a number of land use cases where developers are looking to achieve all or most of their development potential. This has resulted in the PHLC being presented with infill buildings that are significantly out of scale with the historic district. The mismatch between the zoning of these sites and the PHLC's role in interpreting approval criteria that call for compatible infill (allowing us thereby to restrict height and bulk in order to guide a project toward approval) sets up a frustrating, time-consuming land use process for all involved, not to mention driving land values that are not in sync with the true development potential of the site determined during the Type III Historic Resource Review process.

Our request with this letter is to make the following changes to maps 510-2 and 510-3:

> **The properties within the boundaries of the New Chinatown/Japantown Historic District, the East Portland Grand Avenue Historic District, and the 13th Avenue Historic District be "right zoned" to 75' and 4:1 FAR with no eligibility for height increases. Additionally, the southern portion of the Irvington Historic District within the Central City boundary should be reduced to 50'. The attached maps provide a tally of the number of block affected. As a percentage of the entire Central City Plan District area, the total area is small.**[i]

The rationale for this request is straightforward. Where the Design Commission is charged with ensuring new buildings are built with a high level of design quality, the PHLC reviews new construction applications principally through the lens of "compatibility." This concept of compatibility is the primary objective that our design guidelines and approval criteria seek to achieve when the alteration of a historic resource is before us—including the construction of a new building in a district. With compatibility, we are aiming for harmony and wholeness in the historic built environment rather than

contrast and incongruence. Buildings from different eras are compatible when they share the same underlying principles of scale, proportion, composition, level of detail, materials, and craftsmanship that are typical of the setting. Certainly there are parts of the City where the contrast of old and new, big and small buildings can provide a dynamic urban design environment. However, in designated historic districts where we are protecting the integrity and significance of the entire collection and not just regulating disparate pieces, controlling the size of new development is paramount. In the same way that demolition of contributing historic buildings erodes the historic character of a district, incompatible new buildings can equally obfuscate a district's importance.

Recently the Oregon State Historic Preservation Office (SHPO) cautioned the PHLC during the contentious review of the Grove Hotel redevelopment in Chinatown, noting that the 100' tower addition was incompatible:

> '…it is our finding that the alteration of the Grove Hotel […] and construction of a multi-story building further erodes the historic integrity of the District […]. Specifically, we believe that the removal of historic material and the overwhelming size and scale of the proposed tower negatively impacts not only the materials and workmanship of the Grove Hotel, but also the setting, feeling, and association of the District as a whole.' (10-19-15, Ian Johnson to PHLC)

With neither proper historic design guidelines in place, nor a zoning code aligned with the scale of the historic resources in this district, this case provided a considerable challenged to the PHLC and passed by only one vote. We are pleased that district-specific guidelines are underway for New Chinatown/Japantown and that by early 2017 we will have a guiding document that enhances the Commission's ability to protect this important multi-cultural historic district.

In addition to the SHPO's letter regarding the Grove Hotel, the National Park Service (NPS) warned the City in 2008 that additional height being proposed in Skidmore Old Town posed a significant threat against the integrity of that district. There is a strong likelihood that NPS would provide similar counsel regarding building heights in the New Chinatown/Japantown and East Portland Grand Avenue Historic Districts. During the review of the additional height in Skidmore Old Town, NPS Deputy Regional Director Rory Westberg wrote:

> 'We do believe it is important to comment on the potential impacts resulting from increasing height limits within the district's current allowable height of 75' to 130' of five identified "Opportunity Sites." […] The revised NHL nomination for the district calls it "one of the finest collections in the nation and perhaps the most outstanding in the Far West." The nomination goes on to say that "these two to four-story, primarily Italianate structures work in concert with sympathetically scaled and designed late nineteenth-century Richardsonian Romanesque and early twentieth-century buildings to define the rich urban character that marks it as a national treasure." It is this very scale, created by buildings generally 40 to 60-feet tall with simple mass and volume characteristics—features that we feel define the district—that would be severely compromised by allowing building heights to go from the current allowable 75' to 130' […]. ***We do not believe that buildings of the proposed new height, regardless of being stepped back from street facades, can be designed in ways to be compatible with buildings within the NHL district and would impact the integrity of the district's setting, feeling, association, and design. We believe that the building forms created, with their imposing mass and scale alongside existing structures in the district, will adversely affect the overall integrity of the district.***' (12-4-2008, Rory Westberg to Mayor Tom Potter; emphasis added)

The Discussion Draft of the Central City 2035 Plan proposes 100' height limits at the south end and 250' height limits at the north end of Chinatown/Japantown. While this is an improvement on the existing zoning, it is still not compatible with the character of the district. East Portland Grand Avenue is also proposed to have a mix of 100' and 200' height limits. Currently, a small portion of the 13th Avenue Historic District is proposed to have a 75' height limit, but the majority is 100'. The south end of Irvington Historic District along NE Broadway is proposed to have a 75' height, when 50' would be much more appropriate for this smaller-scale, streetcar-commercial district.

While the Central City 2035 Plan is moving the development potential of some historic areas in the right direction, we have not yet achieved compatibility in these four historic districts. However, it should be noted that we do have two districts within the Central City Plan District that already are appropriately zoned and we can follow this precedent. These include Skidmore/Old Town National Landmark Historic District and the Yamhill Historic District. They have maximum heights of 75' and 4:1 FAR. This height and FAR is appropriate (if not slightly generous) for turn-of-the-century urban historic districts in Portland and should be applied consistently in our commercial historic districts within the Central City Plan District, with the exception of Irvington, which requires a smaller scale.

Scale and massing are the cornerstones of compatible design in a historic district. This is reflected in the 33.846.060.G approval criteria, as well as in our district guidelines. Depending on the location of a land use application, the Landmarks Commission is charged with applying the applicable approval criteria and providing feedback to the applicant on how best to meet those approval criteria where their project is currently falling short. Often the first item of discussion for any new project is height and bulk.

To give you an example of the approval criteria we work with, take 33.846.060.G(8) "Architectural Compatibility," which speaks to new construction being "compatible with the resource's massing, size, scale, and architectural features." In this case, the resource can be the entire district. In the revised Skidmore Old Town Design Guidelines, there are specific guidelines that address scale and massing, such as *Guideline A1.a Reinforce The Predominant Scale and Massing of the Historic District*, which can be accomplished by "limiting the height of newly constructed buildings and additions so that the new buildings are compatible with the established historic scale of the District and with the significant surrounding buildings in the District" (p. 25).

Some of our older design guidelines, such as those for East Portland Grand Avenue, present contradictory objectives for compatibility where they state that "the scale, form, proportion, and detailing of the [new] building [...] should be compatible with adjacent historic buildings and the architectural character of the District" and that "the height to width and length relationships of adjacent and nearby buildings should be used as a guide in determining compatibility of new buildings," yet go on to say that "as a rule it is not intended that the height or bulk of buildings be kept below the floor area ratio and height limits permitted by the Central City Plan." These two objectives are at odds given the currently-incompatible height and FAR allowed in this district of primarily two-to-four story buildings.

We are pleased that Policy 5.CE-1 for the Central Eastside calls for enhanced design guidelines for the East Portland Grand Avenue Historic District, as they are greatly in need of updating and clarification. The current guidelines were adopted in 1994 when stepping back height was seen as an acceptable compromise to making the pedestrian environmental feel more in-scale for the historic building. However, as the above-quoted letter from NPS demonstrates, this is no longer an accepted preservation practice. There is no hiding height and no amount of detailing or quality in materials can make an out-of-scale building compatible with its historic neighbors. When new buildings do not respect the

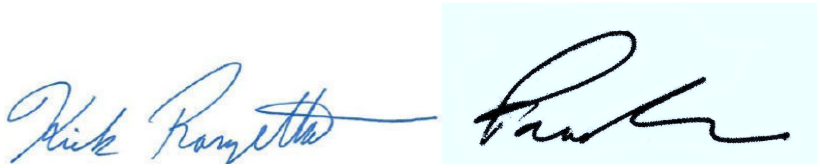
prevailing scale of the historic environment, the overall setting and streetscape are irrevocably changed in a way that undermines the historic district's integrity.

While the PHLC has the authority to limit the scale and mass of buildings when a proposal does not meet the approval criteria and has done so frequently in the past, we would much prefer that the development potential of a site already be aligned with the district character. This makes the development process much more predictable for the developer and land values more appropriately determined in an appraisal. When the discrepancy between the base zoning and the PHLC's determination of compatible scale it greatly at odds, we are aware of the higher likelihood of appeal to City Council, which is an undesirable way to navigate the land use process. To whatever extent possible, our zoning code should foster a process where our volunteer experts in historic preservation regulate development in our historic districts through the Type III process in the most clear and expeditious means possible for the applicant.

Given the above recommendations from the Oregon SHPO and National Park Service concerning the management of Portland's historic districts, the fact that Portland is charged with protecting historic districts through its Certified Local Government agreement with the State of Oregon, as well as the PHLC's own collective experience of working on development projects in Portland, it is time that our zoning code and Historic Resource Review process were aligned. We therefore request that the aforementioned map changes, noted in bold above, be integrated into the Central City 2035 Plan.

We sincerely thank you for your time and consideration of this request.

Respectfully,



Kirk Ranzetta
Chair

Paul Solimano
Vice Chair

cc: Brandon Spencer-Hartle
Nicholas Starin

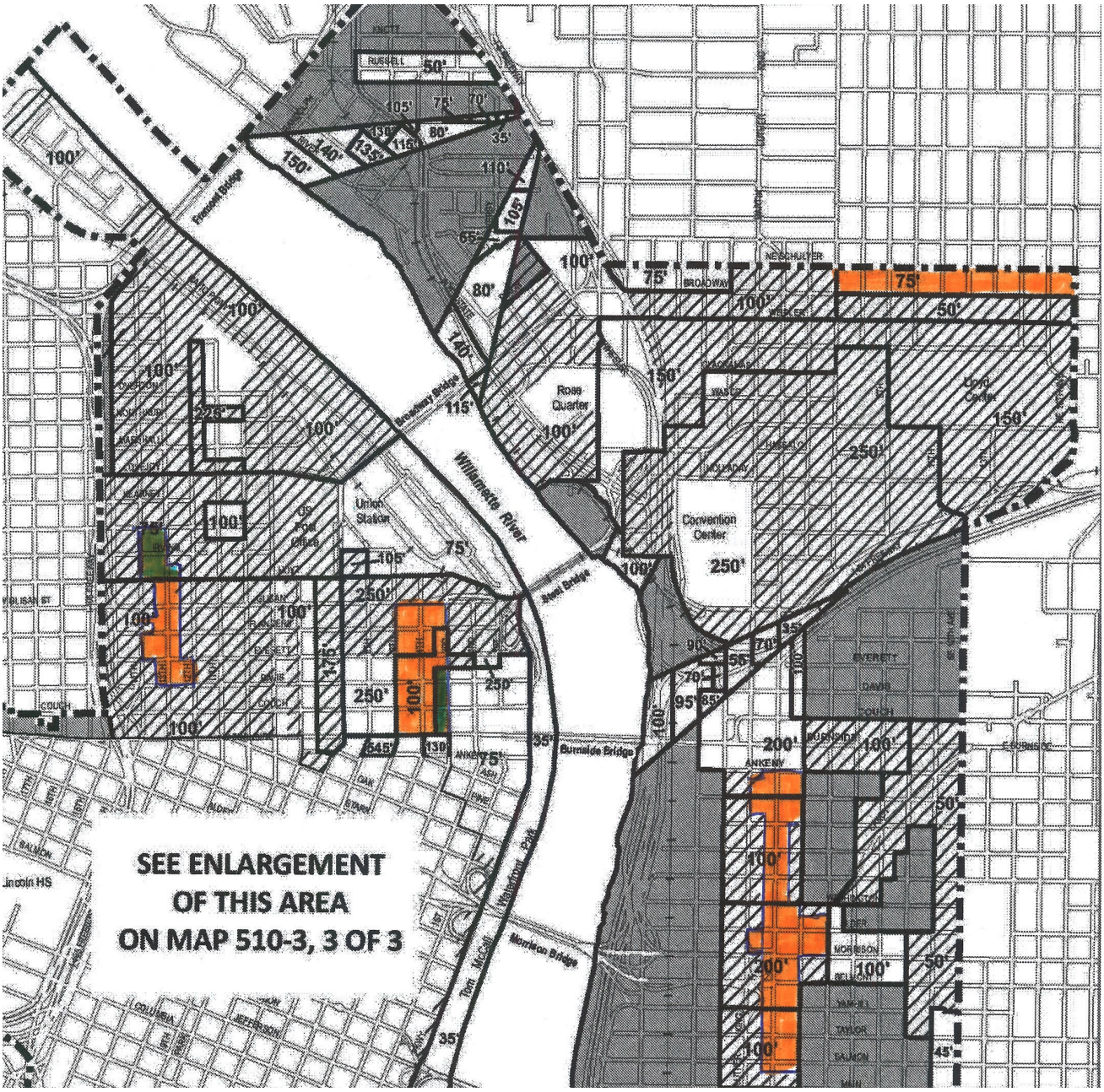
Encl.: Maps 510-2 and 510-3 showing areas affected by PHLC request
Copy of 10-19-15 letter from Ian Johnson (SHPO) to PHLC
Copy 12-4-2008 letter from Rory Westberg (NPS) to Mayor Tom Potter

[i] The PHLC is primarily concerned with overall height. Our request to reduce FAR to 4:1 follows the precedent set by Skidmore Old Town and the Yamhill Historic Districts. However, we realize there is more complexity involved with FAR, especially since preservation incentives are being proposed that hinge on FAR transfer. We are open to discussions of higher FAR in certain districts, provided the height is capped. Likewise, we are not opposed to FAR bonuses in urban historic districts like Chinatown/Japantown, 13th Avenue, and East Portland, as long as a 75' height limited is not being exceeded. These districts historically had buildings that were built to the property line, typically as a single mass (i.e. not stepping back as they got taller). With base height in the zoning code brought in scale with the historic districts, we would have no issue with historic FAR transfer occurring within districts. However, with the currently out-of-scale heights, we support the Plan's disallowance of historic FAR transfers within historic districts.

Proposed Height Reductions

Affected area within district boundary

Unaffected area within district boundary



Historic District	Impact of PHLC Reduction Request
Chinatown/Japantown	5.25 block reduced from 100' to 75' 3.5 blocks reduced from 250' to 75' 1.25 blocks remain as proposed at 75'
13th Avenue	Approximately 5 blocks reduced from 100' to 75' 2.25 blocks remain as proposed at 75'
East Portland Grand Avenue	Approximately 8.5 blocks reduced from 100' to 75' 9.75 blocks reduced from 200' to 75'
Irvington	9 blocks reduced from 75' to 50'

Proposed FAR Reductions

Affected area within district boundary

Unaffected area within district boundary



Historic District	**Impact of PHLC Reduction Request**
Chinatown/Japantown	4.75 blocks reduced from 6:1 to 4:1 4 blocks reduced from 9:1 to 4:1 1.25 blocks remain as proposed at 4:1
13th Avenue	Approximately 5 blocks reduced from 6:1 to 4:1 2.25 blocks remain as proposed at 4:1
East Portland Grand Avenue	Approximately 8.5 blocks reduced from 6:1 to 4:1 9.75 blocks reduced from 9:1 to 4:1
Irvington	No reduction requested

Oregon
Kate Brown, Governor

Parks and Recreation Department
State Historic Preservation Office
725 Summer St NE Ste C
Salem, OR 97301-1266
Phone (503) 986-0690
Fax (503) 986-0793
www.oregonheritage.org

October 19, 2015

Kirk Ranzetta
Portland Landmarks Commission
1900 SW 4th Ave, Suite 5000
Portland, OR 97201

RE: Portland Historic Landmarks Commission Case LU 15-185472, 401-439 Burnside St, Grove Hotel

At the request of Kirk Ranzetta, Portland Historic Landmarks Commissioner, the Oregon State Historic Preservation Office (SHPO) reviewed the project referenced above regarding its impact on the Portland New Chinatown / Japantown Historic District (District) and the Grove Hotel, historically known as the Philip Hotel, a contributing historic resource within the District. The Oregon SHPO is the agency responsible for local administration of the National Register of Historic Places (Register), a federal program of the National Park Service. Noting that the office received similar requests for consultation regarding the historic integrity of the District from City of Portland staff in summer 2014 and the neighborhood association in early 2015, we hope that our comments will useful as the Commission deliberates the merits of the proposal.

Important among our many considerations when evaluating the project was the progressive erosion of the District's historic integrity created by building demolition and modification and construction of new buildings since the District was listed in the Register in 1989. In consideration of these several factors, it is our finding that the alteration of the Grove Hotel, including the removal of the historic storefronts, demolition of a portion of the building, and construction of a multi-story building further erodes the historic integrity of the District and the Grove Hotel and does not meet the Secretary of the Interior's Standards for the Treatment of Historic Properties. Specifically, we believe that the removal of historic material and the overwhelming size and scale of the proposed tower negatively impacts not only the materials and workmanship of the Grove Hotel, but also setting, feeling, and association of the District as a whole. However, we further find that should the project be carried out as intended that the District and the Grove Hotel would remain eligible for listing in the Register.

We urge the Commission to carefully consider the impact of this and future projects on the District and individual buildings. Please feel free to contact me with any comments, or concerns.

Sincerely,

Ian P. Johnson
Interim Associate Deputy State Historic Preservation Officer

cc. Tim Heron, City of Portland, Portland Landmarks Commission
Grace Jeffreys, City of Portland

United States Department of the Interior

NATIONAL PARK SERVICE
Pacific West Region
909 First Avenue, Fifth Floor
Seattle, Washington 98104-1060

IN REPLY REFER TO:

H3417 (PWR-CR)

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GARY BLACKMER, AUDITOR
CITY OF PORTLAND, OR
BY

December 4, 2008

Mayor Potter and Portland City Council
c/o Karla Moore-Love, Clerk
City of Portland
1221 SW 4th Avenue, Room 140
Portland, Oregon 97204

Re: Skidmore/Old Town Code Amendments-Design Guidelines

Dear Mayor Potter and City Council members:

The National Park Service has been asked to provide clarification for our November 10, 2008, letter regarding proposed code amendments and design guidelines for the Skidmore/Old Town National Historic Landmark District. The request was one of the results from a meeting (November 20, 2008) attended by Hank Florence of the National Park Service, City of Portland staff, the Landmarks Commission, the State Historic Preservation Office, and KLK Consulting. Based on information provided by city staff and from information shared among participants of this meeting, this letter is intended to provide such clarification.

The National Park Service has been delegated by Congress the responsibility to monitor and provide technical assistance to the country's National Historic Landmarks. The Skidmore/Old Town district was designated a National Historic Landmark (NHL) on May 5, 1977, and like all NHLs, the district also is listed on the National Register of Historic Places (NRHP). While there are more than 80, 000 properties listed on the NRHP, fewer than 2500 of these properties have been designated NHLs, and only sixteen of these Landmarks are located in the State of Oregon.

When federal funds or federal permits are components of projects involving NHL properties, a federal compliance process is initiated among the owners, responsible, and interested parties. The National Park Service, with the State Historic Preservation Office and often the Advisory Council on Historic Preservation, along with project proponents and other interested parties, takes an active role in such consultations to insure that all regulating criteria are met. Without direct federal involvement, the technical assistance provided by the NPS is advisory in nature, intended to provide the property owner(s), local regulating officials and the public with information pertinent to safeguarding NHLs against potential adverse effects. National Park Service technical assistance for the Skidmore/Old Town district falls into this latter category – advisory. Our assistance is intended to provide local officials with information that will help them engage in a decision-making process that will ultimately provide for long-term preservation of this unique cultural resource.

During the November 20 meeting, the question of delisting the NHL district was raised. Under Federal Code CFR Title36 PART 65 §65.9, National Historic Landmarks will be considered for withdrawal of designation

only at the request of the owner or upon the initiative of the Secretary. The conditions under which a NHL is considered for withdrawal of designation are specific and the process of delisting a NHL is lengthy. Just last year, the City of Portland Planning Department submitted updated NHL documentation for the historic district that better identified the contributing resources and maintained the existing boundaries as defined in the original nomination. Designation of a property as a NHL occurs with the understanding that the owner intends to preserve the integrity of the property. In our technical assistance role, our goal is to help property owners avoid actions that will adversely effect the NHL. Delisting of a NHL does not automatically trigger delisting from the NRHP.

Skidmore/Old Town Historic District Design Guidelines. We have had the opportunity to review these Guidelines, believe that they are excellent and that they will serve the Portland community well in the preservation of this NHL district. We also note that the proposed Guidelines will work in parallel with federal regulating criteria for projects that have federal involvement. We strongly recommend their adoption. We are pleased to see that under these Guidelines, projects are to be reviewed on a case by case basis with examination of potential impacts to surrounding properties in the district. It is imperative that as these projects are examined individually, the cumulative effects of these activities on the overall district must also be considered.

Proposed Amendments to Title 33: Planning and Zoning. We do not believe it is appropriate for the NPS to comment on the details of these proposed amendments other than how their adoption might adversely impact the NHL district. It seems that the merits of the transfer of floor area ratios within the district, the creation of new bonuses for contributions to a district improvement fund, and the applicability of economic pro forma data supporting particular new development generated to date, could all be debated with a variety of conclusions drawn. We do believe it is important to comment on the potential impacts resulting from increasing height limits within the district's current allowable height of 75' to 130' on five identified "Opportunity Sites".

The characteristic for which this district is best known is the outstanding architecture of its mid- and late nineteenth-century cast-iron commercial buildings. The revised NHL nomination for the district calls it "one of the finest collections in the nation and perhaps the most outstanding in the Far West". The nomination goes on to say that "these two to four-story, primarily Italianate structures work in concert with sympathetically scaled and designed late nineteenth-century Richardsonian Romanesque and early twentieth-century buildings to define the rich urban character that marks it as a national treasure". It is this very scale, created by buildings generally 40 to 60-foot tall with simple mass and volume characteristics – features that we feel define the district – that would be severely compromised by allowing building heights to go from the current allowable of 75' to 130' on the identified "Opportunity Sites". We do not believe that buildings of the proposed new height, regardless of being stepped back from street facades, can be designed in ways to be compatible with buildings within the NHL district and would impact the integrity of the district's setting, feeling, association and design . We believe that the building forms created, with their imposing mass and scale alongside existing structures in the district, will adversely effect the overall integrity of the district. Regardless of whether these "Opportunity Sites" are viewed as being on the "fringes" of the defined district, the effects of inappropriate development will be felt within the district, having the effect of visually decreasing the footprint of this NHL district. Visual impacts from almost any location within the district will also result, further diminishing the integrity of the district.

Our survey indicates that all of the "Opportunity Sites" are adjacent to Landmark or Contributing structures within the NHL district, as defined by the City. We strongly encourage the city to promote appropriate development within the district, adopting the Design Guidelines forwarded by city staff and your Landmarks

Commission as a guide. Instead of allowing certain incompatible development within the boundaries of the NHL district, the opportunity exists to strengthen the boundaries with thoughtful, compliant development on these "fringe" sites.

It is important to understand that this Landmark District is significant as a collection of structures. As a collection, it tells a nationally significant story in the development and economic growth of the Pacific Northwest's most important urban center of the last half of the nineteenth century. Contributing structures within the district, as defined in the NHL nomination form, have in the past and can in the future qualify for federally supported investment tax credits under the Tax Reform Act of 1986. Many structures within the district would not be eligible for individual listing on the National Register and thus not eligible for these tax credits. Future actions that would potentially adversely impact contributing structures within the district, or compromise the integrity of the district itself, should be carefully considered in order to retain these viable tax incentives for future development and economic revitalization.

As stated above, our intent here is to provide this governing body information pertinent to the preservation of the Skidmore/Old Town Historic District as you consider changes to existing city code. Our technical assistance is advisory in nature, intended to help you direct what we hope will be an appropriate future for this national treasure. The very nature of the National Historic Preservation Act that guides the National Park Service here also makes state and local governing bodies like yourself responsible for preservation activities within your own jurisdictions. Who better than you understands the significance of this resource, its importance to the city of Portland and the nation, and how its future management will reinforce this significance and viability in the future?

We hope that we have provided sufficient information useful in your deliberations on this issue. Should you have any question, please contact Hank Florence (206-220-4133, email hank_florence@nps.gov).

Sincerely,

Rory Westberg

Rory Westberg
Deputy Regional Director
Pacific West Region

cc. OR SHPO

April 11

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Legal Advisor
Bob Barsocchini

April 5, 2016

MEMORANDUM

TO: Bureau of Planning and Sustainability
FROM: Peter Finley Fry, Vice-chair
CEIC Land Use and Urban Development Committee
RE: Central City 2035 – Volume 2: Zoning Code & Map Amendments
February 8, 2016 – Discussion Draft

The CEIC Land Use and Urban Development Committee (LUDC) presents these issues in the spirit of good process. We recognize that the content of the City's Draft may change and therefore, our positions may change as a result. Thank you for your consideration.

LAND USE

1. Retail Sales and Service, Office, and Industrial Office Uses in the IG1 zone.
Response: The draft follows what CEIC Board decided. However Industrial Office is still in the Office category. Industrial Office is not a commercial use and should be in the Industrial category.

2. Floor Area Ratios
Response: We understand the need for the City to be responsive to moving the market forward, but the elimination of nearly all the bonuses is a dramatic change. The bonus for Art remains important. As discussed during the LUDC meeting in April, we recommend that the City consider bonuses that are responsive to the market situation in the District. For example, an addition bonus that eliminates structured parking in a building from the calculation of FAR would be extremely valuable, a requirement could be placed on this that the parking be "wrapped" with Industrial Office or other use to support an active ground floor.

3. Floor Area Transfers
Response: The requirement that historic structures be seismically upgraded in order to receive the bonus designed to protect these structures from demolition should be eliminated. The requirement raises several issues: 1) typically, the cost to complete the seismic upgrade are realized as a result of the FAR transfer; 2) seismic strategies are challenging to implement as they have the potential to destroy the historical integrity of the interior and/or exterior of the property in violation of State and Federal regulation; and 3) creating this additional requirement may result in the destruction of historic structures by making them onerous to redevelop.

4. Ecoroof
Response: As a district that has an excess of flat roofs, we support the creative use of the rooftop space for the use of tenants and the public is common. Rooftops can be used as building amenities such as trees, garden areas, patio space for offices or recreation space. Therefore, stormwater strategies should not be limited to ecoroofs—living walls or other

on-site approaches should be considered as well. Additionally, this Plan is for decades and limiting to one stormwater strategy does not reflect future technology. The functionality and loss of diversity with one type of roof option is of concern for the CEIC.

5. Low-Carbon Buildings.

Response: LEED is not the only third-party certification that is available and may not be available in the lifespan of the Comprehensive Plan. Additionally, advances in the State of Oregon's building code have advanced building's energy requirements to LEED or nearly-LEED levels. Architects have stated that they strive to make buildings ecologically sound, but dread the excessive documentation associated with LEED.

WILLAMETTE RIVER

1. Greenway Overlays Zones, River Overlay Zones, and River Review.

Response: The 2035 plan addresses many of the issues related to river front development, but there is much to be clarify and changed to allow/encourage private investment next to the River. The major areas of concern include:

- The creation of an environmental overlay that has general concepts and unclear maps that only add to the confusion of what development is allowed where. The environmental overlay is being used to create a new way to force waterfront land dedication and places Metro environmental goals ahead of Statewide Planning Goal, Goal 15, Willamette River.
- The 25 foot setback from the original Greenway plan has been proposed to be increased to 50 feet. Development was difficult at 25 feet and at 50 foot setback it only becomes more expensive and difficult. The City's acknowledgement that river-related and river-dependent property owners can use their property in the setback to support their operations (terminal) is good, but it is unclear if the setback area can be used for anything other than ramps and docks.
- River-related and river-dependent operations need to be able to use the setback area to support their operations with buildings that house the operations that support their river business. The setback is unrealistic and does not comply with Statewide Planning Goal 15, Willamette River. The City has made some progress recognizing the Marine Transportation Security Act of 2002 (MTSA), but does not go far enough.
- The city is still expecting a trail to be built across MTSA encumbered property, while knowing that a property owner is not allowed to share its required security plan with the city. The trail requirement is not compatible with the MTSA and the city needs to accept that issue.
- The 2035 plan does not fully address repeated US Supreme Court standards for takings as defined in Nolan and Dolan. The city has a passing reference to the "rough proportionality" test, but is completely silent on the required "Nexus" test.

These issues need to be clarified in order to avoid a situation where the region goes another 20 years without any significant private investment in our waterfront. As a result, our local economy and environment will suffer due to conflicting goals and uncertainty of proposed land use regulations.

TRANSPORTATION

Overall, the maps provided in the Draft require more careful review, however, here are our initial considerations:

1. Maps (475)

Response: A critical issue is the recognition that the west end of the Morrison Bridge serves as a critical portal from the Interstate system and Central Eastside to all designations on Portland's westside region for freight, commerce, and emergency vehicles.

2. Required Building Line
   Response: Grand should also be a "required building line".
3. Central City Parking Code
   Response: The draft should add commentary regarding lack of parking infrastructure in the CEID that will require creation of preservation and visitor parking to address growth from industrial to higher density create industrial.
4. Carpool parking
   Response: Remove as requirement and offer as an incentive along with other Transportation Demand Management options.
5. Surface parking lots with new development
   Response: Do not limit the number of stalls to 20. The discussion draft of the SE Quadrant Plan noted 60 stalls. This is one key area where the Central Eastside has different parking needs than the westside of the Central City.
6. Prohibition of vehicle access
   Response: Vehicle access may require a formal plan review where access and critical streets collide; however vehicle access should not be prohibited.

7. Private Lots
   Response: The CEIC is in full support of an exception to allow commercial use of private lots for the District. This will facilitate the opportunity for the continued use of parking on an 18-hour basis, rather than an 9 hour basis.

DISCUSSION DRAFT TRANSPORTATION SYSTEM PLAN

1) TSP page 745 policy 9.54.
Policy 9.54 Surface parking. Support strategies and tools to encourage the redevelopment of surface parking lots. Discourage the development of new surface parking in the Central City and ensure that buildings will not be demolished to provide surface parking.
Response: The policy needs to note the exception for industrial development.

2) TSP page 745 policy 9.54.
Response: Policy 9.55 Loading. Support the delivery of goods in the Central City. Pursue strategies that bring new ways of delivering goods to the Central City in a way that optimizes loading and freight access and makes efficient use of limited urban space. "Support" is should be changed to "Continue to strengthen." Also there is a regional aspect to freight that is missing. The City needs to continue to strengthen the ability to move goods in and out of the City to access regional transportation systems as single occupancy vehicle use is reduced and we create better utilization of our transportation system for uses such as freight and transit.

3) TSP page 747 Street Classification Map
Response: Access to I-5 for the CEID is from the Morrison Bridge to Naito Parkway. All the RAMPS on the west side of the bridge along NPW to I-5 should be red or orange to designate this important route.

CENTRAL EASTSIDE INDUSTRIAL COUNCIL
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4) TSP page 749 Emergency Response.
Response: The ramps on the west end of the Morrison Bridge should be added connecting to NPW and the freeway system.

5) TSP page 750 City Freight.
Response: The ramps on the west end of the Morrison Bridge must be added as well as access south to I-5 and north to Guilds Lake Industrial area via Naito Parkway.

6) TSP page 751 City Bike.
Response: Change alignment for the new bike/ped bridge south of I-84 to run west along the embankment to 6th, then south to Ankeny then East to 7th.

7) TSP page 752 Pedestrian Map needs to support the pedestrian aspect of the "green loop" on Grand/MLK.

8) TSP page 755 Green Loop.
Response: Include language that allows separation of pedestrian systems and bikeways. For example; Pedestrian could be on MLK/Grand, bike on 7th then Ankeny then 6th to embankment then east to pedestrian/bike bridge over I-84.

10) TSP page 755 Morrison Bridge Westside Ramps Reconfiguration Study.
Working with Multnomah County, study the feasibility of removing or reconfiguring the ramps and approaches to the Morrison bridge to create more developable land parcels and improve multimodal connectivity to the river. Consider the impacts to providing southbound freeway access from the Central Eastside.

Response: Delete word "removing". Change last sentence to "Maintain southbound freeway access from the Central Eastside"

11) TSP page 756 Naito Parkway Traffic Study
Study ways to lessen the impact of freight and general traffic on Naito Parkway destined to I-5 south from the Central Eastside.
Response: Delete this entire reference

13) TSP ID 20077 – Inner Eastside Pedestrian/Bicycle Bridge.
Response: The study should include how the system connects north/south through the district as well as the Green Loop location(s).

14) TSP ID 20173 - Greenway along 9th, Ankeny to Powell.
Response: Delete entire reference

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Northwest District Association

April 4, 2016

Bureau of Planning and Sustainability
1900 SW 4th Avenue
Portland, Oregon 97201

RE: CC2035 Plan Discussion Draft – draft comments

CC 2035 Plan staff:

The Northwest District Association Planning Committee has reviewed the CC2035 Plan Discussion Draft, and offers the following comments. These comments are intended to be quite broad in their outlook, as there are practical challenges for a lay organization to provide meaningful detailed comments on the proposed code language given the limited time frame provided for our review. The comments do, however, follow on concerns that the District raised during the West Quadrant Plan process, and that we plan to offer more specific assessments of during the Commission and Council hearings and amendment processes.

These comments are not being made as Northwest District residents identifying simply policies of concern affecting our neighborhood, but rather as Portland citizens reviewing central city-wide issues and planning principles profoundly influencing the character of our city for the next generation.

The River, the Freeways and the Green Loop

- The *Big Idea No. 2* to "Focus on the Willamette River" is destined to be not-so-big an idea if it doesn't recognize the reality of the Eastbank Freeway dominating half of the river's frontage, as well as reverberating across the river to exert a significant presence on the west bank and Waterfront Park. The Plan must begin to look at ways of mitigating this major rend in the urban fabric of the city. Here is where the CC2035 Plan needs to be truly aspirational, and to be as bold as the Downtown Plan once was, for the opportunity to do so will not come around again for several decades.
- The I-405 Freeway trench is a rend at least as disruptive in the city's urban fabric as the Eastbank Freeway, but presents a more achievable potential solution. Several previous studies have identified the relative feasibility of capping portions of the freeway trench, but such an action does not appear to be prioritized in the Plan.
- The Waterfront Park has been in a placeholder use for 40 years. It was never intended to be an intermittently used "fairgrounds" space, and an overused walking, jogging and bicycling through-route next to the river. If we are to focus on the river, let's be sure there's something there to focus on. Rather than building tall buildings across Naito Parkway from the park, consider allowing smaller buildings to be developed adjacent to the river and the bridgeheads that could provide the private commercial frontages necessary to activate the park year-round, and to create more enclosed and defined parks than the current swath of grass with no-man-lands under the bridges.
- Finish what we've started: follow through on the needed completion of Waterfront Park and the repair to the city and river around the freeways before taking on a new initiative such as the "Green Loop".

Urban Form

- The Downtown Plan provided a clear concept for the urban form of the central city: tall buildings concentrated along the transit corridor, between Broadway and Fourth, with building heights stepping down toward the river and toward the western neighborhoods. Unfortunately, it was never fully translated into ordinance relative to building heights west of Broadway, and needs to be now. Even where ordinance did provide for buildings stepping down to the river, the current Plan proposes changes to allow much taller buildings along Naito Parkway, adjacent to Waterfront Park.
- Stepping building heights down to the river means stepping building heights down to the river. Allowing tall buildings at the bridgeheads is not the way to activate Waterfront Park, and is potentially legally challengeable by owners of, and tenants in, buildings who had assumed that their views were protected.
- Stepping building heights down to the western neighborhoods means stepping building heights down to the western neighborhoods. The recently finished Park Avenue West tower is a well designed and constructed building, but is completely out of scale to the existing character of the built-on Park Blocks, and overwhelms this imagable and soulful district of the downtown, but would have fit right in a couple of blocks to the east.
- Reduce the overabundance of excess "headroom" in allowable building heights that has resulted in an emerging pattern of scattered towers in a predominately low and mid-rise city, which is an outcome that is in conflict with the CPP's own *Urban Design Assessment*.

Building Heights and Density

- The Plan proposes to increase allowable building heights in many areas of the central city, *but without any increase in densities*. This does not achieve any of Metro's density goals, but rather simply provides an avenue to create more expensive, taller, real estate. This is in conflict with the goals of the *CC2035 Concept Plan*, and will diminish the scale and character of Portland's streets; its primary system of public space.
- Using "Height Bonuses" to create affordable housing is a tail-chasing exercise at best, creating only ever more expensive real estate to make help make everything nearby ever more unaffordable, especially with the bonus thresholds as low as currently drafted.
- Delete the "Shade Analysis Areas" entirely. The assumption that the shadows cast by tall buildings are their only effect on the areas adjacent to them is ludicrous. The primary effect of tall buildings is to experientially overwhelm their adjacent street environments, and to drastically distort the urban ecosystems next to them by drastic shifts in land values.

Conservation of Portland's Existing Character

- The CC2035 Plan's proposed allowable building heights and other incentives threaten, through excessive economic pressure for development, many of the imagable and iconic buildings and places that make Portland *Portland*, and are in contradiction to the adopted *CC2035 Concept Plan*, Urban Design Goals L and M.4
- At heart, the CC2035 Plan is about what kind of city we want Portland to become over the next generation. How we manage the height that buildings are allowed to be built to, and where they can be built, is a fundamental part of this question, and no other factor has the ability to influence the livability of the central city to the extent that this does, *and Portland's livability is truly its greatest asset*. Everybody wants to come to work and live in Portland, and it's not because of Portland's *exciting skyline*, but because of its comfortable scale, the character of its streets and neighborhoods and its unpretentious buildings and way of life. These qualities are the soul of Portland that we need to be careful to conserve, and that the potential effects of the increases in building heights proposed in the CC2035 Plan, as currently written, put into jeopardy.

Ethics

- The BPS's response to the citizen's complaint, as upheld by the City Ombudsman, is completely inadequate. The West Quadrant Plan's input into the CC2035 Plan must be reviewed by an independent body to assess the presence of actual and potential conflicts of interest in the document, and appropriate action taken to correct both the instances of conflicts, but also the likely unrepresentative bias of the Stakeholder Advisory Committee as constituted relative to Statewide Planning Goal 1, all before the CC2035 Plan can be considered for adoption.

Best Regards,
Northwest District Association Planning Committee



Steve Pinger
member
CC2035 West Quadrant Plan SAC member

April 4, 2016

KDL Comments on CC2035 Discussion Draft

OVERALL COMMENTS:

I love this. It's better than the book I've been reading at home lately. (Well not really, but it is great to see the Quadrant Plans' recommendations in code language finally). You all have done a really excellent job with this draft.

It is understandable that much of the squishier recommendations in the Quadrant Plans have not made it into this code version, but it is one of my few disappointments. During the many years of process, we (staff) made several key "promises" in order to keep things moving that are not showing up in the draft. Here are a few of the most significant:

1. While few will argue that affordable housing is important (particularly at this moment in time), investing in it, alone will not generate the livable, dynamic, thoughtfully designed city envisioned by the plans. I believe the focus on use of that single bonus option is too narrow, and not consistent with the broad, comprehensive policy intent supported by the community in our Concept and Quadrant Plans.
2. Height increases in the central/south Pearl above the 175' were only to be allowed with an historic preservation contribution (envisioned primarily to be a transfer from a contributing building). The one- and two-story buildings (Jimmy Maks, Deschutes Brewing) are all at risk of demo without incentives.
3. We made many references to quality of life/complete community and design improvements in the West End.
4. The height deal we made on Block 33 appears to be missing. That was enough of a struggle that it should be included.
5. It may be shortsighted to drop the notion of the additional creative office uses in Lower Albina. This was recommended in the N/NE Quadrant Plan, but we said we'd look at ways to improve employee parking in the district first. That in itself is not such a big lift and should be done so that district can continue to evolve much like the Central Eastside.

COMMENTS BY SECTION:

33.510.200 FAR, B2 – Minimum FAR. I still don't think this is really necessary, and perhaps less than ever given the market changes over time, but if we are going to establish minimums, I think we should consider a way to allow for "underbuild" if a case is made. Through a modification? Or CU with some kind of criteria explaining why it makes sense. What about temporary structures? Think of the sales center for the Cyan at 4th and Harrison. It was temporary and after a year they moved it somewhere else. How about the restaurant at Director Park? The temporary plaza at the OCC? PSU's Native American Center? Lots of "good development" wouldn't necessary meet the minimum. I think there are bound to be situations where it makes sense to build a small building and this requirement could stop it from happening. Maybe it gets replaced by something bigger later on. That doesn't seem like such a

bad thing to me. What problem is this new requirement trying to address? Maybe there's another way. Also consider if this would apply to additions. What if an existing small building (think maybe Goose Hollow Inn, or the Cancer Clinic on N Broadway) wanted to do a modest expansion – but would still be under the new minimum FAR requirement. Would this be prohibited? What if the building were historic or on the HRI? Would we require that it be replaced with something meeting the standard? I think this standard could be more trouble than it's worth.

33.510.200 D – FAR Transfers: what if the historic building that wants to be an FAR sending site also has a small surface parking lot on the site? Is there a threshold? Is one surface parking space enough to prohibit the transfer? What if the historic building sending FAR uses less than the proposed minimum FAR? Would it be required to retain more FAR than it uses? Also, I don't understand the proposal regarding changes to the site/subdistrict transfers.

33.510.200 D – FAR Transfers – Historic: Consider the timing of the required seismic improvements. If transferring the FAR is the source of funding for the required improvements to allow the transfer, we may have just created a Catch 22 of sorts. Maybe the historic structure has a year to complete the retrofits or something? If developers are shopping for FAR to make their projects work, wouldn't we want URMs that need to be retrofit to be eligible (provided they do get the improvements)?

33.510.205 Height – Open Space Height Transfers: Two thoughts: 1) why require a full block? Seems limiting. Are there some situations where a ½ block could be worthwhile? Maybe you earn less in transfer height for smaller areas? 2) in section 4.b.3, maybe specify that it's "Director" of Parks and Rec who must approve?

33.510.210 Affordable Housing Fund bonus options: I'm curious why the amount of the fund contribution is not included in the code. Seems to me that in the past all these costs are included, and updated annually. Are the other various fees going to be also pulled out of Title 33 and kept on a different fee schedule? I'm also very curious what kinds of parameters PHB will have around how and where the fund will be spent. Particularly, will there be a geographic constraint? From a land use nexus perspective, it would be ideal if the funds generated in one area were also invested in the same area (say maybe funds from the Central City get spent in the Central City) – but I understand that may be a challenging discussion.

33.510.210 D – Bonus Height, section 2. Approval Criteria: "R Zone" terminology is troubling. Specify low-density zones? We don't want to pick up RX here, right? RH? Maybe not either? Also, 500 feet seems like too much. What's the justification for that number? Would a standard block be enough (200 ft)?

33.510.243 Ecoroofs: Exempt parking garages or exempt roof area in use as parking? Does this standard apply to additions? Major alterations? Can modifications to this standard be requested? What are the criteria? I can see rare cases where public decks larger than 30% might be appropriate. What about steep slope roofs? Will this prohibit them? Do we want that?

33.510.250 Low Carbon Building Standard: Specify timing of LEED scorecard and registration letter? Part of design review? Prior to building permits? Occupancy permits?

33.510.255 CC Master Plans: Why the Rose Quarter? This was not identified as a master plan site in the N/NE Quad. Need some kind of threshold to trigger the MP. What if it's just major renovation of a building like the Blanchard, LHS, or VMC? Is MP required then?

How about FAR and CCMPs? Can bonuses/transfers be used as elsewhere? Is there additional flexibility on FAR beyond moving it around on site?

Required master plan area seems mapped too large for Blanchard and RQ properties. Limit to Blanchard site and Thunderbird only. Why were N Pearl Riverfront sites removed? If they're going to be eligible for the height increases, should they remain in required MP area? Similarly, why is LHS site bigger than LHS property? The RMP area should be limited to PPS LHS property. It's unfair to small property owners currently captured if they don't become part of a larger project. If PSU gets more height/FAR for University Place, I suggest adding the master plan requirement. (For the record, given the large area of the site, and availability of bonuses, I not sure they really need it – and the transportation constraints in the S Downtown area are pretty significant.) It's probably better to keep this stuff out of the code, however.

Subsection F.3: district design guidelines as well as CCFDGs?

33.510.256 Additional Standards C: 30% is a good high bar on OS. Is it flexible? Not sure that is attainable realistically on all of these sites. Would the track at LHS count for OS? If not, there's little chance redevelopment there could attain the 30%.

33.510.260 Transportation Demand Management: Seems unfair to apply this requirement to new development and not existing development. Why not require all apartment managers/office owners to participate in these programs too?

MAP 510-3 and 510-4: "Thunderbird Hotel" site. Height increase dependent on low/no heights in central portion of the site in front of the VMC. Where is this reflected?

Parking Section:

It does not seem reasonable to apply the same parking ratios in Lloyd as Lower Albina. Because of land use diversity, density and transit access, Lloyd should have among the lowest ratios in the CC, Lower Albina among the highest. Lower Albina has one of the lowest mode split targets, Lloyd one of the highest. Similarly, but to a somewhat lesser degree, the northernmost parts of the Pearl have very limited transit options and may be worthy of considering higher ratios than in the central/south Pearl. There's basically no transit north of the streetcar on Northrup/Lovejoy. I guess I think that 6 parking sectors is probably not adequate to capture the complexity of the district. Maybe 8 or 10 are needed?

How do these ratios apply to industrial uses? The Water bureau keeps a large fleet in Lower Albina. They have well over 100 spaces in surface lots. Similarly, we had to promise Kurt Widmer we'd consider creating new parking for district employees prior to implementation of any changes to the use restrictions on IG1 in the district. Is the 20 space limit reasonable? I think there may be situations where this is overly restrictive.

Suggest a system based on seats (capacity) for religious/theater/spectator facilities. Maybe something like one space per 6-10 seats?

Wherever there are exceptions/provisions intended to support the Central Eastside as an employment district – they should probably be considered for Lower Albina as well.

MAP 510-4: Per the West Quadrant Plan Block 33 was supposed to get 150' through preservation transfers. It should be able to get to 150' somehow. If that's affordable housing, so be it I guess. That was the end result of a multi-year conversation and should appear in the proposal.

Area on the "Thunderbird" site at the Rose Quarter in front of the VMC is supposed to be limited to little or nothing in exchange for moving the height to the north and south ends of the parcel.

West Quadrant Plan suggested the entire NW 13th Ave Historic District should have a uniform 100' height limit with no option for bonuses. This map still shows the north end at 75'. Should be 100'.

I get what you're trying to do by showing the shadow analysis areas at 460', but I don't think you should do it that way. It will only scare people unnecessarily. Nothing is going to get to 460' within 100' of a park in these areas. Better to include those areas in a lower height limit, and explain that the height may be exceeded IF shadow analysis shows no increased OS shading, AND other requirements (bonuses, etc.) are met.

MAP 510-6 Commentary: I don't think the residential requirement was retained south of LHS to provide a buffer but rather to help support an eventual critical mass of residential density to support the Jefferson Main Street. If you say it's for a buffer, then the same argument could be made along other corridors (like Burnside or NE Broadway), and I don't think that was really the intent, nor is that a precedent we should set.

MAP 510-18: Per the N/NE Quad, I'm not sure Interstate should be on this layer. Multnomah probably should.

MAP 510-10: Love the simplification, but this is going too far. See comments above. Less dense areas with less transit access need different ratios than central areas.

MAP 510-19: See comments in CCMP section above.

…then I ran out of steam.

Dauphin, Derek

From: Mark Wyman <markgwyman@gmail.com>
Sent: Friday, April 01, 2016 9:08 AM
To: BPS Central City 2035
Subject: Central City Plan Public Comment

Hi There,

I don't have comments on any specific proposal, but I did want to provide a general comment. As a cyclist, and commuter to downtown Portland from North Portland, I very much appreciate the priority given to making cycling and walking safer. I've looked through the proposals and am excited for all them! I'd imagine most public comments narrow in on what people would rather see, I thought it might be nice to get one that is a compliment and expression of gratitude for the work that went into the central city plan. Our streets will be safer and our downtown more inviting as a center of our community.

Thank you!!!

Mark Wyman

6524 N Fenwick

Dauphin, Derek

From: Gerald Fittipaldi <fgerald@pdx.edu>
Sent: Friday, April 01, 2016 3:52 PM
To: BPS Central City 2035
Subject: Input on downtown bicycle infrastructure

Hi,

I am a Portland State University student. It is great to see that the City is gathering input on the planning for future bicycle infrastructure in the central city.

For the past couple years my bicycle has been my primary means of transportation for travelling to PSU and to various destinations in downtown. I am glad to see that improvements to the Broadway bike lane are being proposed. Broadway provides a very direct connection for bicyclists coming from North and NE Portland via the Broadway Bridge. A wider and safer bicycle facility on Broadway would make people feel much more comfortable. It would also attract many more people who currently choose not to bike due to fears of being "doored" and "right-hooked."

In my two years biking throughout downtown, a key theme has reoccurred. The vast majority of my destinations are between 4th and Broadway. Whether it be classes at PSU, trips to Pioneer Square, or various restaurants, I usually end up between 4th and Broadway. This is the heart of downtown. Therefore I see great benefit to providing safe and relaxing bicycle facilities on some combination of 4th, 5th, 6th, and Broadway. I rarely bike to destinations on 3rd (except for Voodoo Donuts and maybe the occasional restaurant), and I hardly ever bike to places on 2nd Ave. I find it troubling that the City is not giving more consideration to 5th or 6th as primary bike routes. Even 4th Ave is shown as only giving access to the Hawthorne Bridge, but not points further north.

Getting to 2nd Ave from PSU makes for a circuitous route, especially if one's destination is say on 4th or 5th. Also, 2nd Ave is very difficult to get to from PSU. Biking on Market Street is one of the only opportunities the PSU community has to access 2nd Ave; Market Street is a nightmare to bike on, having four lanes of heavy traffic between 4th and 2nd Aves.

Similarly, the Park Blocks do not provide the greatest access for PSU students. The center of the Portland State campus has shifted farther and farther to the east over the past several years. The Engineering Building is on 4th Ave. The Urban Center and the Rec Center are between 5th and 6th. Additionally, thousands of student housing units have been constructed between 5th and Broadway in the past few years, with plans for more in the future. Anyone travelling to or from these destinations has no use for the Park Blocks if they are heading to the north or the east.

I hope that the City can see the benefit of improving the north-south corridors for biking somewhere between 4th and Broadway for the entire stretch of downtown. 2nd Ave and the Park Blocks only serve a fraction of the public and provide very poor connections for the 30,000+ students, faculty, and staff at PSU.

Finally, I see making 5th and 6th Aves inviting to bike on as a major boon for businesses in the area. There is very little parking on these streets, so businesses are currently not benefiting much by having a lane of traffic clogged by cars. If 5th and 6th and/or 4th were transformed into world class bikeways, travelling through downtown would become a breeze, allowing regular bicyclists and bikeshare users to make impromptu shopping trips at Pioneer Place, restaurants and various other destinations. I hope the City can identify

businesses that will champion the benefits of providing great bicycle facilities through the heart of downtown Portland. It will help the City thrive on so many levels.

Thank you for your time and consideration.

Gerald Fittipaldi
fgerald@pdx.edu
mobile: 732-322-4769

City of
Portland, Oregon
Bureau of Development Services
FROM CONCEPT TO CONSTRUCTION

Dan Saltzman, Commissioner
Paul L. Scarlett, Director
Phone: (503) 823-7300
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MEMO

Date: **April 1, 2016**

To: **Rachael Hoy, Bureau of Planning and Sustainability**

From: **Staci Monroe, Bureau of Development Services**

CC: **Paul Scarlett, Susan Anderson, Joe Zehnder, Eric Engstrom, Rebecca Esau, Stephanie Beckman, Douglas Hardy, Kimberly Tallant, Jill Grenda, Kara Fioravanti**

Re: **BDS Comments on CC2035 Discussion Draft**

Thank you for the opportunity to review and comment on the CC2035 Discussion Draft. This important project will shape the future of Portland's Central City and our ability to meet the goals of the Comprehensive Plan to manage growth and to maintain a healthy and vibrant urban core and its distinctive sub areas. We appreciate the chance to participate in informing this critical set of amendments to the Zoning Code.

The comments below highlight our significant areas of concern and provide detailed comments on the proposal. We look forward to working with BPS staff to address our concerns and providing additional feedback as the project develops.

Significant Areas of Concern

1. FAR

- To relieve development pressures within Historic Districts, FAR should be allowed to be transferred out and the amount that can be transferred into historic districts should be limited.
- There are no firm limits on requests that can be made to increase FAR beyond that allowed maximum, which allows the potential for large increases requested through an Adjustment (33.510.200.C.1). The Adjustment Review approval criteria refer back to the purpose statement. However, the purpose statement for FAR doesn't provide help in appropriately evaluating such requests for FAR increases. Consider either beefing up the purpose statement for FAR, placing a cap on how much additional FAR can be requested via an Adjustment Review, consider a prohibition on Adjustments to FAR increases, or require a Central City Master Plan.
- Only one of the four FAR transfer provisions prohibit Adjustments or Modifications (33.510.200.D.1, D2, D.3.f and D4). We recommend prohibiting Adjustments and Modifications to all FAR transfers.

- Consider simplifying the format and organization of the FAR, height and bonus allowances (Section 3.510.210). Currently it requires flipping back and forth amongst the different subsections which causes confusion.

2. Height

- Increasing the height allowance within historic districts puts more pressure on the design guidelines to achieve a building that is compatible with the lower scale of a historic district. Out of date and weak design guidelines make this approach challenging. The heights in and adjacent to historic districts should be reconsidered, and the disconnect between the height allowance and the historic character resolved.

3. Central City Parking Review

- Adjustments to many of the parking regulations are allowed, however, the purpose statements are not included in 33.510, but in the TSP (33.510.261.C). This causes some concern not knowing how the statements are written in the TSP, or whether it is clear what statements in the TSP refer to the specific standard being adjusted in 33.510. The purpose statement will be critical in determining whether an Adjustment can or cannot be approved. The Adjustment Review approval criteria refer to the purpose of the regulation. Please make a clear nexus between the purpose statement and the parking regulations.
- Throughout the existing and proposed parking regulations, the term "commercial parking" (lower caps) is used. It has never been clear whether this refers to the use category "Commercial Parking." If so, the term should be capitalized; if not, the term "commercial parking" needs to be clarified.

4. New River Overlay zone

- The EN/GW Team has concerns about the new River Review mitigation criteria related to state and federal permitting. We request a meeting to discuss these criteria as we cannot support them at this time.
- In general, 33.475 should mimic the overall organization of 33.430 and the maps need to be clarified and updated.
- It appears that the River Setback and Sub-Areas 1, 2 and 3 do not occur in the River Environmental Overlay zone. Commentary to both the River Setback purpose, and the River Environmental Overlay purpose is needed to clarify and explain the rationale.

Detailed Comments

We offer the following additional detailed comments.

	Page	Volume #/Policy section or Code Section	Comment/Issue	Suggested Changes (if any)
1	13	510.115.B.1	Clarify OS zone retail sales limits. Regulations allow three 2500sf retail uses in	Simplify the rules and specifically identify the number and size of retail uses per by

			Holladay Park + 1960sf for a fourth retail use, in Shrunk Plaza it's 2500sf for one retail use plus 254sf for a second. Most of Waterfront Park is public right-of-way makes the calculation for this site unclear: how big is the park, and do we count right-of-way?	specific site, not the abstract categories of over or under 5 acres in size. Consider limiting total retail uses to increments of 2,500 square feet (e.g. Waterfront Park gets 4 or 10Ksf, Holladay Park gets 3 or 7.5Ksf, Shrunk Plaza gets 2/1 or 5K/2.5ksf, etc.
2	29	33.510.117.D.2.a(2)		Change text to read, "…if 100 percent of the ground floor contains one or more of the following :" In a multi-dwelling development, how is it possible that 100% of the ground floor can be in retail or office when you need at least an elevator lobby to access the upper floor residential units?
3	30	33.510117.D.2.c	Clarify whether this allows a conversion from retail to office, or vice versa, by right without going through a Nonconforming Situation Review? And, if only 5% of a building was occupied by retail or office, would this allow by right 100% of the building to be converted (as long as any existing dwelling units are retained?	
4	41 & 363-365	510.118.B & Map 510-6	Clarify review procedure for residential uses in the EX zone. Code language at 510.118.B indicates process is a Central City Master Plan, but the Maps say either it's a Conditional Use (map 1 of 2) or a "Master Plan" (map 2 of 2). Generic "master plan" language could imply a Conditional Use Master Plan, or	Fix map legends to align with Code language and clarify procedure (Central City Master Plan versus Adjustment versus Conditional Use Master Plan/"Master Plan").

			perhaps a Gateway Master Plan, and needs clarification.	
5	41	33.510.119.A.1		Delete reference to Subsection C; there isn't such a subsection.
6	45	510.200.A	No purpose statement for minimum FAR (no relevant hurdle or issue in the criterion in the event of Adjustment requests).	Add a purpose statement for the expanded Minimum FAR regulations, to provide for evaluation of relevant policy concerns during future Adjustment reviews to reduce minimum FAR.
7	47 & 343/345	510.200.B.1.b.(2)	9:1 max FAR for 33% west end residential is unclear in text and maps – does this apply to both existing and proposed (e.g. can they get it if either existing development has 33% housing, or proposal has 33% housing?). The map legend makes it look like there is a separate 'residential FAR', when in fact the 9:1 FAR is really for 'Maximum FAR if 33% of floor area is residential". The FAR limit is for all uses in the building if there is 33% residential, not just the residential space as implied by the map legend.	Add "existing or proposed" prior to "floor area is in a residential use" at 33.510.200.B.1.b.(2). Modify Map 510-2 legend to clarify that parenthetical FAR on map is "Maximum FAR if 33% of floor area is residential" instead of "Residential Maximum FAR".
8	47	510.200.C.1	The comparable section in existing code says that Adjustments to increase FAR beyond the maximum bonus/transfer limits are prohibited, pushing people into a Central City Master Plan process. As written, there is no prohibition on Adjusting maximum FAR. Given the weak purpose statement language for FAR in this context, it would be difficult to deny Adjustments.	Consider prohibiting FAR Adjustments to increase FAR beyond maximum bonus and transfer allowances, or if allowed direct those request through a Central City Master Plan.

9	51-51	510.200.D.1-2	D.1 is regarding FAR transfers generally, and D.2 is for transfers within South Waterfront. D.1 does not have the requirement that both sending and receiving sites be in the same subdistrict. Applicants will argue that this section allows transfers between subdistricts, since the parallel restrictive language at D.2 is not present at D.1.	Clarify if the FAR transfer provisions at D.1 are intended to apply to sending and receiving sites in the same/single district, versus between different districts as implied in code language difference versus D.2.
10	55	510.200.D.3.f (& D.1, D.2 & D.4)	Only one of four FAR transfer provisions (D.3) has language indicating that Adjustments and Modifications are prohibited. As written, D.1, D2 and D.4 could be modified or Adjusted.	Consider parallel construction with regards to prohibiting Adjustments/Modifications to ALL FAR transfers, not just Historic Resource FAR transfers.
11	7	33.510.100.A	Vehicle repair, sales & leasing use regulations: should be expanded beyond the core to include South Auditorium, Lloyd, River districts/subdistricts. Not Central Eastside or Lower Albina though. Should align with drive-thru limitations. Existing ones should be allowed to stay, but not expand. Could perpetuate surface lots since typically low-intensity uses on surface parking lots.	Update Map 510-17 to include these districts/subdistricts & to match drive-thru location limitations. Add language that says existing can continue to operate but not expand.
12	45	33.510.200	Need an improved definition and diagrams for FAR (balconies, decks, more than 50% enclosed, etc)	Add additional examples and diagrams to clarify what is included.
13	47	33.510.200.C.1.a	Need to clarify that even though there is no limit on the amount of FAR that can be transferred, there is a height maximum.	Add to end of sentence …"but still must not exceed allowed height on Map 510-4".

14	49	33.510.200.C.2.a(1), 3rd bullet	Typo. Missing a "."	Code section should read 33.51.210.C.2;
15	49 55	33.510.200.C.1 33.510.200.C.3.c(3)	Should include a historic resource limitation on FAR transfers or bonuses. May want to allow some FAR to existing development in historic district for say a penthouse addition?	Add following subsection: f. Sites within historic districts with existing development may not receive additional FAR above 1:1 though either transfers or bonuses.
16	51	33.510.200.D	Clarify FAR prohibition applies to sites that are only surface parking lots or a lot with any surface parking? Also, surface parking lots in historic districts should be considered to send some FAR off site to reduce development pressure for maximum FAR which often conflicts with the lower scale context buildings. Example is Grand Avenue at Belmont proposal where a 23 story building is proposed on a surface parking lot, which doesn't fit well into the context of Grand Avenue HD.	Add language if meant to include lots with any surface parking area. Add language to exempt surface parking lots that exist in historic districts.
17	71	33.510.205.B.	Should clarify that heights greater than Map 510-3 are prohibited unless allowed by….and shown on Map 510.4 Need to add more permissive elements to the height projections allowed. Example, two stair towers that serve a roof deck are exempt but the railing to protect those on the roof deck is not. Similar to exempt mechanical units, but screening elements are not.	Should clarify that heights greater than Map 510-3 are prohibited unless allowed by….and shown on Map 510.4 Need to add more permissive elements to the height projections allowed. Example, two stair towers that serve a roof deck are exempt but the railing to protect those on the roof deck is not. Similar to exempt mechanical units, but screening elements are not.

18	71	510.205.B	Base zone height exceptions should only be prohibited if it allows structures to exceed the maximum heights on Maps 510-3, 510-4 and/or 510-20, right? Only one map is referenced, and language reads like height exceptions are prohibited in any situation.	Clarify sentence regarding exceptions to the maximum height listed in the base zone, perhaps with a single "Maximum Height" map that encapsulates both bonuses and scenic limits?
19	77	510.205.D.2.c.(3)	Typo references G in two bulleted paragraphs	Change two bulleted items from G.2.c(1) to D.2.c.(1), etc.
20	87	33.510.210.C.1 33.510.210.C.1.b	FAR bonus should be based on 25% of total FAR (not just bonus FAR), or 50% if just from bonus FAR. Need to add a trigger for PHB letter and covenant	Is 25%, clarify that it is part of the total FAR or change to 50% if to remain based on the bonus FAR. Add timing of PHB letter and covenant to be at time of permit
21	97	33.510.210.C.4	Time limitations for public access easements is noted at only 7 hours from 5 AM – 12 PM.. intended for 12 AM = midnight	Change 12 PM to **AM** and perhaps add (midnight in parenthesis.
22	97	510.210.C.4	Public Access Easement hours of operation – any guidance for sites where they want to limit public access to less than these timelines? Any criteria for GW in this situation (e.g. Riverscape trail easement had more restrictive hours, applicants want to shut down public access before 9am & after 9pm – how do we address in findings or push back for greater access?)	Consider adding some language to the bonus option about process or criteria for modifying the stated hours of access.
23	107	510.210.D	Baroque structure of old code with separate FAR, then HEIGHT, then FAR and HEIGHT BONUS options is confusing and causes much page-flipping and	Consider streamlining the FAR and HEIGHT code regulations, with distinct and consolidated regular/bonus/transfer sections for each (e.g. FAR at 33.200, Height at 33.205).

			confusion. Bonus options have been whittled down but old complicated superstructure remains, and you have to go back and forth between sections. You have to read the language in this header paragraph several times just to track the various overlapping regulations and references – can we please simplify and have single FAR and Height sections???	
24	109	33.510.210.D.1.C(2) 33.510.210.D.2.b	Expand shadow analysis times. Examples provided to from BDS in prior draft comments. SF has good example. Need to better define <u>significant</u> negative impact	Extend the dated and times to cover an entire day from 9 AM to at least 6 PM and add both equinox and solstice. Consider adding a percentage of increase in shadow beyond what would occur at base height or a zero shadow at certain times like 3 PM on April 21st?
25	115	33.510.215.B.1 thru 4	Need to clarify how to measure 15' height requirement for walls that meet required bldg line. Landscape component within 12' setback will be modified quite often since not an urban condition. Should allow the shrub component of L2 to be optional	Add language where this statement occurs in both B.1 thru 4 that says to "from finished floor to somewhere?" Change L2 standard to L1 plus something else or allow shrubs of L2 to be optional
26	115	510.215.B.2	Is this standard only for "landscaping standards" streets shown on Map 510-7? As written, there is no difference in geography between paragraphs B.1 and B.2. Frontage "on a street" is not on the map could mean any street on the map: it should be clear	Clarify which standards apply to which streets as shown on Map 510-7 with these standards. Align and clarify language in code versus Maps.

			you mean frontage on "landscaping standards" streets for B.2, if that is the intent. Also, are pedestrian connections and paved ped areas OK in the L2 landscaped area? If not, expect lots of Modifications.	Clarify whether pedestrian connections are allowed in the L2 landscaped area.
27	117	510.215.D	West Burnside frontage – clarify where 10' required building line is located (into the parcel away from the ROW, or into the ROW away from the parcel). Language is unclear.	In first sentence, clarify specifically where the required building line is located (out in the ROW, or back inside the lot away from the ROW).
28	119	510.220.B.2	General comment, but being specific here: Code language references to maps need to be specific, using parallel language in the code versus map legends. This sentence says GFW window standards apply "to sites with frontage along a street shown on Map 510-8". But Map 510-8 shows every street in the central city.	Clarify code language to ensure specific streets on Map 510-8 are referenced, not just any street.
29	121	510.220.B.2.c	4' or 2' for bottom of windows? Paragraph B.2.a says 2', but this one says 4'.	Clarify required window area (2' vs. 4' above grade).
30	123	33.510.225	Purpose of ground floor active uses should not be so specific to streetcar adjacency, what about LRT and bus stops? Move away from defining as active <u>use</u> but as <u>activity</u>	Change streetcar reference in purpose statement to more general "public transportation" or list out specific types. Change last sentence in purpose statement from Active uses include… to "Activity such as that found in…"
31	131	33.510.244	Low carbon buildings should not be limited to LEED standard. Other programs exist that are less complicated.	Add Net Zero Building certificate & Living Building Challenge as options in place of LEED or in addition to.

32	133	510.244.B	LEED certification can costs tens and even hundreds of thousands of dollars. There are builders who meet or exceed LEED standards without going through the expensive certification process. Language as written makes Adjustments basically impossible, since the purpose is the LEED Program, not necessarily the resulting energy/footprint benefits. No exemption for affordable housing?	Clarify intent of this standard with regards to affordable housing – any exemptions? Consider more flexible purpose statement language to allow Adjustments to this standard for energy-efficient buildings that don't pay for LEED certification.
33	148	Commentary for 33.510.253.D.3	The current definition of "pedestrian connection" currently says it provides a connection for bicyclist and pedestrians. Why introduce another term when the existing already covers the uses	Continue to use pedestrian connection. If you move forward with this new term, you must provide a definition in the 900s of "public access connection".
34	149	33.510.253.D.3	Need to include "public access" in addition to additional trail facilities.	"…or will contribute to the need for additional trail facilities or public access connections, and application…"
35	159	Figure 510-3	Use the same term as the regulations	Change "public access" to "public access connection"
36	181	33.510.255	Ensure the CCMP language aligns with MUZ large building sites In B.2, does new development of any size trigger a Master Plan?	Ensure the CCMP language aligns with MUZ large building sites Consider placing a minimum threshold at which the master plan would be triggered for new development, similar to what is in B.1.
37	183	33.510.255.C	2nd sentence under exemption language belongs under subsection B (Required Review)	Relocate " If one or more lots…this site is subject to the CCMP requirements." To subsection B
38	183	510.255.C	Master Plan Exemptions – does "adjacent" include across a right-of-way? Reads like not – adjacent is	Clarify site definition and adjacency with regards to right-of-way for CCMP exemption paragraph.

			touching, but not across a right-of-way.	
39	185	33.510.255.F.2	Why aren't the component and approval criteria in the 800s like any other review?	Include the component and approval criteria, and potentially the "Amendments" and "Duration" language in the 800s chapter. Use the CU Master Plan format in the 820s as a guide.
40	185	510.255.F.1	"AT a minimum, the boundaries must include all lots within the area shown on Map 510-x". Does this mean all parcels, even if they're not owned by the applicant? Do you have to wait until all parcels are shown to apply? Reads like you could not proceed with CCMP until all lots in each area were included in the application. Also unclear if the areas by OMSI and the Rose Quarter are three smaller CCMP required sites, or one gigantic CCMP site.	Clarify whether or not a CCMP is allowed for only portions of any individual contiguous "required master plan sites" on Map 510-19. Do people have to wait until the boundary of the plan includes the entire sub-area? Are the three down by OMSI and the three by the Rose Quarter distinct Master Plan areas, or all they united as one?
41	187	33.510.255.G. 9	Missed historic resources	Criteria 7 should read as " city-designated scenic resources and historic resources are preserved; and"
42	189	33.510.255.I	Duration of a CCMP needs to be clarified they appear to conflict.	Add some language to clarify when the CCMP expires
43	189	33.510.256.C	Not all of the elements within the open space area should be provided.	Consider adding "and/or" before landscape areas.
44	201	33.510.261.B.2		Delete reference to "older" buildings and just reference existing.
45	203	33.510.261.C	In the second paragraph, does reference to being built prior to 1996 refer to both parking structures and surface parking lots or just parking structures. Also, this language is included in	

			the section titled, “Parking and Access Built After (the effective date of this Code”. Why have language about structures and surface parking built prior to 1996? The 4th paragraph of this section cites map 510-10 for the various subdistricts. Note that the south boundary of the N. Pearl subdistrict is Glisan on Map 510-10. On Map 510, the south boundary of this subdistrict is Lovejoy.	
46	204	Commentary	Given a site is defined as lots under the same ownership that can be separated by a right-of-way, there may be situations where the building is on one block and the parking associated with that building is on another (i.e., the US Bank Building). The frequency that this may occur may not make it worth retaining the split parking sector language.	
47	205	33.510.261.C	The language states the purpose of each regulation in 33.510.261 is in the TSP. Please confirm that this will be the case and that there is specific language in the TSP that states this is the purpose statement for Section 33.510.261.	
48	207	33.510.261.E		The reference should be to E.3, and delete reference to 5.c; there is no such subsection.
49	209	33.510.261.E.3		Why not just allow supermarkets to outright have a ratio of 2.0/1,000, and include that as a footnote related to the Retail category in

				Table 510-2?
50	211	33.510.261.E.3.c		Clarify what "anchor" retail includes. Include a Foot note to Table 510-2 that read, "Uses subject to a Conditional Use review may establish parking maximums through the Conditional Use review. " This is similar language to what exists today in table 266-2.
51	215	33.510.261.F	The regulations use the term "units" when speaking about hotels, which don't have units. Also, what about buildings that contain residential, hotel and other uses? Does the .5 ratio apply to the whole building?	When referencing hotels, use the term room instead of units.
52	217	33.510.261.F.2		Parking sections should be parking sectors.
53	217	33.510.261.F.4	Why not treat existing and new hotels the same in terms of parking ratios?	
54	223	33.510.261.F.9	If preservation parking can be used as either accessory or Commercial Parking at all times, why require a covenant saying it will be used primarily for the building it is accessory to? (See 510.261.F.6.a.2 on p. 221) Also, is there a reason throughout the parking regs in this chapter that the term "commercial parking" is not capitalized like all other use categories are throughout the code? Does using the lower case "commercial parking"	

			mean something different from the use category "Commercial Parking"?	
55	227	33.510.261.G.4	Should this read, "Visitor Parking is operated as Commercial Parking, except that sale of monthly permits and early bird discounts are prohibited on weekdays between 7:00 AM and 6:00 PM"?	
56	235	33.510.261.I.2	Because what is included in 3.a(1)-a(3) are exceptions to a qualifying situation, no Adjustments should be allowed to any of these standards, yet only a(3) states Adjustments are prohibited.	
57	251	33.510.262.C	What does the reference to "complete application" refer to, a land use review application?	
58	255	33.510.262.F.3		The word "requires" should be "require."
59	255	33.510.262.F.4	This reads that an increase in the number of spaces in any amount requires a CCPR. Is that really the case?	
60	343	Map 510-2	"Residential Maximum FAR" is misleading, and follows the old defunct residential bonus language structure. Parenthetical reference on this map should be reflective of new code language.	Change parenthetical item in legend from "Residential maximum FAR" to "Maximum FAR if 33% of floor area is residential" or similar.
61	353	Map 510-4	Historic Landmarks Commission concerned for Irvington historic district and if height is enough	Reconsider heights near Broadway at south end of Irvington HD (follow up with Tim Heron)
62	363 & 365	Maps 510-6	Legends conflict between two maps, should align	Clarify legend markings for residential uses (allowed versus

			with code language. Heavy gray is shown as Residential Uses prohibited and not allowed. Hatchmarks are shown as Residential us allowed conditionally and allowed through Master Plan.	prohibited, CU versus CCMP) and align with new code language.
63	367 & 369	Map 510-7 (1 & 2)	Why landscape L2 requirement within 12' setback in eastside along Couch and MLK	Reconsider (follow up with Tim Heron)
64	367 & 369	Maps 510-7	West Burnside is not labeled on Map 1 and should be labeled, with reference to 510.215.B.4. "Landscaping standards" on plan is unclear – is this the special landscape standard streets? One segment of SW River Parkway outside of SoWa subdistrict is shown as being "south waterfront building line and landscaping standards" but those regulations are not triggered in code language for sites outside the subdistrict.	Show/label special setback area on West Burnside. Align "Landscaping standards" item on Map with code language/requirement. Clarify intent for section of SW River Parkway outside of SoWa subdistrict.
65	417	33.475.010	The last sentence of the purpose statement notes implementing ORS 390.310 to 390.368. If an Adjustment or Modification is needed, then the findings will need to include ORS 390 findings, which is cumbersome for city reviewers.	Keep the reference to ORS in the Commentary only. Delete from the code purpose statement.
66	417	33.475.020 A.2	It creates a duplicative application of multiple sets of standards/criteria to, as a matter of course, always apply the River Environmental overlay in combination with another River Overlay zone.	Simplify the reviews by mapping either the River Environmental overlay, or the River General overlay—not both.

67	418	33.475.030 Commentary	Paragraph 2 refers to use regulations for the River General overlay, 33.475.200 which do apply in South Waterfront. This is confusing—does 33.475.200 apply in South Waterfront despite the statement in code 33.475.030 "The regulations of this chapter do not apply to the Greenway in South Waterfront…"? Further 33.475.200 says there are no special use regulations in the g* overlay.	Please clarify the message in the Commentary.
68	419	After 33.475.030, insert another section	Please insert 33.475.035 "When These Regulations Apply"	And include: **A**. Development; **B.** All land divisions and property line adjustments; **C.** Removing, cutting, mowing, clearing, burning, or poisoning native trees and plants listed in the *Portland Plant List*; **D.** Planting or removing trees and plants listed on the Nuisance Plants List, and planting or removing non-native non-nuisance trees and plants; **E.** Changing topography, grading, excavating, and filling; **F.** Resource enhancement; and **G.** Dedication and expansions of rights-of-way.
69	419	33.475.030	"The regulations apply ….within… the boundary shown on Map 475-1". Map 475 -1 includes the South Waterfront Greenway Area mapped on Map 510-15. 475.030 goes on to say that the regulations of .475 do not apply in So Wa Greenway.	Please correct Map 475-1 (all the 475 maps) to clearly exclude the South Waterfront Greenway area mapped on 510-15 (reference Map 510-15).
70	421	33.475.050	This requirement is a "standard" and should be	Move it to 33.475.210 Property Line Adjustments.

			organized in a "standards" section or it may be missed. The language leaves out references to the PLA review in general. The language doesn't appear to accomplish the goal. This does not address land divisions that remove river frontage.	Add a cross-reference to 33.667.300 PLA's. Add language about land divisions.
71	421	33.475.050	It's not clear how this resolves the issue of elimination of waterfront.	Add language to clearly require that a "PLA will not eliminate river frontage".
72	421	33.475.060	This section excludes sites in the g* overlay.	Add to 33.475.060 A. "Required for sites in the River General overlay zone, and…..(sites with River Frontage.)
73	421	33.475.060 A.	Applications must depict all of the features mentioned in the standards of 33.475.210-.230, and in 33.475.440, or review is not possible.	Add to A: City of Portland Zoning boundaries, OHW, topographic contour lines, Sub Area 1, Sub Area 2, Sub Area 3, River Setback line, all waterbodies, all existing structures, all existing trails, existing paved areas, and existing vegetation identified by location, & species, and trees id'ed by size and species.
74	421	33.475.060 B.	This language leaves out the info required in A above, which is needed for the e-overlay sites as well.	Add to B: "In addition to all information required in subsection A, above,….."
75	421	33.475.060 B.	Additional information is needed to do the review. Tree inventory requirements should be consistent among 33.430 and 33.475. It doesn't appear that we are regulating the removal of 3 inch trees so why require them to be shown?	B.1.c. Add: 100-year floodplain and floodway boundary. B.1.e. Include only trees 6 inches in diameter or greater (not 3). Do not add a new requirement for crown cover inventory. B.2. Add: Location of proposed development (buildings, walkways, retaining walls, decks, utility lines, outfalls);

			Crown cover is extremely time consuming to confirm that it is correct.	proposed grading showing existing and proposed contours; illustration of the limits of the temporary and permanent areas of disturbance; including equipment maneuvering areas; Identification of areas to be left undisturbed; Location of trees to be removed, and location of trees to remain, including the City-defined Root Protection Zone for all trees to be saved, according to chapter 11.60; Identification of device(s) used to protect trees to be preserved (including, but not limited to construction fencing, etc.). Tree protection fencing must be placed at the edge of Root Protection Zones, depicted as required in 11.60.030; Balanced cut-and-fill calculations for any grading within the 100-year floodplain; Location of construction ingress and egress; Location of equipment staging and stockpile areas; Location and type of erosion control measures to be installed. B.3 Add "according to 33.248.
76	427	Figure 475-2	Encroachment into River Setback: it's not clear why the 75-foot dimension is included. It would help if the "50-foot River Setback Area" were labeled in the graphic. The language in the "legend" should match the language in the standard.	Delete the 75-foot dimension and line. Add the label "50-Foot River Setback Area" centered in the setback area. Revise "Setback offset area" to read "Equivalent increased setback area."
77	429	33.475.220	These section flips between calling these regulations and standards. Lettering type – goes from	Use consistent term Change section "C" to "B"

			A to C	
78	431	33.475.220 B(?) (labeled "C" without a "B") 4. d. Exceptions.	33.475.220 C.4.d (1) refers to 33.475.440. G. which, in turn points back to 33.475.220 D which is for site preparation, not for landscaping per se. Should this be E?	Correct the cross reference to 33.475.220 E (?)
79	431	33.475.220 C (or B) 4.d (2).	33.475.220 C.4.d (2) exempts projects meeting 33.475.440.K, however, K. 10 conflicts with this exception (440.K.10 requires mitigation <u>in addition</u> to landscaping, while 220.C.4.d(2) exempts mitigation areas from landscaping requirements). Confusing.	Delete 33.475.440. K.10.
80	431 (430)	Commentary for 33.475.220 C.4.d (3)	This exempts portions of contamination-removal/remediation sites. The commentary indicates the rest of the site must meet landscaping stds. This should be consistent with how 33.440 addresses the issue.	For Hazardous substance removal/remediation "sites", use the same language as 33.440.030 C. "…the regulations …apply only to the portion of the site located within the removal or remedial action area as delineated by DEQ."
81	433	Table 475-1	This density requirement creates multiple layers of complexity. This table needs to have a note that clearly explains that the applicant is to select one of the 3 options for each area and if they can select different options between subareas.	Please try to simplify the landscaping requirements. Add a note to explain if they can use different columns for the subareas or have to just select one column and carry through that requirement through the subareas.
82	435	D. Landscaped area Site Prep	D.2. Many properties have existing rip-rapped banks that would erode away if rip-rap was removed, and cannot support vegetation. Some standards listed here are not really enforceable	Please clarify if existing rip-rapped banks (there are a lot of them) are considered legal non-conforming structures.

			(D.4 specifically)	
83	438	Commentary for 33.475.420	The title for this section should match the code title	Remove "when river review is required" and replace with "review procedures" as that is the title of the code section.
84	439	33.475.420.A	This section refers to regulations listed in 33.475.430.A. however, this is only the exemption for change in ownership. We believe you mean the entire section 33.475.430. The last sentence only refers to development, however, the first sentence also refers to alterations. You should be consistent in the references to what may be exempt.	Replace reference "33.475.430.A" with "33.475.430" In the last sentence add "if the development, alterations, or other items is not included in the list of exemptions,…."
85	439	33.475.420.B	Incorrect code reference directs you to one exemption for emergency procedures.	Last sentence should replace reference to standards listed in "3.475.430.B" to "33.475.440"
86	441	33.475.430.C.5	It's unclear what this exemption is for. The section is for existing development, operations, and improvements. Exemption C.5 only says "structures located over existing docks, wharf, piers or paved surface" but what are they doing to the structure?	Add info about what is being done to the existing structure – maintenance, alterations, etc? Or if this exemption is to allow a new structure located over existing docks, etc. it needs to be removed to section D, for new development and improvements.
87	444	33.475.430.D.2	Please add commentary about this exemption as the reduction in piles or dolphins is a change from the existing greenway regulations.	Add commentary
88	445	33.475.430.D.6	typo	Remove "not" from ""…no native trees are not removed"
89	445	33.475.430.D.7	This exemption is very similar to #6 above in the size of disturbance and location, however, there is	Use same language for #6 and 7 related to tree removal.

			no limitation on tree removal.	
90	447-461	33.475.440	This entire section is development standards, however, the term "paragraph" is used. Please refer to these as "standards"	Replace "paragraph" with "standard" through this entire section
91	449	33.475.440.B and commentary	The commentary says this mirrors the standards in environmental zones, but it's different. Explain in the commentary the reason for the differences and whether this applies to installation of new public utility lines as that is not allowed in the e-zone standard.	Add commentary to explain the differences as the new code does not mirror the e-zone code. Its similar but as written would allow more to be done under the standard than is allowed in e-zones. Clarify public or private allowances/restrictions
92	449	33.475.440.D	typo	Replace "alternation" with "alteration"
93	451	33.475.430.G.	Recommended wording for G.2 and G.3 Typo in G.8, as 33.475.220 D is not landscape planting standards.	G. 2. The riverbank may be re-graded if the slope after grading is shallower than the slope prior to grading, and no greater than 20 percent (20 percent slope represents a rise to run ratio equal to 1:5); G.3. There must be no excavation or fill, or construction activity, ~~within~~ below top of bank of any river, stream, drainageway, wetland or other water body; G.8. use correct standard citation for landscape planting standards.
94	453	33.475.430.H	This standard's commentary seem to imply that the only difference with exemption 33.475.430.D.9. is the ability to use mechanical equipment. However, the standard restricts tree	Align the tree removal or explain in the commentary why tree removal is more restrictive under the standard. Clarify H.1 is only for temporary disturbance to align with H.2.

			removal more than the exemption. The standard says no trees are removed, when the exemption says no native trees are removed.	Clarify what work activity is. Includes access?
95	449-453	33.475.430.D, E, and I	There is no limit on temporary disturbances. We recommend that a standard be added for that. There is no requirement that temporary disturbance areas be planted.	Add temporary disturbance limit Require replanting of temp disturbance areas.
96	455	33.475.440 J	J.2.a through f is not specific. Needs to be inclusive of trees 6", not just more than 6"	J.2 – change to "trees 6 inches or greater but less than 12 inches…" J.2.c. "Within the disturbance corridor needed to construct a stormwater outfall".
97	461	Table 475-3	It adds considerable review time to cross reference Title 33, the Portland Plant List AND Title 11, to determine which species of trees are both native and either "Small", "Medium", or "Large".	Please add "Small", "Medium", and "Large" descriptors to each tree listed in the *Portland Plant List*.
98	461	Standard K. 10	Conflicts with Standard 33.475.220 C.4.d (2)	Delete the 2nd phrase of this standard (everything following "33.475.220").
99	463	33.475.450.B.1.a(2) and b(2)	I know this language is carried over the 33.430, but the citation of 2-4 inch trees always seemed odd to me in that standards do not require replanting of trees less than 6 inches, nor am I aware of anyone ever being cited for removal of a 2 or 4 inch tree. Can some commentary be provided to explain this language and the thinking	Add commentary

			behind including this in the violation section?	
100	471	33.475.500.E	This says compliance with standards, but it seems it should be identified as regulations as I don't see any standards in this section.	Replace standards with regulations.
101	473	33.475.500.G.1.b	There are two (1)s.	Fix numbering typo
102	505	33.430.190	Is this supposed to also be a "major trail"? There is still a reference to recreational trail in the first sentence. Should this be removed?	
103	515	33.440.210.C.2.b(2)	Need to change "and" to an "or"	Change "…fills that are not river dependent ~~and~~ **or** river-related…"
104	529	Map 440-1 3of 5	Map 440-1 still includes the Central Reach area (now regulated by Chapter 33.475, not Chapter 33.440) on map 3 of 5.	Clearly exclude the 33.475 "River Overlay Area" from Map 440-1. Add the note "See Map 475-1" in this area. (see redlined maps from LD EN Team copy of CC 2035).
105	537	33.480.040	This section reads strange and I think doesn't accurately address how the environmental chapter applies. This section written in the way that the new river environmental chapter is written, where you apply the regulations to absolutely everything and then look to exempt or meet standards, and then if you can't find anything that works you trigger review. But the EN chapter has not been changed to reflect the same structure. You can't meet both the exemptions and standards in the EN chapter. It's	Recommend making the following changes to read more clearly. "…the environmental exemptions and **or** standards must be met. If ~~there are no~~ exemptions or standards are **not** met the environmental review must include…"

			either or.	
106	539	33.480.050.A.2	The map referenced is just Map 480. But page 550 lists it as Map 480-1.	Correct either the section or map number so that they are consistent with the correct map number.
107	550	Map 480-1	Paragraph 2 of the Commentary states that view corridors without height limits are only mapped where the corridor is coincident with a "c", "p" or "e" overlay. Just want to confirm that there are no other view corridors without height limits that aren't coincident with these overlays.	
108	579	33.865.020	The way this section is written is a big reversal from other EN related chapters in that everything is regulated and you have to scan through 11 pages of exemptions and standards to see if anything fits. This makes it time consuming and difficult to discuss with an applicant/owner whether their project will trigger review. It would be helpful to understand the change in the approach for determining "where these regulations apply" and have that outlined in the commentary.	Please provide commentary on why there is a change in the way that the code addresses where these regulations apply since it is different than how EN and GW chapters are written.
109	585	33.865.040.A.4	There are two "f"s	Correct lettering typo
110	592	33.865.100.B commentary	The commentary should refer to "A"	Correct lettering typo
111	598 and 599	33.865.100.A.2.d(6) and e	We have serious concerns about these two approval criteria. In order for us to	**We have serious concerns and need to discuss this with the project team.**

			issue a decision we would have to require the applicant to already be through their state and fed permit process. (6) seems unnecessary as we have always allowed planting for other permits to count as our mitigation if it provides the same compensation for impacts. Or we have required more if it doesn't address one of our resources that were impacted. e. codifying this coordination is extremely concerning. Because (6) would require permits to already be issued, it gives the appearance that the city cannot require changes to the project if we determine that our approval criteria are not met, regardless of what the commentary says. There are different things that the three jurisdictions evaluate and it may be that because of the differences we cannot find that our approval criteria can be met. How do we reconcile this as this criterion doesn't allow you to ignore the preceding criteria if the other agencies have already issued permits. Also, it's a bit late at this review stage to them be coordinating with the other agencies as they have already completed their permit review.	

112	605	Definition Top of Bank	Really complex definition. The "largest decrease in slope, 10% or greater" will vary considerably along, say a 200 foot long river frontage.	Simplify it to "the first 10% or greater decrease in slope".
113	605	Definition Top of Bank	The reference to default top of bank in 33.930 requires the reader to flip back and forth from 33.910 to 33.930. In assessing multiple standards for a review this adds considerable time and effort.	Just include the "default top of bank" in the Top of Bank definition.
114	617	33.140.230	• Ground floor window regs in EX also apply to CX? • 40% should be 50% • Where is figure 130-11 referenced? • Typo • Qualifying windows should be no more than 3' above grade.	Consider changes to left and fix type in 33.140.230.B.2.b – "Subsection D" at end should say "Subsection C"
115	617	33.140.230.B.1.a		Rephrase to say, "Windows must cover at least 40 percent of the ground level wall area of street-facing facades or a façade that faces…"
116	617	33.140.230.B.2.b	•	• Reference to Subsection D should be changed to Subsection C.
117	619	33.140.230.C & E	• C.1 – flexible ground floor design is the live/work option • should include a ADA compliant reference • Front setback and raiser ground floor is really a raised porch option and perhaps combined? • Exception for vegetated wall doesn't work, not viable and an instant violation when	• Consider renaming the flexible ground floor design to live/work? • Consider combining 2 & 3 and renaming raised porch option? • Add "ADA compliant" to C.1 Delete vegetated wall exception

			they die or not maintained.	
118	623	33.140.245.G.1.c		Rephrase to state, "…building materials and goods associated with uses in industrial categories."
119	627	33.258.070.D.2.a		The dollar value should be $155,900.
120	685	33.825.025 A.4	Need more specifics on digital model	
121	689	33.840	Clarify whether a Greenway Goal Exemption also requires a Comp Plan Amendment like out lined in chapter 850.850.030.A.	clarify
122	705	Measuring Top of Bank	Considerably more complicated to first identify, then delineate along river frontage than currently.	Keep the current definition.
123	Goals & Policies Volume 1, pages 34, 40, 60, 63	Policy 1.5 Policy 1.CE-5 Policy 1.SW-2 Policy 4.6 Policy 4.CE-2	Access need to water needs to be called out more clearly. Does "direct experience to river" equal access to the water.	Clarify access to river in numerous policy section noted to the left.

End of Comments

ZGF

ZIMMER GUNSUL FRASCA ARCHITECTS LLP

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March 31, 2016

To Whom It May Concern:

I want to thank the City for taking a bold step for requiring green roofs in downtown. This is a big step in the right direction in leading the Country again in innovative "green building" policy. This is incredibly important due to the fact that, Portland after years of global recognition for innovative green building policies has fallen significantly behind as a guiding example of green building infrastructure.

Portland's outdated "green roof" policy has left us lagging behind our NW neighbor Seattle, and even small cities such as Milwaukie WS and Nashville TN which have green roof incentives and requirements. And, while these cities are innovating in the "green roof" sector to meet the $2B market opportunity in N. America, Portland's green roof installation dropped by 90 percent installing the same amount of green roof in 2015 as we did in 2000.
Therefore, I want to announce my support for the proposed green roof requirement for downtown Portland in the Central City 2035 Plan.

Lastly, this needs to apply to the entire city and not just the downtown. This will help address not only the "rich" areas of Portland, but apply to other areas of Portland, so others can reap the benefit of "green" even affordable housing. Currently the City doesn't offer incentives to low-density residential neighborhoods and only in the high-density Central City. The proposed green roof policy must be applied City wide for Portland to once again become a leader in green building and innovation.

Sincerely,

ZGF ARCHITECTS LLP

Jan Carl Willemse

Jan Willemse, AIA, LEED AP BD+C
Partner

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Portland, OR 97205
T 503 224 3860
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Meharg, Emily

From: Hartinger, Kathryn
Sent: Friday, April 01, 2016 8:35 AM
To: Meharg, Emily
Subject: Fw: WEST END comments for CC 2035

Sent using OWA for iPhone

From: Walter Weyler <walter_weyler@sequenceusa.com>
Sent: Thursday, March 31, 2016 4:54:04 PM
To: Hartinger, Kathryn
Subject: Fwd: WEST END comments for CC 2035

Ladies and Gentlemen of City Planning, my comments are directed at the subject of parking.

The 20 year West End plan presented at the Eliot Tower on March 23 reflected serious attention to a number of important influences on the subject. The City Planning work is recognized and appreciated……thank you for your efforts. However, the presentation lacked evidence of a comprehensive understanding and provision for parking and a parking question was not given a comprehensive response.

Gasoline and electric cars will continue to be an essential part of living, working, and visiting in Portland and in our West End community. The city already has several overly-congested on-street parking areas that prove the unpleasant consequence of lack of parking planning. Over-reliance on bicycles (which I cannot use) and public transportation will add more city areas of unpleasant and overly congested on-street parking. The 20 years plan for the West End must include a comprehensive parking component. This plan must include an in-depth understanding of the number of residents, commuters, and visitors who will need parking facilities and provisions that will accommodate their vehicles. As new apartments, condominiums, retail, and office buildings are completed and populated, it is essential that these new facilities be mandated to include adequate parking spaces. Provisions must also be included for parking lots and structures.

Thank you, again, for our diligent work……..I am available to help and lend my support to your efforts…….Walter Weyler 503-490-3907

TENNANT INVESTORS

937 S.W. 14th Avenue, Suite 200
Portland, OR 97205
Phone (503)241-1255
Fax (503)299-6653

March 31, 2016

Kathryn Hartinger, PhD, AICP
Portland Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201

kathryn.hartinger@portlandoregon.gov

Dear Ms. Hartinger,

We own the office building at 937 SW 14th Ave and have owned and operated Pacific Marine Leasing, Inc., and affiliated companies, out of this address since 1989. As a longtime business and property owner in Goose Hollow, I find the current board of the Goose Hollow Foothills League at odds with the interests of neighborhood stakeholders. It came to my attention a year ago when the board of the Goose Hollow Foothills League called a special meeting to lower height limits in the neighborhood, including my property. The board has made a disturbing display of a small and loud special interest group seeking to diminish property owners' rights in Goose Hollow for the purpose of protecting private residential views. After reviewing the Draft CC2035 Plan, I have concluded that it most definitely represents the goals of city planners, Goose Hollow community, and myself as an individual stakeholder in crafting the vision for the city in the coming 20 years. The Draft does an exceptional job addressing effective ways to achieve city goals of density, site activation, and transportation. The Draft Plan is an instrument of guidance that addresses the needs of a bustling and quickly growing central city; I am in full support of the Draft Central City 2035 Plan. Thank you for your consideration.

Sincerely,

Joseph P. Tennant

JPT/lts

John Southgate, LLC
1020 SW Taylor Street, Suite 440
Portland, Oregon 97205

March 31, 2016

Nicholas Starin
Portland Bureau of Planning & Sustainability
1900 SW 4th Avenue, Suite 7100
Portland, Oregon 97201

Re: Properties on NW Front Avenue – Maximum Height & FAR

Dear Mr. Starin:

I am writing on behalf of my colleagues who own virtually all of the properties on the south/west side of Front Avenue between NW 17th & 19th Avenues. They want me to express their appreciation and continued support for the fact that the *Discussion Draft* of the City's Central City 2035 Plan calls for the properties in question to be rezoned from the current IH to EXd, in accordance with the Comprehensive Plan.

The owners of the properties are Ken Unkeles (TL 1N1E28DB 1500 & 1600) and Tom Goldsmith (TL 1N1E28DB 1400 & 400).

With the Mr. Unkeles' and Mr. Goldsmith's consent, I am also seeking in this letter to set forth some arguments in favor of increasing the maximum height and FAR for the properties, beyond the 100 feet and 2:1 (respectively) as proposed in the Discussion Draft.

We propose to increase the height of these properties to 250 feet, and the FAR to 4:1, chiefly based on the policies set forth in this letter. The heart of our arguments are as follows:

- First, the City seeks to promote higher density mixed use development in the Central City (i.e. both residential and job growth), so as to decrease the development pressure on other more sensitive areas, such as single family neighborhoods and industrial areas.
- Second, this is a particularly suitable area for higher densities, insofar as the affected property owners strongly support it, and the area is safely buffered (by train tracks, the Fremont Bridge, and nearby industrial uses) from neighborhoods that might resist higher density. There are no single family neighborhoods anywhere close to the properties.
- Third, there is a strong pattern throughout the Central City, at least on the west side, to "stair step" buildings the further one gets from the River. For instance, on the south side of the Fremont Bridge, the maximum FAR is *generally* 2:1 on the river side of Naito Parkway, and 4:1 on the upland side. Heights don't follow as clear of a pattern, although generally the maximum allowed heights further south (i.e. south of Burnside) follow the same general stair step pattern as the FAR caps. In addition, much of the Pearl District is

eligible for bonus height provisions in accordance with the "North Pearl subarea bonus target area". Since our properties are not within this target area, it will be more challenging to achieve the taller buildings that we believe the City wants to encourage.

The balance of this letter sets forth the general policy documentation that favors increased height and density on the Front Avenue properties.

At the outset, we wish to reiterate the policy language from the West Quadrant Plan that we cited in our July, 2015 letter. While that letter was intended to defend the EXd zoning on the properties (and didn't specifically address any development standards), we believe that the West Quadrant Plan favors our proposed maximum height of 250 feet, and maximum FAR of 4:1. That letter is attached hereto. One specific policy citation from that letter that we would call to your particular attention is the "Land Use Emphasis" map (p. 26) which indicates the properties as "Mixed Use". Mixed use is defined as an "eclectic mix of uses that could include residential, retail and office. In less intensive areas, smaller scale development could be expected. In more intensive areas, larger development might occur. In these areas, there may be no single predominant use." The maximum height for this area is indicated as 175 feet (Building Height Map, p. 28).

To focus on provisions in the Discussion Draft of the Central City Plan 2035, please note that we believe the following policy language strongly supports our proposal for taller, denser development on our properties:

- *(Introduction Section of Volume 1, Goals and Policies, Page 8):* "In particular the plan focuses on:
    - Supporting a prosperous, healthy, equitable and resilient regional center.
    - Fostering more connections with the Willamette River.
    - Recognizing and cultivating the unique characteristics of the Central City's 10 districts.
    - Creating a more fully connected public realm of streets, parks, plazas and trails"

- *(Introduction Section of Volume 1, Goals and Policies, Page 12)* "Portland's 1980 Comprehensive Plan directs growth to the city's interconnected system of centers and corridors. The strategy is to *increase density* to make great places where there is already access to public infrastructure. The result is diverse housing options and employment opportunities, robust multimodal transportation systems and access to local services and amenities. These, in turn, create complete, prosperous, healthy and equitable low–carbon communities. By 2035, 30 percent of Portland's population growth will occur in the Central City, on just 3 percent of the land within city limits. Another 50 percent of the growth will be in other centers and corridors, with the remaining 20 percent in residential infill. Between 2010 and 2035, Portland's Central City is projected to add approximately 38,000 new households (165 percent increase) and about 51,000 new jobs (40 percent increase)…focusing growth and investments in the Central City reduces pressure for growth and development in other, more sensitive parts of the City, including Portland's distinct neighborhoods and industrial or employment centers…. Of the nearly 3000 acres of land in the Central City, half is right-of-way or the Willamette River. Of the other

1500 acres, approximately 460 have been identified by the City as vacant or under-utilized.

- *(Introduction Section of Volume 1, Goals and Policies Page 13)* This section identifies seven Significant Challenges which the CC2035 Plan is intended to address. Higher density on Front Ave Properties will be supportive of at least three of these, as follows:
    - ”Livable High Density: Encourage dense, urban living while maintaining and enhancing neighborhood character and livability.
    - Employment Diversity: Grow the Central City’s share of regional employment and providing diverse opportunities for Portlanders with different interests, skills and education.
    - Willamette River: Connect Portlanders to the Willamette River in a more meaningful way and integrating opportunities for recreation and environmental protection.”

- *(Introduction Section of Volume 1, Goals and Policies, Page 14)* “Central City 2035 envisions a prosperous, health, equitable and resilient Central City, where people collaborate, innovate and create a more vibrant future together.”

- *(Introduction Section of Volume 1, Goals and Policies, Page 17)* This area is Identified as an area of modest change. We believe this is missing an opportunity – there is an opportunity for significant change on the Front Avenue properties, especially if higher height and FAR is allowed than what is proposed in the Discussion Craft. Again, we believe that the properties represent an opportunity to help the City achieve its goals for a dense CC to protect neighborhoods and employment centers elsewhere.

The following language is from the Goals & Policies of Volume 1:

- “Goal 1. REGIONAL CENTER (Page 32): Portland’s Central City serves as the region’s economic, cultural and civic center. To maintain and enhance this role, stakeholders identified the need to enhance the cultural and civic role of the Central City; support economic growth, particularly in traded sector industries; protect industrial and employment districts; capitalize on opportunities for partnering with higher education institutions; and address affordability barriers so that entrepreneurs and small businesses can thrive.
    - GOAL 1.A: Portland’s Central City is the preeminent regional center for commerce and employment, arts and culture, entertainment, tourism, education and government.
    - GOAL 1.B: The Central City is economically competitive, especially relative to West Coast and regional markets, with robust and expanding business and development activity.
    - Economic Vitality: The Central City is home to professional service industries that support the entire region; a growing number of colleges and universities; and a manufacturing base that hosts a number of emerging business sectors. Policies

in this section support the continued economic vitality of the Central City, Portland and the region.
    - (Pearl District Policy 1.PL-1): Mixed Use Office Center: Support the continued development of a vibrant, mixed-use area with new commercial, retail, office and creative office opportunities.

- "GOAL 2 Housing & Neighborhoods (Page 42): When the last Central City Plan was developed, nearly 30 years ago, there were relatively few people living in Portland's Central City. Today, this area has become the fastest growing area in the City. To enhance the livability of Central City neighborhoods, stakeholders felt affordability should be the top priority – housing should be available for households at all income levels, near Central City jobs and within complete neighborhoods. Further, a desire for a broader range of housing types was expressed – in particular, units that support students, families, and older adults.
    - GOAL 2.A: The Central City is a successful dense mixed-use center composed of livable neighborhoods with housing, services and amenities that support the needs of people of all ages, incomes and abilities.
    - (Pearl District Policy 2.PL-3): Housing Diversity: Encourage new development, including housing, along Naito Parkway in order to bring more people and activities to the riverfront. Throughout the district, encourage multifamily housing supportive of families and students.

- Goal 4 Willamette River (page 61): "More than any other feature in the regional landscape, the Willamette River has influenced human settlement since Native Americans arrived, through European settlement to the urban Central City of today. The extremely high usage of public riverfront spaces like Governor Tom McCall Waterfront Park and the Vera Katz Eastbank Esplanade speak to the public's desire to activate the riverfront as a vital Central City feature. As the City developed, docks, sea walls, buildings, roads and bridges were constructed in the riverfront area that greatly altered the natural function and habitat values. Members of the public expressed a strong desire to restore physical, social, environmental, economic and historical connections for a variety of reasons: a desire for more river-related commerce; increased opportunities for riverfront and river-based recreation and transit; and the need to identify how and where to best enhance critical habitat to restore river health. The Willamette River goals and policies are intended to address these priorities.
    - Policy 4.9 Commercial development. Encourage new clusters of commercial uses adjacent to the Willamette River, at appropriate setback distances, in order to bring more people, events and activities to the riverfront.

- Goal 5, Urban Design (Page 64): "The practice of urban design involved the physical features of both the built and natural environments that define the character of a place. It can be thought of as the art of making places for people. Urban design works at a variety of scales. It includes everything from urban form of the entire city down to the design of buildings, streets and the public realm, parks and open spaces, and historic districts.

- GOAL 5.B: The Central City is composed of diverse, high-density districts that feature high-quality spaces and a character that facilitates social interaction and expands activities unique to the Central City.
- Policy 5.3, Dynamic Skyline. Encourage the tallest buildings to locate adjacent to transit hubs and corridors, generally stepping down in height to the Willamette River. Allow taller buildings at bridgeheads and contextually sensitive heights within historic districts. Encourage heights that preserve sunlight on public open spaces and parks.
- Policy 5.PL-2 Under I-405 Repurposing. Support redevelopment of areas under I-405 to create safe, attractive, and engaging spaces.

Finally, the Targets section of the Discussion Draft calls for increasing the job density in the Pearl District from 10,600 in 2010 to 14,700 in 2035; and increasing number of households during the same time frame from 5,300 to 11,600.

Conclusion

We have attempted in this letter to identify policy language in the Discussion Draft of the Central City 2035 Plan which supports high density, mixed use development in the Central City, and particularly on the Front Avenue properties. Our proposal to establish higher, denser development on the properties is more consonant with the goals and policies set forth in the Discussion Draft, as well as in the West Quadrant Plan, than would be the case under the proposed caps of 100 feet and 2:1 FAR. We hope that you will concur with us, and would welcome the opportunity to discuss this matter further.

Respectfully Submitted,

John Southgate, Principal
John Southgate LLC
(503) 956-5853

cc: J. Clayton Hering, representing Tom Goldsmith
Ken Unkeles

Dauphin, Derek

From: Starin, Nicholas
Sent: Thursday, March 31, 2016 2:55 PM
To: Meharg, Emily; BPS Central City 2035; Hoy, Rachael
Cc: Dauphin, Derek; Doss, Troy
Subject: FW: Rezoning of Front Avenue Properties
Attachments: Central City 2035 Plan Discussion Draft Analysis 2.pdf

Comments in support of rezoning property along Front to EXd and request for higher FAR and heights

- Nicholas T. Starin, City Planner
- Portland Bureau of Planning & Sustainability
- nicholas.starin@portlandoregon.gov
- TEL 503.823.5837

To help ensure equal access to City programs, services and activities, the City of Portland will provide translation, reasonably modify policies/procedures and provide auxiliary aids/services/alternative formats to persons with disabilities. For accommodations, translations, complaints, and additional information, contact me, call 503-823-5837, City TTY 503-823-6868, or use Oregon Relay Service: 711.

From: John Southgate [mailto:john@johnsouthgateconsulting.com]
Sent: Thursday, March 31, 2016 2:35 PM
To: Starin, Nicholas <Nicholas.Starin@portlandoregon.gov>
Cc: 'ken unkeles' <kenunkeles@comcast.net>; tomgoldsmith@comcast.net; 'Clayton Hering' <jchering@nbsrealtors.com>
Subject: Rezoning of Front Avenue Properties

Nicholas:

Please find attached a letter of support from the owners of the two major properties on the west/south side of Front Avenue between NW 17th & 19th Avenues, for the rezoning of their properties (in conformance with the Comprehensive Plan) from IH to EXd, as called for in the Discussion Draft of the Central City 2035 Plan.

This letter also sets forth arguments in favor of higher maximum FAR and height for the properties in question.

Please acknowledge receipt of this letter. I look forward to discussing this matter with you further. In the meanwhile, please let me know if you have any questions.

Respectfully,

John Southgate
(503) 956-5853

ROSS ISLAND SAND & GRAVEL CO.

March 31, 2016

VIA EMAIL: cc2035@portlandoregon.gov
Bureau of Planning and Sustainability, Central City Team
1900 SW 4th Ave, Suite 7100
Portland, OR 97201

RE: Comments on Central City 2035 Discussion Draft

To Whom It May Concern:

Ross Island Sand and Gravel Co. ("Ross Island") is a locally-owned, all union company in Portland that provides ready mixed concrete, asphalt products, dry bagged products and loose aggregates for development and infrastructure projects in the Portland Metro region. Ross Island manufactures concrete using three batch plant facilities along the Willamette River, including the Tait Concrete Plant ("Tait Plant") located adjacent to the Ross Island Bridge at 2611 SE 4th Ave ("Tait Property"). The Tait Property is currently zoned Heavy Industrial (IH), with an underlying Comprehensive Plan designation of Industrial Sanctuary. The property is also within the River General overlay.

In the Central City 2035 Discussion Draft and the Employment Zoning Project Proposed Draft, the City of Portland ("City") is proposing to re-zone the Tait Property to Central Employment (EX).[1] In addition, the City is proposing to apply three new overlays to the Tait Property: the Design Overlay, the Scenic Overlay, and the River Environmental Overlay. In addition, the City is proposing new standards that would apply within the River General overlay. Although the existing industrial use remains an allowed use, these changes appear designed to make it far more difficult for Ross Island to continue operating at the Tait Property. Suffice it to say, Ross Island is extremely concerned about these proposed changes and the impact they will no doubt have on operations at the Tait Property. The comments below are organized to respond to the proposed changes.

Central Employment Zone. As explained above, the City is proposing to re-zone the Tait Property to EX. As justification for the proposed change, the City explains that "EX is a high density, mixed use zone intended for corridors or where a wider variety of uses is sought in historically industrial areas . . . Development is intended to be pedestrian oriented with a strong emphasis on a safe and attractive streetscape." Although manufacturing uses are allowed within the EX zone under the proposed text, several of the draft provisions appear to disregard essential features of existing industrial uses like Ross Island's Tait Plant. For example, under the proposed zoning code text exterior storage is not allowed within the EX zone.[2] This provision

[1] As part of the Comprehensive Plan Update, the City is proposing a corresponding underlying Comprehensive Plan designation of Central Employment.

[2] Employment Zoning Project Proposed Draft at 29.

simply does not account for the type of raw material storage that is fundamental to Ross Island's core business. Likewise, existing EX zoning code provisions related to ground floor windows, landscaping, and screening are ill-suited to existing, industrial sites. Although we understand that Ross Island would be allowed to continue its current operations, the proposed zoning change fails to account for the fact that a significant portion of the development associated with the Tait Plant will become nonconforming. Unlike conforming development, nonconforming development is strictly regulated by the City making it difficult and costly to make alterations even when those changes support an existing, allowed use. For this reason, we urge the City to either retain the existing IH zoning or to make it clear that those development standards more appropriate for residential, commercial, or mixed use development (*e.g.* exterior storage, ground floor windows) do not apply to existing industrial uses within the EX zone. We also urge the City, if it approves residential or mixed used development within the vicinity of the Tait Plant, to ensure that Ross Island's trucks are able to access the Tait Plant unimpeded.

Scenic Overlay. As noted above, the City is proposing to apply the Scenic Overlay to the Tait Property. Based on our review of the proposed overlay maps, it appears the City is proposing to include the Tait Property within the Willamette River Scenic Corridor and portions of the Tait Property within at least two City-designated View Corridors. Under the proposed zoning code text, when alterations over a certain threshold are made to a site within a Scenic Corridor, the site must be brought into conformance with the landscaping standards for the Scenic Overlay. In addition, all exterior garbage cans, garbage and recycling collection areas, and mechanical equipment must be screened from view or not visible from the designated scenic corridor. As discussed above, the Tait Property is fully developed with an existing industrial use and, as such, it is impractical to screen all mechanical equipment from view or to landscape to the proposed Scenic Overlay standards. Like the proposed base zoning standards, these proposed Scenic Overlay standards fail to account for the fact that, under the City's proposal, development associated the Tait Plant will become nonconforming, thereby making it difficult to make alterations or repairs even when those alterations support an allowed use within the zone. As such, we urge the City not to apply the Scenic Overlay to the Tait Property or to make it clear that the landscaping and screening standards do not apply to existing industrial uses.

River Environmental Overlay. As outlined above, the City is proposing to apply the River Environmental Overlay to the Tait Property. As an initial matter, Ross Island questions whether this overlay, which is supposed to be applied to "high or medium rank riparian corridors and wildlife habitat," should apply to the Tait Property. As discussed above, the Tait Property is a fully developed, river-dependent industrial site and, as such, we question whether it has any natural resource value. But even assuming the Tait Property qualifies for inclusion in the River Environmental Overlay, for an existing industrial operation like the Tait Plant, the development standards and review procedures are unnecessarily punitive. Because the River Review approval criteria require the applicant to show that all other practicable alternatives to locating development in the resource area have been explored, it would be very difficult to make changes to Tait Plant facilities (beyond ordinary maintenance, repairs, and replacement of existing structures) in support of the existing industrial operation. For this reason, we urge the City not to include the Tait Property within the River Environmental Overlay.

River General Overlay. The proposed zoning code provisions related to the river setback distinguish between development that is river-dependent and development that is not, limiting all development, exterior alterations, excavations, and fills within or riverward of the setback (50 feet landward of the top of the bank) to *development* that is river-related or river-dependent (*i.e.* the focus is not on whether the primary use of the land is river-dependent but whether the specific improvement is river-dependent). If the proposed development or alterations are not river-dependent or river-related, the owner must meet difficult standards related to setback standard or secure a Greenway Goal Exception. As with other the other proposed changes, Ross Island is deeply concerned about its ability make necessary changes to the Tait Plant (including certain changes mandated by the Department of Environmental Quality) under this regulatory framework. Although the City seems to distinguish different aspects of a particular operation as river-dependent or not, the fact is that the entire Tait Plant operation is inherently river-dependent. For this reason, we urge the City to reconsider the impact the proposed text will have on existing, river-dependent operations, like Ross Island's, and consider revising the text to allow all development associated with a river-dependent use within the river setback.

In sum, Ross Island is deeply concerned about the effect the proposed changes outlined above will have on the viability of its Tait Plant. Although the City is not proposing to preclude industrial uses on the Tait Property, the proposed amendments amount to "death by a thousand cuts." As a long-time partner with the City, Ross Island deserves better.

We look forward to discussing the proposed amendments with the appropriate City staff person as soon as possible.

Sincerely,

ROSS ISLAND SAND & GRAVEL CO.

Randall H. Steed

Randall H. Steed
President & Chief Operating Officer

RESTORE OREGON
SAVING HISTORIC PLACES

March 31, 2016

Portland Bureau of Planning & Sustainability
City of Portland
1900 SW Fourth Avenue
Portland, OR

Regarding comments on the proposed Central City Plan

Restore Oregon sees much to like in the proposed Central City Plan and would like to express our appreciation for the efforts by the city to bring the plan to this point, and for the opportunity to participate in the process. We have previously submitted substantial comments on the Comp Plan and Central City Plan, but wish to add the following additional comments:

1. The Central City needs **additional family-friendly activities and destinations**. It should be a goal that the **Jantzen Beach Carrousel** – currently listed as one of Oregon's Most Endangered Places and languishing in storage – should be reinstalled in the Central City. A potential site is along the waterfront in the Skidmore Historic District. The Old Town Neighborhood Association has long called for another destination point to attract people/tourists and this would be a most appropriate solution. Restore Oregon Executive Director, Peggy Moretti, serves on the OTNA Land Use Committee which has expressed great interest in this idea.

2. In keeping with the policy goal of ensuring that zoning in historic districts does not conflict with preservation and the retention of district integrity, we urge the **height limits** set for Japan Town-China Town north of Everett Street be lowered to 150 feet to better integrate with the 100 ft height in the blocks between Burnside and Everett.

3. We also urge that the height limits set for the Grand Avenue Historic District not exceed the height of the Weatherly Building, the tallest building in that historic district.

Sincerely,

Peggy Moretti

Peggy Moretti
Executive Director

Wm. H. Reilly & Co.

March 31, 2016

Kathryn Hartinger, PhD, AICP
Portland Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201

Re: Central City 2035 Plan

Dear Kathryn,

I am writing this letter in support of the Draft CC2035 Plan. As an active Goose Hollow community member, business, and property owner, I wholeheartedly believe that the Draft CC2035 Plan as written is an accurate representation of the interests expressed by the community in the thorough discerning process of the Plan's creation.

My family has owned and operated business in Portland for over 50 years, 34 of which at the corner of SW 18th and Taylor. As active participants in the neighborhood, both myself and Bill Reilly Sr have served on the GHFL board numerous times over the past 30 years. Many consider Bill Reilly Sr an indisputable patriarch in the neighborhood and his credibility and contribution to the neighborhood is beyond comparison.

In the 1980's and early 90's I was the GHFL Committee chair responsible for negotiating with Tri Met and the various property and business owners along the proposed light rail alignment's and mitigating the impact of the project. More recently I have served as the VP of the GHFL and was involved in many of the meetings during the exhaustive 5 year process to develop GHFL's input into the formation of the draft CC2035 Plan. I also was involved as a GHFL board member during the visioning statement process and vision realization committee formation. After having served most recently on the board for 5 years until the end of 2013 I was ousted by neighborhood residents with a special interest in stunting Goose Hollow development to the detriment of business and property owners. I believe very strongly that the current GHFL board represents a very narrow group of constituents in the neighborhood more concerned with their own block or view rather than the overall good of the neighborhood including the many business and property owners that employ so many people in the neighborhood.

Community involvement was a critical part of the development of the West Quadrant Plan. Extensive work was completed during 2013 and early 2014 that included multiple Stakeholder Advisory Committee meetings, specific stakeholder meetings, online surveys, a weeklong charrette in June 2013, and several public open houses. The Goose Hollow Foothills League was dutifully represented by Mary Valeant at the West Quadrant Stakeholders Advisory Committee from March 2013 to September 2014. Their work on behalf of the entire neighborhood should be applauded. It was an open and very public process that included residents, property owners and business owners.

Portland 503.223.6197
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910 S.W. 18th Avenue
Portland, Oregon 97205

www.whreilly.com

Unfortunately you are now hearing from a new and narrow group at GHFL that wants to throw out all the work done by the committee in order to serve their very narrow interests.

I fully support the draft CC2035 plan and do not support the changes proposed by GHFL. Their recommendations are counter to Portland's goals of accommodating density, jobs creation, pollution abatement, optimizing transit use and continuing to grow the economy without creating additional unnecessary urban and suburban sprawl. The proposed height limits, view corridors and residential overlays will make it much less desirable and much more difficult to solve the problems noted above.

To propose such sweeping changes by a small group that had little, if any, public input in to their ideas is irresponsible at best. The draft plan was developed over a long period of time in a very public process that included input from all sectors of the neighborhood. It should be preserved as proposed.

Thank you in advance for your time and consideration.

Very truly yours,



William M. Reilly

PROVENANCE
HOTELS

Bashar Wali, President
Provenance Hotels
111 SW Fifth Avenue, Ste. 1001
Portland, OR 97204
bashar@provenancehotels.com
503-593-3973

March 31, 2016

Via Email (kathryn.hartinger@portlandoregon.gov)

City of Portland
Planning and Sustainability Commissioners
Attn: Kathryn Hartinger, Associate Planner
1900 SW 4th Avenue, Ste. 7100
Portland, OR 97201
Attn: Central City Team

Re: Support for CC2035

Dear Ms. Hartinger,

Our company, Provenance Hotel Group ("Provenance"), owns the historic Hotel deLuxe and adjacent sites located at 1504-1538 SW Yamhill and NEC/15th & SW Yamhill Streets in Goose Hollow, as shown on Figure 1 (the "Aspen Properties"). Our General Manager, Tim Block, was actively involved in the development of the Goose Hollow Visioning Statement, as a member of the Vision Realization Committee from 2012 through 2014. He also hosted and participated in the Goose Hollow Charrette, held in December of 2012. Provenance strongly supports the Central City 2035 Discussion Draft ("CC2035") plan.

The Aspen Properties front SW Yamhill Street, are near Providence Park and are well-served by public transportation on the Max Blue and Red lines. The CC2035 planning goals for Goose Hollow includes a desired retail/commercial character along SW Yamhill Street (Policy 5.GH-3) and encouraging stadium-supportive development near Providence Park (Policy 1.GH-2).

The Discussion Draft's proposal for the Aspen Properties supports higher densities near the Max lines and Providence Park and will maximize the City's investment in public transportation and community resources. The proposal is consistent with adopted West Quadrant Plan Policy RC1 which requires removing the Required Residential Development provisions on CX lots in Goose Hollow.

We believe the plan will help make our neighborhood a more vibrant area for our customers and neighbors.

{00532255;2}

PROVENANCE
HOTELS

Best regards,

PROVENANCE HOTELS

Bashar Wali

Attachments:
Figure 1: Aspen Properties

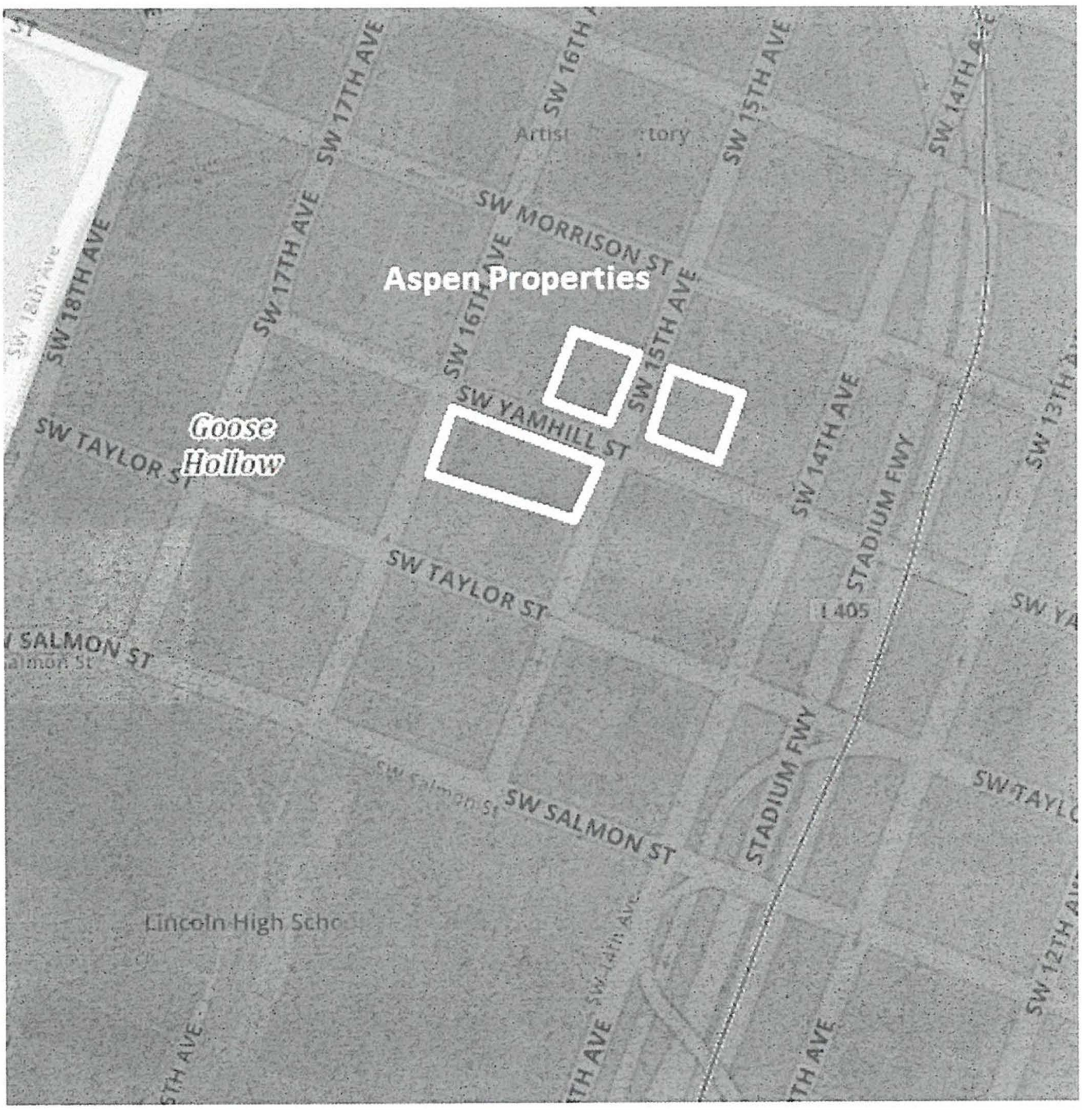
cc: Gordon Sondland
Tim Parks

{00532255;2}

PROVENANCE
HOTELS

Figure 1

Proposed Zoning



{00532255;2}

Meharg, Emily

From: Hartinger, Kathryn
Sent: Thursday, March 31, 2016 3:25 PM
To: Meharg, Emily
Subject: FW: COMP PLAN COMMENTS.

-----Original Message-----
From: Richard Potestio [mailto:rick@potestiostudio.com]
Sent: Thursday, March 31, 2016 3:22 PM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>; tina.wyszynski@gmail.com; Tracy J. Prince, Ph.D. <tprince@pdx.edu>
Subject: COMP PLAN COMMENTS.

TO

Kathryn Hartinger, Associate Planner
Bureau of Planning and Sustainability
City of Portland

RE

Building Height Limits in the Goose Hollow/West End

Dear Kathryn

I am writing to express my personal opinions, however I do so in conjunction with two letters, one from the GHFL Neighborhood Association, and one from the Stadium District Business Group.
The issue in contention is the allowed heights of buildings in the Goose Hollow and West End areas.
Both letters cite community and private property owner's rights and values and have foundation in the planning work executed by city staff and neighborhood groups dating back decades.

Without getting into the specifics of each height metric and location on a block by block basis, I would advocate that the city place the preservation of designated iconic views and significant architectural works as its top priority when establishing the allowed height for any site.

It is my opinion that the overriding value to the community is the protection of an identified view resource(s). Views from vantage points in the public realm to public properties, such as Mount Hood, are iconic, symbolic and cherished legacies of our city's foundational design and character.

I fully support the development of our city, however the value of a property to its owners and the citizens of the city is determined by more factors than mere height.

In many circumstances, our height limits are too low. The base height limit for a concrete podium with five floors of wood frame, should account for the following: Adequate first floor heights for retail use—16-20 feet has been advocated for. Adequate interior ceiling heights for residential use— 9 and even 10 feet clear ceilings are what the

market supports; current height limits use 8 feet clear as a determinant. Adequate floor to floor heights— allowing for deeper floor assemblies that incorporate acoustical treatments, and mechanical systems demanded by current codes. Hence zoning with 45 and 65 foot height restrictions is too low by a few feet. Zoning that incorporates a heigh range, with qualifications, rather than an essentially arbitrary height limit is a more sound, creative, responsive and defensible approach.

At the same time, the new 440 foot heigh limit proposed for much of the central city is out of scale with the city, and its landscape. Such heights are not founded in any economic, social, transportation, or planning study or paradigm. They are arbitrary. But worse yet, they are out of context and counter-productive to the goal of replacing Portland's under-utilized blocks with vibrant buildings. The taller the building height/FAR on a site, the more value it is to the property owner. But at the same time, the site must be developed to that height to recoup the cost of the property. This means that larger investments are required. As such, these investments are most likely to originate from outside of Portland. Hence the profits will go out of Portland as well. The city has an upper limit of demand for space… to concentrate it on a few blocks rather than distribute it onto many is foolish and imprudent. To set height limits that attract investment and return profits to investors based in other regions is to sell the city's soul for little to no gain. Why should the profits from a Portland project benefit a company that donates to the Houston Opera or the Seattle Symphony. The great experience of the building of the Pearl District was that by virtue of its scale and idiosyncratic nature, local investors were best suited to fund the buildings and local development companies arose to build them.

Portland need not follow the lead of Seattle and San Francisco with their tall building frenzy. Rather, Portland should champion the lower, more humane and contextual scale it has enjoyed since AE Doyle designed our best buildings. Portland's primary skyline is now and should remain, the West Hills.

With regard to the West Hills, the great Fredrick Law Olmsted and his company, established the concept and in cases executed the plans that resulted in Portland treasures such as Washington Park, The Arboretum, and Forest Park, along with Vista Avenue and its viaduct, Terwilliger Blvd and even the 40 mile loop.

It was his concept that views to the mountains and in particular Mt. Hood would be preserved in perpetuity as a Portland resource for all its citizens to enjoy. As well he saw the benefit of preserving nature in the city and in keeping it the iconic image of the city. He was also a champion of great design for infrastructure. The Vista Viaduct is his legacy and views of it are equally important to views from it.

Preservation of significant architectural works should be as important as the respect given to any piece of public art or the rights of any individual property owner. Buildings are certainly owned by private interests, but they create the public realm, and as such, an owner has an obligation to build well and preserve that which was built well in the past.

I do not believe the current Comp Plan achieves the standards I cite in my letter, and as such believe that it must be re-written with a fundamental consideration for the intrinsic values of our community.

Yours

Richard Potestio

POTESTIO STUDIO
(503) 381-9719

Portland Waterfront Alliance

PWA

March 31, 2016

Susan Anderson, Director
Bureau of Planning & Sustainability
1900 SW 4th Ave
Portland, OR 97201

Dear Susan,

Thank you for the opportunity to comment on the Central City 2035 Discussion Draft on behalf of the Portland Waterfront Alliance. The Portland Waterfront is an underutilized resource that holds great promise as a recreational resource and cultural center for Portland's growing population. As you know 30 percent of Portland's population growth is predicted to occur in the Central City by 2035. The Waterfront can become an example for cities everywhere as we strive to create an active and alive waterfront with ample opportunities for public access to the Willamette River while restoring functional habitat for native wildlife, with a specific emphasis on salmon.

Portland has long held great ambition for its waterfront. We can build on the fact that the Big Pipe has given us a river that is swimmable while embracing our individuality as one of few big cities in the world with an active salmon run right through its downtown. However, while Waterfront Park is an unpolished gem right at the doorstep there is a lack of public access to the water's edge and wildlife habitat is extremely limited.

The mission of the Portland Waterfront Alliance is to transform the Portland Waterfront by integrating nature, recreation, culture and commerce with vibrant river-connected destinations. We are very supportive of the Goals and Policies and Implementation Measures laid out in the Central City 2035 Plan and offer the following comments.

<u>Governance</u>
Central City Action Item WR 5 proposes to continue the Central Reach Working Group. The scope of this group should be expanded to include Neighborhood Associations, NGO's, Universities, etc to provide a public forum for river-related policies and proposed actions.

<u>Waterfront Park</u>
Tom McCall Waterfront Park is the centerpiece of the downtown waterfront. Action Item UD3 proposes updating the Waterfront Park Master Plan in 6-20 years. This timeline should be shortened so the full potential of Waterfront Park can be realized much sooner. New amenities are planned along Naito Parkway to attract public interest, including the James Beard Market. PWA has prepared a concept plan for a Portland Public Pier to provide renewed interest in the waterfront with docking for antique and classic boats, river taxis, small regional cruise ships, the Oregon Maritime Museum Steamer Portland and PT 658.

A creative new design is needed for Tom McCall Waterfront Park to integrate public access to the water, wildlife habitat and new spaces that engender a strong sense of place.

PWA is very supportive of Action Item UD6 which proposes to explore options adjusting the duration of large park events to allow other types of park activities, in order to maximize public access, use and enjoyment of Waterfront Park.

Community Boating
A community boating center would offer the public the chance to row, paddle or sail classic wooden boats or more modern models while learning about water safety and the river environment. Examples exist across the country, including Community Boating, Inc in Boston and the Center for Wooden Boats in Seattle.

The CC2035 plan recommends exploring the possibility of a public boathouse in the Pearl (Action RC7). The geographic range of this action should be expanded beyond the Pearl waterfront to the entire downtown waterfront to find the optimal location for a community boating center or public boathouse. Community Boating is a way for people to connect with the river in new ways encouraging stewardship of the resource. In addition it can help address issues of Equity since not everyone has access to boating.

Centennial Mills
PWA supports efforts to revitalize Centennial Mills as an active waterfront use as proposed in Action Item RC5, while recognizing the need to balance active uses with the need for shallow water habitat.

Transportation Planning
PWA believes that a water transportation network is both prudent and timely and that PBOT should include a river taxi study in its Central City Studies list. Such a system is not only strong in terms of sustainability and livability, but is highly prudent for seismic preparedness and timely as evidenced by the very recent approval of moving the Duckworth river taxi dock to Swan Island for the purpose of a river taxi pilot program at the urgent request of two of the City's largest employers, Daimler-Benz and Vigor Industries. Further, PWA would like to see the Action Plan for this shortened to the 2-4 years or Ongoing designation.

Overall we have challenges ahead, but none that can't be overcome by government the private sector and NGOs working together in mutually beneficial partnerships.

Sincerely,

Kevin Kilduff
Portland Waterfront Alliance

On Behalf of the PWA Steering Committee:
Barbara Brunkow, Peter Crim, Dave McKay, Susan Spitzer, Chuck Stuckey, Peter Wilcox

INTERAGENCY PROJECT REVIEW COMMENT FORM

Project: Central City 2035 Plan
Project #: Volume 5: Implementation Workplan
Agency/Contact: BPS
Review Type: Discussion Draft Review
PWB Reviewer: Cherri Warnke (503-823-6036), March 31, 2016

Page #	Policy # or Code Section	Comment/Issue	Suggested Changes (if any)
11	Section 4, "Methodology", "Publicly Owned" assumptions, fifth paragraph, second sentence	Replace the word "two" with the word "too", in the sentence: "Although most of the riverbank at the site is pilings or two steep for enhancement,….	
13	Section 4, "Implementation Cost Estimates", second paragraph, assumption #3	PWB appreciates and agrees with assumption # 3 - "No utility movement or relocation would be necessary."	
46	Section B. Methodology and Results, b. Baseline Right-of-Way Tree Canopy, ii, paragraph 4	PWB agrees with implementing an "assumed 5 foot buffer around existing vaults" for planting street trees, and per Standard Drawing P-845 that minimum 5 foot buffer would apply to water service meter boxes as well.	
56	Section 2. Central City 2035 Plan Future Tree Canopy Scenario and Tree Canopy Targets, a. Optional Front Building Setback for New Development, third paragraph, 4th bullet	Would the proposed "modular suspended pavement systems" have solid walls that would preclude tree roots from extending laterally, thereby preventing impact to existing water service vaults, meters, fire hydrants, water mains and other water facilities?	
71	Appendix A. Alternative Options, Section 5, second sentence	PWB agrees that more discussion is needed to vet the impacts of street bump outs, street diets, and replacing a traffic lane with a treed median as a means of implementing targeted planting of large trees. The Central City travel roadways are packed with underground utilities. Any decision to institute a street diet or eliminate a travel lane to install a median for tree planting, or installing bump outs at street corners and mid-block would also need to take into account: 1) relocating whatever underground utilities are located underneath that travel lane, including finding an alternative location to move the impacted utility, 2) providing funding for relocating impacted utilities, and 3) take into consideration required clearances to utility facilities such as fire hydrants, water services, drinking fountains, electrical cabinets, etc.	
71	Appendix A. Alternative Options, Section 5, third sentence	Limiting the placement of vaults may be problematic in that taller buildings usually require larger water services, fireline services for fire suppression, larger electrical services, etc, all of which are normally housed in underground vaults. Title 21.12 outlines the requirements for placement of water meters (whether housed in a meter box or vault) for domestic and fireline water services. The water meters installed by PWB are owned by PWB, and are required to be placed in the public Right-of-way in a location where they are readily accessible for maintenance and meter reading. Rather than simply limiting installation of vaults, voids and other encroachments in sidewalk corridors which would probably require dictating where a building's mechanical room, freight access doors, etc, are located and which could be interpreted as a "take" by the City, it might be more redevelopment friendly if the goal was to work with property owners to design their buildings so that the placement of vaults required to ensure the building can gain occupancy, is energy and resource efficient, and useable for its intended purpose, would in the end maximize potential locations for tree plantings.	
81	Lower Albina, EN2, Action	The strategy to install trees and sustainable stormwater facilities in existing streets and underutilized space with right-of-way needs to also consdier ways to minimize impacts to existing underground utilities.	
84	Central City, EN15, Action	Whenever capturing and reuse of water is being considered, PWB Water Quality must be involved in the discussion to ensure no cross-contamination with the public potable water system.	Please add PWB to the list of Partner Implementers.
84	Central City, EN18, Action	Whenever capturing and reuse of water is being considered, PWB Water Quality must be involved in the discussion to ensure no cross-contamination with the public potable water system.	Please add PWB to the list of Partner Implementers.
88	Central Eastside, WR3, Action	Providing water service for commercial uses along or near the riverfront including food kiosks, etc, will need to include extending water mains to supply individual water services, as well as installing fire hydrants as required by the fire code.	Please add PWB to the list of Partner Implementers.
89	Central Eastside, WR5, Action	There is a major water facility that crosses through the Eastbank Crescent area.	Please add PWB to the list of Partner Implementers.
89	Downtown, EN4, Action	There is a major water facility that crosses through the south end of the Hawthorne Bowl.	Please add PWB to the list of Partner Implementers.
91	Goose Hollow,HN4, Action	SW Jefferson St through Goose Hollow is a major utility corridor for PWB supply water lines. PWB supply lines require 10' skin-to-skin clearance to infiltrating stormwater facilities, and 10' clearance to any new street trees.	Please add PWB to the list of Partner Implementers.
107	Central Eastside, HN3, Action	Any discussion with regard to the property owned by the Water Bureau, which currently houses the Fire Bureau Training Center off of SE Milwaukie Ave north of SE Powell Blvd, will need to include PWB Property Management.	Please add PWB to the list of Partner Implementers.
109	Downtown, EN7, Action	PWB has a water main and ship connections all along the sea wall adjacent to Tom McCall Waterfront Park. Removal of a portion of that sea wall could impact those water facilities.	Please add PWB to the list of Partner Implementers.

Page #	Policy # or Code Section	Comment/Issue	Suggested Changes (if any)
118	Goose Hollow,HN4, Action	SW Jefferson St through Goose Hollow is a major utility corridor for PWB supply water lines. PWB supply lines require 10' skin-to-skin clearance to infiltrating stormwater facilities, and 10' clearance to any new street trees.	Please add PWB to the list of Partner Implementers.
131	Downtown, EN7, Action	PWB has a water main and ship connections all along the sea wall adjacent to Tom McCall Waterfront Park. Removal of a portion of that sea wall could impact those water facilities.	Please add PWB to the list of Partner Implementers.
132	Downtown, UD4, Action	There is a major water facility that crosses through the south end of the Hawthorne Bowl.	Please add PWB to the list of Partner Implementers.
135	S. Downtown/Univ, EN1, Action	There is a major water facility that crosses the Willamette River, just north of the docks at RiverPlace.	Please add PWB to the list of Partner Implementers.
135	S. Downtown/Univ, EN2, Action	There is a major water facility that crosses the Willamette River, just north of the docks at RiverPlace.	Please add PWB to the list of Partner Implementers.

INTERAGENCY PROJECT REVIEW COMMENT FORM

Project:	Central City 2035 Plan
Project #:	Volume 3: Inventories
Agency/Contact:	BPS
Review Type:	Discussion Draft Review
PWB Reviewer:	Cherri Warnke (503-823-6036), March 31, 2016

Page #	Policy # or Code Section	Comment/Issue	Suggested Changes (if any)
36	Central City Scenic Resources Protection Plan, Viewpoint and View Corridors, Section B	PWB agrees with the "not significant" recommendation for Viewpoint ID N05.	
36	Central City Scenic Resources Protection Plan, Viewpoint and View Corridors, Section B	PWB agrees with the "allow" recommendation for Viewpoint ID N07.	

INTERAGENCY PROJECT REVIEW COMMENT FORM

Project: Central City 2035 Plan
Project #: Volume 2: Zoning Code, Map Amendments and Transportation
Agency/Contact: BPS
Review Type: Discussion Draft Review
PWB Reviewer: Cherri Warnke (503-823-6036), March 31, 2016

Page #	Policy # or Code Section	Comment/Issue	Suggested Changes (if any)
449	Chapter 33.475.440.B, paragraph 2	It is not clear what impact, if any, the prohibition of disturbance associated with the installation of new utility lines riverward of the top of bank of the Willamette River, will have on the extension of new water service lines to supply any proposed restroom, retail, food service, etc. facilities that may be built to accommodate river-dependent or river-related development, including the creation of public beaches along the Willamette River.	
737 - 738	Central City Existing Overlay Zones Map	It appears that the "Scenic Resource Zone" is being removed from the Water Bureau (PWB) Interstate Property bordered by N Larrabee Ave, N Tillmook St, N Kerby Ave and N Hancock St. PWB agrees with this change.	

Daniel J. Petrusich
111 SW Columbia, Suite 1380
971-888-7534 | dpetrusich@MMDCCompany.com

March 31, 2016

Kathryn Hartinger
City of Portland
kathryn.hartinger@portlandoregon.gov

Dear Kathryn:

I'm a central city business and property owner, and I have participated in the Central City 2035 process leading up to the Draft Central City 2035 Plan. I was a member of the West Quadrant Stakeholders Advisory Committee as the representative for the Portland Business Alliance.

I recommend adoption of the Draft Central City 2035 Plan. Years of work has gone into the creation and approval of the plan you have before you. This effort started with the results of neighborhood visioning meetings, city sponsored charrettes, online surveys, public open houses, stakeholders meetings, Planning and Sustainability Commission meetings, and City Council meetings culminating in approval of each quadrant's plan.

There was a very vocal group that attended many meetings, talked about the dangers of "vertical sprawl", and warned that Portland was at risk of becoming a city of very tall buildings. This group compared Portland to some of the largest cities in the world. I have to admit, I don't understand the concept of "vertical sprawl", particularly in Portland, Oregon. Portland is by far the shortest city on the West Coast and is not particularly dense. San Francisco has 45 buildings over 400 feet tall; Portland has only four with the last one built over 30 years ago. We are a short city already, and there is very little opportunity for that to change.

The Central City Forecast for Portland estimates households increasing from 23,000 in 2010 to 60,500 by 2035 (165% increase). Jobs are projected to increase from 123,000 in 2010 to 174,000 by 2035 (40% increase). If we reduce height limits, expand view corridors, and protect the status quo, there is no place for the City to go but out. This outward expansion means the urban growth boundary continues to expand, and we continue to push further out to the suburbs with low density housing and jobs that can only be reached by car.

Kathryn Hartinger
CC2035 Comments
March 31, 2016

When I started my career over 30 years ago, downtown was the business hub for the region and the commute was into the central city in the morning. During the 90s our region added over 100,000 jobs and almost none of those were located Downtown. The traditional commute reversed as people drove to their jobs in the suburbs. Happily, today people are coming back Downtown where they want to work and live.

The Draft CC2035 Plan as proposed allows more density in the City, promotes better use of the existing infrastructure and public investment in transit, while continuing to be one of the most livable cities in the country.
I urge approval of the plan as written and without amendment.

Regards,



Daniel J. Petrusich

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March 31, 2016
Re: Central City 2035 Transportation System Plan Discussion Draft

Dear Portland Bureau of Transportation staff,

Thank you for your work on the Central City 2035 discussion draft of Transportation System Plan. This plan is important to chart the course towards a more sustainable, livable, and vibrant central city that provides greater emphasis on multimodal travel and safe streets. The Pearl District Neighborhood Association has worked with the city on the West Quadrant Plan to help develop transportation and land use goals, policies and implementation actions that reflect the Pearl District's high density, mixed use, urban character and represents our status not only as a residential neighborhood, pedestrian district and bicycle district, but as a major commercial and employment hub.

Upon review of the draft, our neighborhood has several comments to offer regarding proposed plans, projects and facility designations in the Pearl District. These comments are based in part on recent plans and discussions between local residents and city staff:

Reaffirm the City's Commitment to Projects in the 2012 Access and Circulation Plan
The neighborhood worked with the city to develop several projects to improve mobility and access in the neighborhood. While several of these have been completed or are in the planning stages, there are outstanding elements that remain priorities for the neighborhood, including:

- Bikeway connection along the North Park Blocks with crossing improvements at W Burnside Street
- Improvements along NW 14th Avenue, including enhanced crossings
- Lane reconfiguration on NW Naito Parkway
- Lane reconfiguration on NW Hoyt Street
- Redesign NW 15th Avenue to improve pedestrian access
- New signals along NW Northrup Street, Glisan Street and Everett Street

Deliver the Flanders Neighborhood Greenway and Naito Crossing
First proposed in the 1972 Downtown Plan, the Flanders Greenway is critical for improving east-west bicycle and pedestrian connectivity in the heart of the Central City. The Flanders link would include a new bike/ped bridge across I-405 to allow users to bypass the Glisan/Everett interchange area which is very hostile to pedestrians. The bridge would be built to withstand emergency vehicles in the event of an earthquake. In addition, the greenway would include several crossing improvements at NW 16th, NW 14th and NW Broadway and create a safe, legal crossing at Naito Parkway near the Steel Bridge and the Union Pacific Railroad Crossing. This greenway would not only serve the 7,000 residents in the Pearl District, but it would also serve the 12,000 employees that commute to the Pearl District from across the

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region. The corridor would also improve access to and from Northwest District, where there are an additional 10,000 residents and 12,000 employees.

Devise Comprehensive Construction Detour Policy
The citywide construction boom have not been limited to only the Pearl District, but the scale and pace of development has made the impacts to pedestrians more acute. Frequent sidewalk closures often force pedestrians to walk multiple times in the same block, as construction companies are allowed to keep multiple travel lanes open while the parking lane is also kept open or is used for materials storage. The most dangerous condition in our neighborhood is currently located at NW 11th and Hoyt, where a construction project at the southwest corner forces pedestrians to walk along streetcar tracks. These conditions are unsafe and truly unrepresentative for a city as pedestrian-oriented as Portland, and it's time for the City to develop a rational construction detour policy that follows the modal hierarchy based on Policy 9.6 (Transportation Strategy for People Movement) of the Comprehensive Plan Update. Therefore, maintaining pedestrian routes and bikeways in a construction zone should take priority over maintaining duplicate travel lanes and parking lanes, or using those spaces as construction storage.

Invest in the NW 14th/NW 16th Corridor to Improve Connectivity and Safety
This couplet is bisected by I-405 and split between the Pearl District and Northwest District, but it serves as a vital travel corridor for both local and regional traffic and deserves additional enhancements. The area around the Everett/Glisan/I-405 interchange is of particular concern because motorists are often in a "freeway mindset" when either exiting the freeway or approaching the on-ramps on NW 14th and 16th, traveling at speeds that are inappropriate in a downtown urban context and endangering vulnerable road users.

- Eliminate existing bicycle lane gaps on NW 16th Avenue, and extend the bikeway south from NW Couch Street along NW/SW 15th Avenue to SW Salmon Street, and perhaps beyond as the Lincoln HS campus is redeveloped. This would create a southbound complement to the existing northbound bike lane on NW/SW 14th Avenue, in a neighborhood that lacks north-south bicycle facilities.
- Redesign the NW Glisan/I-405 interchange area to prohibit drivers exiting the freeway onto NW 16th Avenue from turning west onto NW Flanders Street. Currently, right turns directly from the southbound off-ramp onto NW Glisan Street are banned. Instead of heeding the "three left turns"suggestion that is advised on roadway signage, many motorists heading to Northwest from the freeway instead make dangerous weaving movements that threaten the safety of other drivers, pedestrians and bicyclists. This design flaw must be fixed whether or not the Flanders greenway connection is built.
- Improve conditions on NW 14th Avenue to reduce instances of speeding and improve bicycle conditions. Currently, traffic exiting onto northbound NW 14th Avenue from the freeway often continue to travel at high speeds even after entering the urban street grid. This compromises safety at busy pedestrian crossings, such as at NW Flanders and Johnson Streets. In addition, the

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existing bicycle lane on NW 14th is often not respected by northbound drivers turning east onto side streets, which can potentially lead to right hook collisions between motorists and bicycle riders. A redesign might include a buffered or separated bike lane treatment to increase the lateral width of the bicycle lane and create a more comfortable facility. This enhancement would also reduce the width of the travel lane north of NW Glisan which can help calm traffic speeds.

Regrade the Railroad Crossing at NW 9th Avenue
To our knowledge, this location is the last remaining grade crossing along the UPRR Main Line that has not been improved in the Central City and it creates uncomfortable conditions for both bicycle riders and motorists. NW 9th Avenue is a popular bicycle route as it connects riders between several east-west bicycle facilities, and is the main access point between Naito Parkway and Northwest Portland.

Install Traffic Signals at NW 10th/Hoyt Street and NW 11th/Hoyt Street
NW Hoyt Street is a popular route for trucks within the district. Replacing the four-way stop signs with traffic signals at both intersections would improve east-west mobility and reduce delay for streetcar trains traveling on NW 10th and 11th Avenues.

Implement Traffic Calming on NW Overton Street
In the past several years, the North Pearl has seen rapid growth as several new multifamily apartment and condominium buildings have been built, are under construction, or are in the planning stages. As more units come on line, the neighborhood has seen traffic grow on NW Overton Street and with it, an increase in speeding and other risky driving behavior. This is especially an issue because Overton Street is a primary bicycle thoroughfare and the area around Fields Park sees frequent pedestrian crossings. One of the problems with NW Overton is that there has been no traffic calming installed (besides a temporary four-way stop sign and diagonal crosswalk at NW 11th Avenue installed due to construction), which may stem from its traffic classifications as an Emergency Response Route and Traffic Access Street. Overton has held these designations since well before the Lovejoy-Northrup couplet was completed in 2011, yet the TSP does not propose establishing NW Northrup Street as a response route to complement the existing designation on NW Lovejoy Street. The neighborhood recognizes the access challenges for fire trucks traveling between Station 03 and Naito Parkway, but the lack of permanent stop control, speed bumps, or any other traffic calming along the five-block stretch of Overton from NW 9th to NW 14th creates an untenable situation that will only get worse. The 2012 Access and Circulation Plan stated that "Traffic control for Overton will be evaluated as the area redevelops and traffic conditions change". With the North Pearl area continuing to grow and fill in, it is our expectation that the city and neighborhood will work together to develop a permanent traffic control solution that improves safety and livability while retaining emergency vehicle access.

Acknowledge the Neighborhood Greenway Assessment Report and Develop Northwest in Motion Implementation Strategy
The 2015 Neighborhood Greenway Assessment Report adopted by City Council revealed that the neighborhood greenway network as a whole in Northwest Portland does not function well because there is a

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lack of connectivity between these facilities and the rest of the citywide bicycle network. In addition, many of these greenways (including NW Johnson Street, NW Flanders Street and NW Overton Street) perform below citywide standards because traffic volumes are too high. The lack of comfortable and convenient bicycle connections could partly explain why bicycle commute mode share for residents and employees is below 10 percent, which is very low for a neighborhood as dense and centrally located as the Pearl District. To help meet citywide goals for 25% bicycle mode share, efforts must be undertaken to develop a plan that takes a holistic approach to traffic circulation in the northwest neighborhoods and prioritizes greenways for through bicycle/pedestrian travel, as approved by the Northwest District and Pearl District neighborhood associations. The city has previously discussed the following potential implementation actions:

- Develop NW Pettygrove Street as an east-west greenway with pathway connection to NW Naito Parkway via NW Overton and NW 9th (Project 20163).
- Develop a north-south bikeway on NW 9th Avenue to connect between bikeways on NW Naito Parkway, NW Overton Street, NW Marshall Street, NW Lovejoy Street, NW Johnson Street, and NW Hoyt Street. (Project 20154)
- Realign the existing greenway on NW Raleigh Street to NW Savier Street.
- Develop a pilot project on NW Johnson Street to reduce automobile volumes below the citywide standard of 1000 vehicles per day. Please note that we are concerned that the proposed emergency response route designation on NW Johnson Street between NW 19th and 14th Avenues is in direct conflict with the traffic calming goals of a neighborhood greenway, and hope that it will not preclude future enhancements.

Improve Conditions where NW Couch Street Crosses the I-405 Northbound On-Ramp
The intersection where NW Couch Street crosses with the I-405 northbound on-ramp has long been a concern for residents. The crossing is uncontrolled, so that northbound traffic headed to the freeway is free-flow while pedestrians, bicyclists and motorists have to wait for a gap in traffic to cross. This area is similar to the Everett/Glisan interchange where motorists on NW 14th headed towards the on-ramp will typically begin accelerating at a high rate of speed once they cross Burnside Street to merge onto the mainline interstate. However, this creates a safety hazard for vulnerable users on Couch Street, particularly pedestrians. The upcoming Downtown I-405 Pedestrian Safety and Operational Improvements Project will help somewhat by adding curb extensions and a marked crosswalk on the north side of the intersection, but more work can be done here.

Allocate Funding from Central City Multimodal Safety Project to Serve Pearl District Residents and Employees
This upcoming project promises to improve conditions for pedestrians and bicyclists in the Central City. While protected bikeways and bridge landing improvements are very much needed in the central core, it is our hope that some resources are used towards one or multiple TSP projects to improve access to jobs and services in the heart of the Pearl District (beyond bikeway improvements on NW Broadway, which is at the periphery of the neighborhood).

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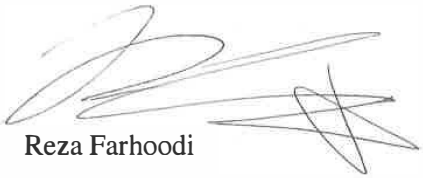
Thank you again for your efforts on the Central City Transportation System Plan update and we look forward to working with PBOT on improving the draft to reflect the needs of current and future residents, visitors and employees of the neighborhood.

Regards,



Reza Farhoodi

Pearl District Neighborhood Association
Planning and Transportation Committee Co-Chair

Attachment 2. Comment Form

Please use the following comment form to the extent that you can to make it easier for us to track your comments!

Central City 2035 Plan In-House Review Draft Comments

Bureau/Office: Portland Parks & Recreation
Date: March 31, 2016

Primary Issues or Areas of Concern

1. **Allowable retail/building space in the River overlays – we request flexibility for more.**
2. Concern over 50 foot width of Greenway – how can we fit everything in that needs to be in (habitat, trails, rec features)? What would it take to allow accessory and support structures in the setback – does it mean changing State Planning Goal 15?
3. Need to be sure that park support structures and uses (maintenance areas, for example) can be allowed in OS zones. This is more of a concern outside central City, but we want the rules to be the same for both.
4. Previous comments we gave you have not been changed. The most important of these are highlighted in light blue below. We request again that they be modified. Let's discuss at the April 14 and/or 21 meeting(s). There are still some very important trail and landscaping restrictions we are concerned about.

Detailed Comments

VOLUME 1

Page #	Policy # or Code Section	Comment/Issue	Suggested Changes (if any)	Reviewer
1-4	CC2035 Vision	Mentions in the vision that Portland is a livable American city. Suggest adding a sentence recognizing the importance that civic spaces play in this livability	First paragraph, before final sentence about booming residential development over the last 10 years, add new sentence, "A network of parks, greenways, and open spaces contribute to the health and vitality of the central city." I think the part about "booming residential development" has gone away.	Sarah H

			I don't see Sarah's suggested language added in Volume 1. –Maya---	
1-6	Principle 2	Please directly note recreation as contributing to human health.	Suggest altering third sentence to add the underlined text "Its proximity to the Willamette River, variety of recreation opportunities, and stunning surrounding landscape allows people to experience and interact with nature and each-other." I think the part about "proximity to the Willamette River" has gone away. I don't see Sarah's suggested language added in Volume 1. –Maya---	Sarah H
1-6	Principle 3	Please mention urban canopy in environmental health principle.	Suggest altering second sentence to add urban canopy to the list of environmental amenities. I think the language that described the environmental health principle has gone away. I don't see Sarah's suggested language added in Volume 1. –Maya---	Sarah H
1-9	Big Ideas 3.	Please mention the desire for better access to / along the river.	Second paragraph, add "access to and along the riverfront" to the list of ways to strengthen the CC tie to the river. Change made. –Maya--	Sarah H
1-36	Civic and Cultural Center Paragraph	Please mention the variety of public spaces.	Suggest altering to add underlined text "Portland's City Center contains a broad array of institutions, venues, cultural assets, public spaces, historic sites.. Change not made. –Maya--	Sarah H

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1-38	Civic and Cultural Center, 1.4	Add public spaces to Tourism, retail and entertainment policy.	Add underlined text, "with a special focus on retail, cultural events and institutions, public spaces, arts and entertainment… Change not made. –Maya--	Sarah H
1-44	Housing and Neighborhoods, Neighborhood Livability Paragraph	Add public spaces to paragraph.	Add underlined text, "contains a broad array of institutions, venues, cultural assets, public spaces…. Change not made. The language in "Neighborhood livability" changed, and this revision is no longer relevant. –Maya---	Sarah H
1-46	2.1	Add urban canopy to policy.	Add underlined text, "essential public services, including public schools, parks, open space and recreation opportunities, community centers, urban canopy… Change made. –Maya--	Sarah H
1-54	3.7	Somewhere in transportation policies should mention off-street options, like trails.	Suggest 3.7, Active Transportation policy as a good location to mention off-street opportunities to enhance livability. Change made. –Maya--	Sarah H
1-60	Willamette River	In main description of how the Willamette riverfront is forgotten, can we mention the vibrant public spaces.	Suggest striking the second sentence about the Willamette riverfront becoming forgotten. Suggest replacing with "The extremely high usage of public riverfront spaces like Governor Tom McCall Waterfront Park, and the Vera Katz Eastbank Esplanade speak to the public desire to activate the riverfront as a vital Central City feature." Change made. –Maya--	Sarah H
1-62	4.2	Please also add 'along' the riverfront	Not just on and in-river rec experiences, but also recreation experiences along the riverfront. Change made. –Maya--	Sarah H

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1-63	4.DT-1	Official name is Governor Tom McCall Waterfront Park.	Change wherever referenced for consistency. Change made. –Maya--	Sarah H
1-69	5.13	Let's not just say in existing parks.	Add underlined text, "Beyond signature open spaces, expand opportunities in existing parks and open spaces, or acquire new parks and open spaces, to meet the needs of…. Change made. –Maya--	Sarah H
1-78	New policy	There does not seem to be any specific policy that speaks to urban canopy.	Suggest a new policy in Section 6, Health and the Environment. Change made. –Maya--	Sarah H
1-85	9.45, Active Transportation	Add language about off-street opportunities.	Add underlined text, "Encourage walking and bicycling with improved infrastructure, including off-street on-street infrastructure, and other means as a way to increase access and transportation choices…" Change made, in Volume 2. –Maya--	Sarah H
1-103	TSP CC2035 candidate project	I didn't see North Portland Greenway Segment 5 on the list. IT's in CC. Did I miss it? Is it called something else here?	Add NPGW Segment 5. Change not made. –Maya--	Sarah H
1-117	Glossary	Define park	Park is used broadly to include, for example, developed parks, open spaces, plazas, community centers, and natural areas. Change made. –Maya--	Sarah H
1-117	Glossary	Define transportation terms in maps.	Example: city bikeways can include off-street and on-street networks. All the TSP maps could use glossary language for the terms in their legends. Change not made, not that I can find. –Maya--	Sarah H

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VOLUME 2

Page #	Policy # or Code Section	Comment/Issue	Suggested Changes (if any)	Reviewer
	33.430.195 A.	Problematic to remove trees with hand-held tool. Need the ability to use small machinery	Allow the use of small machinery to remove trees	Emily R.
2-16 (and general)	33.510.114	The official name is Governor Tom McCall Waterfront Park. We should use the official name throughout.	Change all mentions of Waterfront Park or Tom McCall Waterfront Park to Governor Tom McCall Waterfront Park. Change not made for the most part. - Allan	Sarah H
2-18	33.510.115 Additional Uses Allowed in the Open Space Zone	What proposed limitations on allowed uses are being discussed? Why are sites in River General not eligible?	Looks good. **Planning is now asking / thinking about smaller SQFT minimums. More like 1500 and not 2500 per structure** Total of 10K for larger site still applies	Sarah H
2-19	33.510.115.C	Good Neighbor Agreement – would this include Governor Tom McCall Waterfront Park? Other PP&R facilities?	This does not apply to park plans and park construction – Brett BPS to confirm	Sarah H
2-80/81	33.510.210.C.3.d (1) and (2)	Pedestrian access is mentioned	Please change to public access. Intent is not just for pedestrian access to riverfront, but often multi-use access – bikes, peds, sometimes maintenance / emergency vehicles. Comment Addressed - Allan	Sarah H
2-81	33.510.210.C.4.c	Notes that a public access easement has hours of 7am – 9pm. Does this include	PP&R generally has trails / parks open from 5am – 12pm, This has been changed - Allan	Sarah H

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		greenway trail if applicable (generally riverfront properties have greenway trail designations).	If federal funding is involved, that's 24 hours / day. Do we want a provision stating that hours for public access easement are different for trail vs. other associated open space? This part of the comment not addressed -Allan	
2-89	33.510.210.C.6	$21.70 contribution	Do we want to have a dollar amount in the code? Does that get updated every year for inflation? If not, would it make sense to reference a fee schedule here instead of listing the exact $ amount? Yes – reference the fee schedule – Brett A fee schedule not added, dollar amount remains. Comment not addressed -Allan	Sarah H
2-89	33.510.210.C	Have we considered use of open space bonus / fund option in other areas than just South Waterfront? Central Eastside, where we also have deficiencies, etc.?	Yes – there are incentives for other areas - Brett	Sarah H
2-100	33.510.220.B.2	In addition to ground window requirements along streets, we would also like to add them along public parks, open spaces, and trails. Would also impact Map 510-8 on page 2-199	Update 33.510.220.B.2 and Map 510-8 to include parks, open spaces, and trails. PP&R can provide layer. Comment not addressed. Do we really want it?? -Allan	Sarah H
2-115	33.510.251	Does PP&R agree to remove open area standards in North Pearl? Seems like there are still some large blocks, like	This seems fine to me. USPS site is not in the North Pearl defined area – Brett Comment not addressed. -Allan	Sarah H

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		Post Office, in that area that could qualify.		
2-169	Draft Central City Plan District and Subdistrict (and all maps of the sub-districts that show proposed right of way in S. Waterfront – all of the subsequent maps do)	In South Waterfront, Elizabeth Caruthers Park is bounded by Gaines, Curry, Moody, and Bond. Currently the map shows SW Pennoyer as a proposed right of way through the center of the park. There is no ROW there.	Remove the proposed right of way designation from the map on SW Pennoyer between SW Moody and Bond. Comment not addressed. -Allan	Sarah H
2-257	33.475.060 B.1.e(1) (note that d. is missing in the list)	Trees = to or > 4" must be indicated on the site plan. In Title 11 trees in the e-zone and greenway are regulated at = or > that 3" for street and city trees and = or > 6" for private. This should be consistent with Title 11.	Change to > or = to 3" for city and street trees and > or = to 6" for private trees. This will also match the measurement for the trees to be removed in 2.b. Change made	Emily R.
2-260	River setback	Commentary notes that river setback doesn't apply to Greenway Trail.	Add language –does not apply to Greenway Trail, trail connections, or other open space or recreation –related development, if development standards are met.	Sarah H
2-265	33.475.220 C. Required Landscaping 1, Changed to 2.	Do not require landscaping of beach areas.	These areas provide valuable habitat as beach. Plus, it will be very difficult to establish and maintain grasses and forbs. Was not changed; would still like to see this change as seeding beaches is not very successful and would have to continually seed if this is required.	Emily R.
2-265	33.475.220 C. Required Landscaping ~~2.b~~. 4 and Table 475-1	These areas are highly disturbed and often contain fill. Planting on the slope is very difficult. What is proposed is very	Suggest allow willow planting and other native plant cuttings that will survive the river fluctuations and the bank armoring in	Emily R.

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	Landscaping Subarea 1	prescriptive and most likely will not survive.	these areas. ~~Also may need to auger through the bank armoring with a small machine, not hand help tools.~~ No change made; should allow willow and other plantings that are found in riparian areas.	
2-269	D. Landscaped area site preparation 3.b.	A civil engineer is not the right profession to certify a soil mix.	Change to a registered landscape architect or horticulturalist. Or just delete the certification. Changed made, included LA.	Emily R.
2-289	33.475.420 Review Procedures B. Standards	Expand this list.	Include a standard for beach access for recreational uses such as swimming, human powered craft and/or fishing. Did not include a standard as requested.	Emily R
2-291	33.475.430 Exemptions C.1	Additions/Deletions	Delete "and paths". This is not a term that is used for trails. Include signs – both parks rules and wayfinding. No change to the updated document. Suggest bringing this forward signs for park rules and wayfinding.	Emily R.
2-293	33.475.430 Exemption 9.	"..no trees six or more inches in diameter are removed."	Require a tree permit for tree removal and not review. Also, if this is kept, modify to " no native trees six…." Did not make any of these suggested changes	Emily R.
2-293	Exemption 10.a (1) 33.475.430 C. 10. a.(1)	With hand-held equipment	There are many instances that it is more efficient to use appropriate machinery to remove nuisance or prohibited plants. Parks often uses a flail mover that hooks to an excavator or a brush rake especially for steep banks that may be hazardous to have staff work on. Perhaps this could	Emily R

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			be based on a limit of soil disturbance. Request to increase 4psi to 7.5 psi as discussed. See below	
2-295	Exemptions D.3 33.475.430.D. 3	With hand-held equipment	Allow for small equipment such as an augur for planting into the bank. Request to increase 4psi to 7.5 psi as discussed. See Below	Emily R.
2-295	Exemptions D.3/shown in Table 471-1	Planting of native vegetation	Including an exemption for using NW Hardy perennial vegetation in the river setback subareas 2 and 3. Not requiring native plants in subareas 2 and 3 – accepted our suggestion.	Emily R.
2-443	33.475.430 Exemptions C 10 a. (1) And D 3.	Surface to ground pressure of no more than 4 psi.	Email for Mindy Brooks on 1/22/2016: So these will read removal of invasives or planting of natives with hand held equipment or equipment with a wheel/surface pressure no more than 7.5 psi. **Why the reduction to 4 psi? Corresponding with Mindy B about making a change.**	Emily R.
2-297	33.475.430 Exemptions 11		Add: for wayfinding Changed to signage.	Emily R.
2-301 and 2-305	33 475.440.D and E, and G.6 a 33.475.440.I – Standards for Parks.	30' setback from top of back of stream, wetland, drainageway, or other water body seems very restrictive. Total trail width of not more than 16' and total viewing area of not more than 500SF also seems restrictive.	Remove the 30' setback as that is unreasonable and costly for bridging a waterway or wetland. Change to top of bank for stream wetland and drainageway for standards for trails, viewing areas and other development in a City of Portland park. Change total trail width for walking and biking to a maximum of 25 feet per PP&R Trail Guidelines. We are activating the Central City	Sarah H Emily R

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			along the River, people want views and 16" is too narrow, creating numerous conflicts. Increase viewing area and other development in a City of Portland park standard to 1800 square feet. This would be in agreement with the Commentary on page 3-304 33.475.440. This allows for a group of 30 people to comfortably view the river and allow of appropriate recreation development. Added a section I Standards for other development in a City of Portland Park that meets most of our needs. Trail width is still at 16 feet.	
2-305	J. Standards for tree removal 33.475.440 J.1.	1. hand held equipment	To remove a tree, may require small equipment to pull the stump. Do not restrict this to hand help equipment, ensure limited ground disturbance with erosion control and replanting. Request to increase 4psi to 7.5 psi as discussed. See above	Emily R.
	Standards 33.475.440	ADD	Standard for beach access. As sites are designated and developed, it will be important to have a standard that protects the environment and allows appropriate access. Was not developed.	Emily R.
2-333	Map 475-1 This map is not River Overlay Bondary; there is no Greenway Trail Map in 475	Greenway Trail is missing form S. Waterfront Area	PP&R staff can provide updated Greenway alignment. Primary Greenway trail extends all the way through S. Waterfront. Shown on Map 510-15	Sarah H

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2-337	33.430.170.8	Viewing area no larger than 500SF and at least 30' from any waterbody seems restrictive	Viewing areas no larger than 1800SF and change 30' to top of bank. 30 feet away will not provide views or enjoyment of the river. No changes made. Should request this change to match 475	Sarah H Emily R.
2-339	33.430.190	You delete recreational twice from trail, but not third time.	Delete recreational from before trail. Did not make any change	Sarah H
2-339	33.430.190 A-C	No change proposed	B: Trail should be able to be longer than 5,000 LF and wider than 4' and still be exempt. PP&R requests 330.430.190.B state that trail can be 25' wide, with no limit on length. Did not make any changes; should we request these changes	Sarah H
2-339	33.430.190.D	Size of viewing area and 30' from top of bank… are too restrictive.	Change viewing area size to 1800SF and allow for it to be placed at the top of bank or edge of the wetland. Viewing should be allowed in the floodway if elevated above floodway. No changes made, should request these changes again. Or allow an exception for Park properties	Emily R.
2-339	E. Tree Removal 33.430.190 E.a.	Hand-held equipment	Often machinery is needed to remove large trees. Should be allowed to this and restore site. See what is allowed in the River Overlay Zone (475). Wheeled equipment up to 7 .5 PSI	Emily R.
2-241	33.430.195.A	Hand-held equipment	Often machinery is needed to remove large trees. Should be allowed to this and restore site. See what is allowed in the River Overlay Zone (475). Wheeled equipment up to 7 .5 PSI	Emily R.

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2-341	33.430.250.C	Lists approval criteria for public recreational facilities	Add amenities and signage to list	Sarah H
2-352	33.440.240.C	Notes that trails in River Natural and River Water Quality Zones must be designed to minimize natural environment impacts.	Add 'While also ensuring trails are able to satisfy State Planning Goal 15 (Greenway) and meet PP&R Trail design standards and user needs."	Sarah H
2-359	Public Access Maps Maps 440-1	Unsure how an "access path" is defined.	Need to define and set a standard for an access path. Is this in the right of way? Paved? ADA accessible? No definition provided.	Emily R.
2-387	33.865.040.A.1.a.(1)	Existing condition plan, wetlands on adjacent properties	Add or **mapped** within 50 feet of the site. No change made	Emily R.
2-389	33.865.040.A.1.b.(2)	Tree size	Make consistent with the requirement of Title 11. See comment on 2-257. No change made; should request this change again.	Emily R
2-419	33.140.230.B.1.a	Window requirements next to street or public plaza	Change to read street lot-line or a publically-accessible plaza, park, open space, or trail.	Sarah H
2-431	33.272.020.A	New language about rough proportionality.	Recommend deleting – opens the door for more questions about when rough proportionality applies.	Sarah H
2-431	33.272.030	Language was deleted requiring easement to be recorded as part of a land use review	PP&R often receives easements as part of a land use decision, rather than at time of development. Add language back in that easement must be recorded prior to final certificate of occupancy or final land use approval, as applicable.	Sarah H

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VOLUME 5

Page #	Policy # or Code Section	Comment/Issue	Suggested Changes (if any)	Reviewer
5-4	Riverbank Enhancement	Define Riverbank Enhancement up front	You have a good definition on page 5-33 of River Enhancement. Is this the same as Riverbank Enhancement? Suggest also defining at first mention. Change not made. –Maya--	Sarah H
Chapter 5 General	River Recreation	Please also emphasize and mention river access and recreation needs, not just focus on riverbank restoration. Please reference the City's 2011 River Recreation Strategy here as well.	Some confusion on the purpose of Volume 5. N/A	Sarah H
5-24	Section 1.D.		Please include a comment indicating that any potential tree additions to Central City parks must be considered carefully, with input from various PP&R staff, Urban Forestry, etc. Change made. –Maya--	Maya A

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Central City Plan - Discussion Draft
Trees - PP&R Comment Form

Page #	Policy # or Code Section	Comment/Issue	Suggested Changes (if any)	Reviewer
Volume 1				
11	7. Defined by Natural Systems	List of natural features that makes the city livable.	Add trees or tree canopy	E. Roth
23	Resilient CC	Bullets do not address Natural Resources and trees	Add a bullet for urban canopy/trees to add resilience	
Volume 2				
	33.430.195 Standards for Tree Removal in View Corridors	Allows for removal of trees in View Corridors; replacement with shrubs within view corridor and trees outside view corridor		
	33.510.205. C.	Open space height transfer; dedication of open space for parks	FYI - allows increased height for dedicated park space. Will height impact trees because of lack of light?	
	Throughout	Open space bonuses for the dedication of open space; allows for the expansion or height of the bldg from the standards.	Tree impacts? Less space available or will they be planted in parks/open space?	
	33.510.256	Add'n standards for Sites Requiring Central City MP; requires 30% for open space w at least 1 tree planted 1,000 sq ft.	Does this standard require trees to be preserved?	
Others				
St. Tree Planting		Assume additional street plantings as development happens.	Will this be more than what is removed?	
Increase in Canopy		From 7.3% to 10.5%; 100 acres	Is this aspirational or reality	

General comment

Throughout the code there are many requirements for landscaping and park development. There will be trees planted in these areas and along streets. Trees will also be removed for development. It is hard to determine if there will really be an increases in canopy as it will depend on maintenance and how areas really develop over the next 20 years. Canopy is considered throughout and the policy direction is for increase in canopy. Concerned how increased building heights will impact trees and the ability for trees to grow.

Meharg, Emily

From: Brooks, Mindy
Sent: Friday, April 01, 2016 7:09 AM
To: Meharg, Emily
Subject: Fw: Proposed river overlays in the Central City 2035 plan

PGE comments came in yesterday

From: Holden, Sheila <Sheila.Holden@pacificorp.com>
Sent: Thursday, March 31, 2016 5:33 PM
To: 'mindy.brooks@portlandoregon.gov'
Subject: Proposed river overlays in the Central City 2035 plan

Mindy,
Thank you for your assistance with Pacific Power's review of the planned changes. Here are our questions and concerns below.

33.475.

B. Standards for utility lines. The following standards apply to new utility lines, including stormwater conveyance facilities, private connections to existing or new utility lines, and upgrades of existing utility lines.
By 'upgrades' is it meant for an increase in capacity or size of existing facilities? Any replacement of an existing in water utility line of the same size should also be exempt.

1. Disturbance associated with the installation of a utility line, including utility trenching, may occur within a corridor that is no greater than 15 feet wide. Disturbance may not occur outside of the 15 foot corridor; -It would be very difficult, if not impossible, to position vehicles and install a pole or other equipment within a 15' corridor in many cases. Consider exemptions based on past performance/requirements to actually do the work.

2. Disturbance associated with the installation of a utility line may not occur riverward of the top of bank of the Willamette River, within the river channel, or within 30 feet of the top of bank of any other stream, wetland, or other water body; - We have facilities that exist in these locations and they must be maintained.

3. Tree removal as allowed by paragraph J, below; and – If for some reason we needed to replace our transmission structure currently on an island in the Willamette this could be an issue. See highlighted area in red below. Will there be critical structure exemptions to do the least harm or if there is no other option for the safety and integrity of the structure?

33.475.440.J Removal of trees
These standards allow the removal of non-native trees, including those that are listed as nuisance or prohibited on the Portland Plant List. These trees must be replaced with native trees. This is a change from existing allowances in the Environmental Overlay zones in the rest of the City. Currently, nuisance and prohibited trees may be removed and replacement is not required. Under certain circumstances, the standards also allow the removal of native trees up to 12 inches in diameter. The removal of trees is limited to the areas within which the development or activity will occur and replacement is required for trees over 6 inches in diameter. Trees may not be replaced within the scenic overlay zones. Trees grow and block

views that are intended to be protected.

Sheila Holden / Regional Business Manager / Pacific Power / 825 NE Multnomah Street Suite 2000 / Portland, Oregon 97232 / 503-784-7899 Cell / 503-813-6232 Office / Sheila.holden@pacificorp.com



Dauphin, Derek

From: Belleque, Janine <janine.belleque@state.or.us>
Sent: Thursday, March 31, 2016 2:56 PM
To: BPS Central City 2035
Subject: Central City 2035 Plan-Comments

Debbie,

Thank you for the opportunity to comment on the Central City 2035 plan and policies for downtown and central areas of Portland. We appreciate the magnitude of this effort and complexity to plan when nearly fifty-percent of the acreage is right-of-way and the Willamette River. The City has identified 460 acres as vacant or underutilized and based on the projected growth this limited area will have many competing interests. This further emphasizes the statement (page 21) referring to the Willamette River "…interests can compete with one another so careful planning and decision making will be required to equitably integrate them."

The purpose of the plan is to "make land use decisions in the Central City. This includes decisions about how land is used or developed, as well as public facility investments related to those uses."(p.29). Recognizing that the Willamette River is a federally navigable waterway and waters of this state, the importance of collaboration between the city, state, and federal management agencies should be addressed as an important component in planning for river access and on water recreation opportunities.

The Transportation section identifies policies to strengthen hubs, manage portals, improve function and efficiency, manage access and circulation, and address parking for uplands. There is a brief acknowledgement in policy 3.9 of water highway attributes in the form of exploring river transit opportunities and policy 3.LA-3 preservation of marine freight facilities in the Lower Albina district. We recommend, this section acknowledge the need and demand for on-water parking which is typically in the form of docks or mooring buoys and the creation of upland storage lockers for paddlecraft parking. Language should be included that identifies when street connections are made to the river it should protect and preserve waterway travel.

The Willamette River bisects central city and borders nearly all of the districts making access to this dominant feature a priority for many Portlanders. Access is not a defined term within the plan but seems to allude to being everything from a viewpoint, trail near the water or physical contact. In light of recent discussions with Portland Parks and Recreation that an estimated 5% of the Willamette River is accessible to the public we would recommend a more detailed plan be developed to further identify what type of access, how to incorporate additional uses in a complimentary manner to not displace current waterway users or create conflict and competition for this limited resource.

General comments regarding the Willamette River section:
Include language in all districts to support river-dependent uses. (policy 4.LA-1)

Riverplace Marina has been broken out into a new district not identified on the district map (p. 31) This prominent facility should be included in the Downtown policies, especially since many of those policies will have an impact on the marina due to the adjacent proximity.

We appreciate and support habitat improvements in all districts bordering the Willamette River, but believe access to the river should also be incorporated in those districts as well.

If you have any questions or need clarification, please do not hesitate to contact me.

Sincerely,

Janine Belleque, Boating Facilities Manager

Oregon State Marine Board
435 Commercial St NE
PO Box 14145
Salem, OR 97301
Tel: 503-378-2628
Cell: 503-877-7580
Email: Janine.Belleque@state.or.us



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1800 SW First Avenue, Suite 600
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1900 SW 4th Avenue, Suite 7100
Portland, OR 97201

Members of the Central City 2035 Team:

RE: Comments on CC2035 Discussion Draft

We thank you for the opportunity to comment on the CC2035 Discussion Draft. Oregon Pacific Investment and Development Company is a local real estate investment, development and management firm with several holdings in the Central City, including two significant redevelopment opportunities in the University Subdistrict that are critical to revitalizing the neighborhood.

We have reviewed the Discussion Draft from both the perspective of the properties we own and from the broader perspective of the Central City as a whole. In the attachment to this letter, we outline our observations about the proposed Central City Plan District regulations (33.510) and the Transportation System Plan. We recommend amendments to the following portions of the Discussion Draft:

- Map 510-2 Maximum FAR
- Map 510-3 Maximum Height
- Discussion Draft 33.510.200 Floor Area Ratios
- Discussion Draft 33.510.210 Floor Area and Height Bonus Options
- Discussion Draft 33.510.261.I Parking
- Discussion Draft 33.510.243.B.1 Ecoroofs
- Transportation System Plan

Thank you for your attention to our issues.

Sincerely,

Randy W. Lovre, Co-President
Oregon Pacific Investment and Development Co

Julie S. Leuvrey, Co-President
Oregon Pacific Investment and Development Co

Attached: Issues and Proposed Amendments to the Discussion Draft

Attachment
Issues and Proposed Amendments to the Discussion Draft

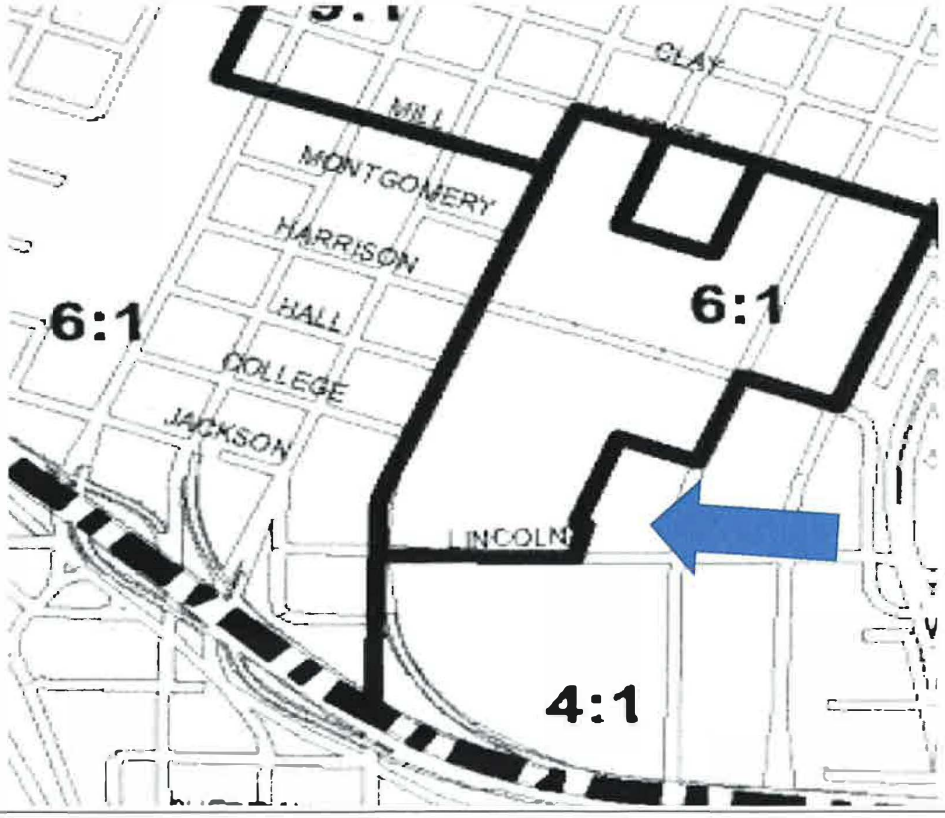
- **Amend Maps 510-2 and 510-3 to Increase Maximum FAR and Height for 2075 SW 1st Avenue**

The subject site is the low-density shopping area located at the northwest corner of SW 1st and Lincoln ("1st/Lincoln"). 1st/Lincoln is at the southeast corner of a superblock bounded by SW Lincoln, SW Harrison, SW 4th and SW 1st.

The Discussion Draft proposes to increase the FAR for this site from 2:1 to 4:1 (Map 510-2). The **southern portion of 1st/Lincoln currently has a 75' height limit, the northern portion a 100' limit. The Discussion Draft appears to make the 75' portion of 1st/Lincoln larger, and retains the 100' limit for the remaining northern portion. The enlarging of the 75' portion cannot be seen on Map 510-3, but appears to be shown in the 'map app'. The Discussion Draft also permits heights up to 250' with bonus height (Map 510-5).**

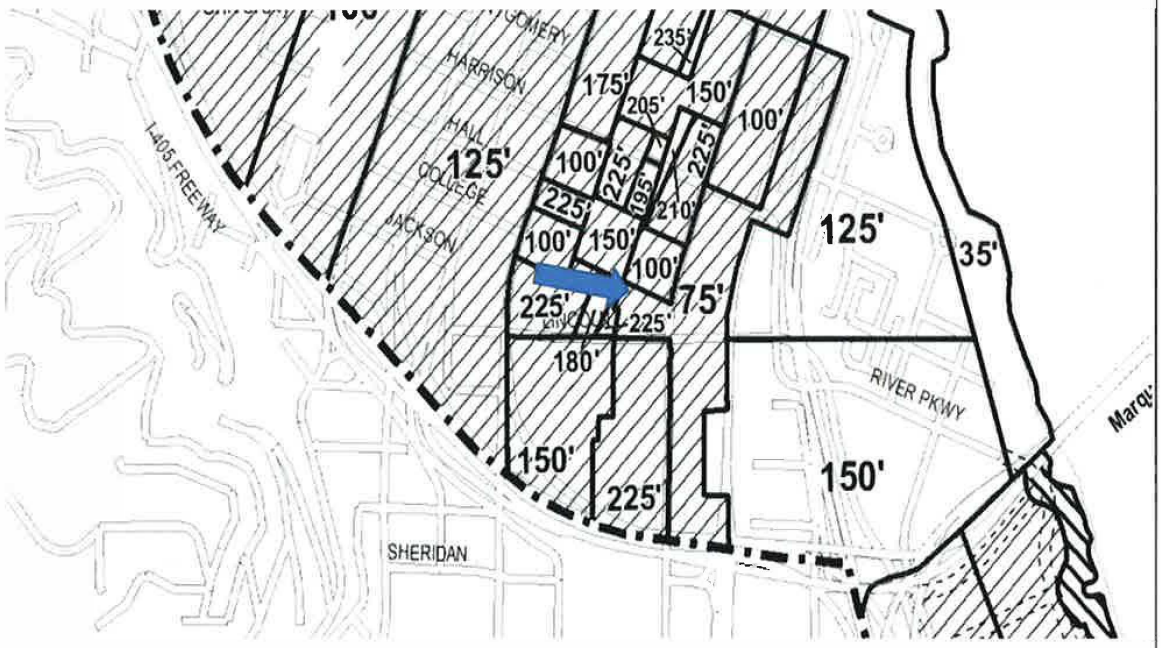
The entire South Auditorium/University neighborhood has a FAR of 6:1 with the <u>sole exception</u> of the unique carve-out for our site on the southeast corner with 4:1. A multi-block area along the Halprin Fountains is primarily 6:1. Moreover, <u>all</u> sites located west of SW 1st and north of SW Lincoln in the University District have a 6:1 FAR <u>except</u> 1st/Lincoln.

Map 510-2



The height limits (Map 510-3) for 1st/Lincoln are also uniquely low. Areas on the superblock abutting 1st/Lincoln have maximum heights of 150' to 225'. All sites west of SW 1st and north of SW Lincoln in the University District have a higher height limit than the southern portion of 1st/Lincoln, even including the park blocks on the PSU campus.

Map 510-3



1st/Lincoln site fronts onto a major avenue and is adjacent to the gateway LRT station into downtown from the south. City and regional policy seek denser development around key transit stations. Yet the FAR and height proposed for 1st/Lincoln are among the lowest proposed within the downtown core; lower than all other sites on the same superblock, lower than anywhere else in the University district north of Lincoln and west of SW 1st. We do not see policy benefit of creating a low density notch at 1st/Lincoln, if anything, policy dictates fostering denser development at 1st/Lincoln than neighboring sites, not less.

The disproportionately low FAR proposed for 1st/Lincoln is not only a policy concern, it unnecessarily and unfairly financially burdens redevelopment of the site. More than 4:1 FAR will be needed to redevelop the site in a way commensurate with its important location. The difference between the 4:1 FAR for 1st/Lincoln and the 6:1 FAR for comparable sites means a 1st/Lincoln development must purchase 144,000 more square feet due to the 2:1 FAR difference. This adds millions to the development cost without any discernible policy gain. These added development costs provide no benefit to prospective tenants, yield no revenue, must be offset by reducing other development costs, and result in eliminating options to incorporate special features in the redevelopment.

To respond to this concern we recommend the following amendments to the discussion draft:

- **On Map 510-2 amend the proposed Maximum FAR for the site located at 2075 SW 1st Avenue to be 6:1; and**

- **On Map 510-3 amend the proposed Maximum Height for the entire site (i.e.; for both the 75' and 100' height limit subareas) located at 2075 SW 1st Avenue to be 150'.**

- **Amend Map 510-2 to Increase Maximum FAR for the subarea in the University District bounded by SW Mill, SW Jackson, SW 4th, and SW Broadway from 6:1 to 9:1**

The subject subarea encompasses about 14 blocks surrounding the southern end of the light rail alignment near PSU. It is bounded by SW Mill, SW Jackson, SW 4th, and SW Broadway. For these comments, it is referred to as the "South Mall Subarea" or "Subarea". The Subarea currently has a 6:1 FAR, which the Discussion Draft retains as 6:1 (Map 510-2). The Maximum Height (Map 510-3) for the Subarea is 125'. However, the maximum height including bonus height is 460', the maximum height limit in the Central City except for US Bank Tower.

By giving the South Mall Subarea the maximum bonus height limit, the Discussion Draft responds to Policy RC2 in the Adopted West Quadrant Plan. Noting that the Transit Mall was operationally extended to the Subarea when the MAX Green Line was added, Policy RC2 explained: "*The density of transit infrastructure along the Transit Mall makes it the ideal location for the densest and tallest development in the City of Portland.*"

To further implement this updated vision for the South Mall Subarea, the Discussion Draft proposes to rezone the current RX portion of the Subarea to CX. All of the other subareas in the Central City zoned CX and having a 460' height limit (Map 510-4), including sites more distant from the transit mall than the South Mall Subarea, have a 9:1, 12:1, or 15:1 FAR (Map 510-2). Consequently, while the vision for the Subarea parallels these other high density locations, the Discussion Draft proposes FARs for these other locations that are 50% to 150% higher than the Subarea.

We think that to be consistent with the updated vision, zoning, and height limit for the South Mall Subarea, the Subarea should have at least a 9:1 FAR. Accordingly we recommended the following amendments to the discussion draft:

- On Map 510-2 amend the proposed Maximum FAR for the subarea bounded by SW Mill, SW

- **Amend 33.510.200) and/or 33.510.210 to facilitate the acquisition of additional Jackson, SW 4th, and SW Broadway from 6:1 to 9:1.floor area after the initial 3:1 floor area increase**

By the way it regulates FAR, the code sets up various markets that will establish the cost and availability of additional floor area. The Historic Resource transfer option (33.510.200.D.3) is the only Central City-wide floor area source. But given the seismic upgrade pre-requisite and the low FAR on many historic sites, we believe this is a very limited supply of floor area given the needs of the Central City. This means the primary way to acquire additional floor area above 3:1 will be the "transfer of floor area within a subdistrict (33.510.200.D.1)" option.

Unfortunately intra-subdistrict FAR transfers may not work as intended in the University Subdistrict. Most potentially available floor area in the University Subdistrict is either on underdeveloped properties that must maintain their floor area entitlement for future redevelopment, or on sites owned by PSU. We do not know PSU's intention, but assume a good deal of its unused FAR would be programmed for PSU development on its campus or other properties in the Subdistrict. To the extent PSU is willing to sell FAR rights, they would have a dominant position in relatively monopolistic floor area market within the University Subdistrict, and the prices are likely to reflect that. There are consequences of unduly high floor area prices; there will be less development, less jobs and housing, and less special design amenities. Other subdistricts may have similar concerns.

There are several ways to address this problem in the code, below are two options:

- As it relates specifically to the University Subdistrict, amend 33.510.200.D.1 to allow receiving sites located in the University Subdistrict to obtain additional floor area by transfers from sending sites in the University Subdistrict and the Downtown Subdistrict, or some other broader area.

- To keep total floor area acquisition costs from becoming exorbitant throughout the Central City, include one or more additional floor area bonus options that are only applicable after the initial 3:1 floor area requirements are met. We recommend including a "Residential bonus option" similar (but in context of the proposed code) to that in the existing code at PCC 33.510.210.C.1 (i.e.: a bonus of 1 square foot of additional floor area is earned for each square foot of housing).

- **Amend 33.510.200.C to better foster use of affordable housing bonus**

Discussion Draft 33.510.200.C.1.a describes the limit on FAR bonus as:

> *1. Limits on additional FAR.*
>
> *a. Unless otherwise specified in Paragraphs C.1.b. through C.1.e, the maximum amount of FAR that can be earned on a site through use of bonus options is 3 to 1. There is no limit on the amount of FAR that can be transferred to a site.*

Limiting use of bonus FAR to 3:1 undercuts the objective to foster affordable housing. For example, assume a 20,000 s.f. site. The maximum floor area obtainable via bonus is 60,000. Projects using the affordable housing bonus would need 15,000 s.f. of affordable housing to earn the bonus. What if the developer is willing to incorporate another 15,000 s.f. of affordable housing for another 60,000 s.f. of floor area. Under the Discussion Draft this is prohibited by Paragraph 200.C.1.a. BPS should consider whether the policy rational for the 3:1 bonus cap is outweighed by the additional affordable housing. In weighing these policies keep in mind that Paragraph 200.C.1 does not cap the amount of FAR, only the FAR earnable from bonuses.

- **Amend 33.510.210.C to better detail the eligibility requirements for the affordable housing bonus and the calculation of the fee for the affordable housing fund bonus**

Discussion Draft 33.510.210.C.1 describes in relevant part the affordable housing bonus as follows:

> *1. Affordable housing bonus option. Proposals in the CX, EX, and RX zones that include affordable housing will receive bonus floor area. Up to 3 to 1 FAR can be earned if at least 25*

percent of the increased floor area is dedicated to housing affordable to those earning no more than 80 percent of the area median family income. To qualify for this bonus option, the following requirements must be met:

a. The applicant must provide a letter from the Portland Housing Bureau certifying that the development meets the standards of this Paragraph and any administrative requirements…

Given the central importance placed on affordable housing in the proposed code, the proposed code must be clear about its requirements and not vulnerable to changing interpretations. We think Paragraph 210.C.1, above, is insufficient in both regards. We are lead to assume that "affordable" will be defined and measured, at least for rentals, as it is for the multiple unit tax exemption (MULTE). However, the proposed code makes no such mention. Moreover, the zoning code must provide clear and objective standards that are only amendable in accordance with land use laws, administrative rules do not have the same requirements. To fix this, we believe 33.510.210 C.1 should be amended to more completely describe:

- How affordability is measured under the code. While "80% MFI" is a key parameter in defining affordability, it is not sufficient. Code should describe how the 80% MFI tables are applied to rental and for-sale units (i.e.; when and how is household size and apartment size are taken into consideration).
- The building area comprising affordable housing square footage. The proposed code requires at least 25% of increased floor area to be dedicated to affordable housing, but does not describe the area included in the 25% calculation (i.e.; does it include a proportionate amount of circulation/common area or just the internal dwelling unit space).

Discussion Draft 33.510.210.C.2 describes in relevant part the Affordable Housing Fund bonus as follows:

2. Affordable Housing Fund bonus option. Contributors to the Affordable Housing Fund (AHF) receive bonus floor area. Up to 3 to 1 FAR can be earned by paying into the fund. For each square foot purchased a fee must be paid to the Portland Housing Bureau (PHB). The Portland Housing Bureau collects and administers the Affordable Housing Fund, and PHB determines the fee per square foot and updates the fee at least every three years….

We think this Paragraph should further describe how the affordable housing fund fee will be calculated. This can but does not necessarily require a precise formula, but could also include a description of the basic principles or factors. For example, the currently existing Affordable Housing Replacement Fun bonus option (33.510.210.C.15) has a stated cost per square foot that appears to escalate with inflation. Is that what is proposed here? If so, what is the initial fee? If not, how will the fee be calculated? Is it some calculated benefit to the developer of the FAR increase, an estimate of the subsidy requirement needed for building affordable units, or something else? What are the basic parameters in the calculation? We believe 33.510.210 C.2 should be amended to provide these details.

- **Amend Discussion Draft 33.510.210.D to clarify height bonus entitlement**

We fully support BPS staff's objective for bonus heights, as explained in the Commentary: *Staff proposes that the ability to develop taller buildings than the maximum heights shown on map 510-3 is no longer subject to the discretion of the review body as is currently the system with the approval of height*

incrementally. However, the code language does not implement this objective. The amendments shown below resolve the inconsistency.

Amend proposed 33.510.210.D.1.a as follows:

> *a. Proposals that earn an additional floor area ratio of at least 1 to 1 through use of one of the following bonus or transfer options are allowed* ***the*** *bonus height ~~up to the maximum~~ shown on Map 510.4:*
> *(1) The affordable housing bonus option of Subsection 33.510.210.C;*
> *(2) The affordable housing fund bonus option of Subsection 33.510.210.C; or*
> *(3) The historic resource transfer of Subsection 33.510.200.F.*

Amend proposed 33.510.210.D.2 as follows:

> *2. Approval criteria. The following additional approval criteria apply to proposals for more than 75 feet of bonus height. The bonus height ~~may~~* ***shall*** *be approved if the review body finds that all of the following have been met:*
> *a. The increased height will not violate an established view corridor; and*
> *b. If the site is within 500 feet of an R zone, the proposed building will not cast shadows that have significant negative impacts on dwelling units on R zoned land.*

- **Amend Discussion Draft 33.510.261.I to address vending carts in surface parking lots.**

The existing zoning code included a regulation clarifying vending cart status in parking lots (PCC33.510.263.H.3.g), this clarification was eliminated in the Discussion Draft. We recommend that a provision be added to 33.510.263.I (applies to all parking in Central City) clarifying that:

- Placing vending carts in surface parking lots is allowed without review; and
- Spaces occupied by such carts are not considered a decrease in spaces and may be returned to parking use without review.

- **Amend Discussion Draft 33.510.243.B.1 (Ecoroofs) to allow for roof-level active use decks**

Discussion Draft 33.510.243.B.1 states in relevant part:

> *B. Ecoroof standard. In the CX, EX, RX, and IG1 zones, new buildings with a net building area of at least 20,000 square feet must have an ecoroof that meets the following standards:*
> *1. The ecoroof must cover at least 70 percent of the roof area. Roof area does not include areas covered by solar panels, skylights or mechanical equipment, or areas used for fire evacuation routes.*

Roof-top decks are a desired amenity by potential tenants. This proposed code language, perhaps inadvertently, does not allow for decks that cannot be on the ecoroof. We recommend that 33.410.243.B.1 be amended to allow "areas used for decks" to be excluded from the 70% ecoroof coverage requirement.

- **Concerns with 33.510.260 (Transportation and Parking Demand Management (TPDM)**

The Discussion Draft establishes a new requirement making developers/building owners for preparing and implementing a TPDM plan (33.510.260). The code references a non-existent zoning code provision and non-existent Title 17 standard as being required, so we know little about what is intended here. However, we heard alarming reports that this regulation is intended to make property developers/owners responsible for implementing TPDM measures for tenants in their buildings. While TPDM measures may be a good idea, building developers/owners are not in able to monitor or enforce the behavior of their tenants outside of their building. These are activities better met by the City or by employers. We recommend deleting or redirecting these provisions.

- **Transportation System Plan gives too little attention to the auto access and circulation needs of the Central City**

We support the City's objective to increase use of alternative modes to the single-occupant vehicle to and within the Central City. But auto use is and will be, at least for the foreseeable future, a critical component of the Central City's transportation system. We are concerned that the TSPs objectives to place bikeways on most of the north-south avenues and many east-west streets throughout the broader downtown vicinity is done without sufficient analysis of auto traffic and circulation impacts such a plan creates. We ask that the need for all of the planned bikeways in the TSP for the greater downtown area be re-evaluated in light of these impacts.

Dauphin, Derek

From: Joanna VALENCIA <joanna.valencia@multco.us>
Sent: Thursday, March 31, 2016 4:04 PM
To: BPS Central City 2035
Cc: Katherine McQUILLAN; Megan NEILL; Ian CANNON; Jon HENRICHSEN
Subject: Multnomah County Comments for Central City 2035 Discussion Draft
Attachments: 1. Mult Co Comments for CC2035 Discussion Draft_Spreadsheet.pdf; 2. Recommended Mult Co Bridges CIP Projects for CC2035 Discussion Draft.pdf; 3. Metro_Memo on Lifeline Corridors for seismic events.pdf

Hi,

Attached are PDFs with our staff comments from the Multnomah County Transportation Division for the Central City 2035 Discussion Draft, a copy of the recommended Bridges CIP projects for proposed TSP amendments, and a copy of the regional memo that designates Burnside as a major regional lifeline.

Please let me know if you have any questions.

Thanks,
Joanna

--

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Multnomah County Transportation Division Staff Comments for City of Portland's "Central City 2035: Discussion Draft"
March 31, 2016

Com-ment #	Plan section and page	CC2035 Plan text	Multnomah County staff comment
1	Introduction, p. 17	(map) Urban design framework shows three Multnomah County bridges with designations. • Hawthorne Bridge and Broadway Bridge are designated as "key bike/ped corridors" • Burnside Bridge designated as "Civic Corridor"	What do these designations mean? Are there policy implications that could affect future bridge use / design? (Is the "Civic Corridor" designation the same as the Urban Design Classification in the TSP?)
2	Introduction, p. 23	"Big Idea 4. Resilient Central City" Resilience in an urban context means many different things. A resilient Central City is one that improves the ability of individuals,communities, economic systems, and the natural and built environment to recover from natural and human-made hazards, climate change and economic shifts. Greater resilience is achieved through a multi-pronged strategy. • Natural Hazard Preparedness: The City uses infrastructure investments and land use planning policies to eliminate or reduce risk from earthquakes, floods and other hazards, partnering with other agencies and the private sector.	One of Multnomah County's top priorities is emergency preparedness and seismic resiliency.
3	Vol. 1, Policies (Transportation)	(map) Burnside, Broadway and Morrison Bridges are all designated as "major city traffic streets" Broadway Bridge is designated as "improved active transportation"	Do these designations relate to TSP Functional Class? (See County comments #14 and 15) What do these designations mean?
4	Vol. 1., Policies, (Transportation) , p. 52	POLICY 3.2 Portals. Manage entry points into the Central City to provide balanced multimodal access to efficiently accommodate the increase in person trips and goods delivery as a result of growth and development. Discourage through trips from using Central City streets.	Are the Willamette River Bridges considered "portals"? There are references to portals throughout the plan.
5	Vol. 1.,	POLICY 3.PL-1 Optimized street network. Improve pedestrian	The redevelopment occurring at the former US Post Office site

	Policies, (Transportation), The Pearl, p. 55	and bicycle connections across I-405, West Burnside and to major parks. Encourage new pedestrian and bicycle connections to the Willamette River and through large sites and blocks, including the US Post Office site	is a project that Multnomah County would like to track given its proximity to the Broadway Bridge and likelihood of attracting large numbers of new pedestrians and cyclists to the area.
6	Vol. 1., Policies, (Transportation), Old Town Chinatown,, p. 55	POLICY 3.OT-1 Optimized street network. Improve connections to adjacent areas including Downtown and the Pearl; and along the Willamette River, bridgeheads and Waterfront Park.	Please include Multnomah County on projects related to the Willamette River bridgeheads.
7	Vol. 1, Policies (Willamette River), Multifunctional River, p. 60	POLICY 4.3 Prosperous and vibrant Willamette River waterfront. Support uses that capitalize on the river and riverfront locations, expand tourism and commercial uses, and reinforce the distinctive character of the different riverfront districts.	FYI for Mult Co staff - We have an interest in tracking more intense developments or uses near the bridges.
8	Vol. 1, Policies (Willamette River), River-oriented Development, p. 61	POLICY 4.10 Bridgehead redevelopment. Redevelop bridgehead sites to create dynamic places that bring a diversity of residents, workers and visitors to the riverfront and link east- and west-side districts of the Central City.	Does this comment refer to any specific WIllamette River Bridges? This is a topic the County is very interested in tracking for potential impacts to the bridges (both development adjacent to bridges as well as increase in users of all modes).
9	Vol. 1, Policies (Urban Design), Central Eastside p. 73	POLICY 5.CE-7 Historic resources and districts. b. Historic main streets. Enhance the character and visibility of historic streets throughout the district such as SE Morrison Street, including areas under viaducts, through public realm improvements and building rehabilitations that acknowledge these streets' historic role in shaping the district, while elevating their current status as important streets for commerce and employment.	Please keep Multnomah County in the loop on more intensive uses or developments underneath bridge viaducts. (See comment #33)
10	Vol. 1, Policies (Health and Environment), Resilience, p. 78	Resilience These policies support the Central City's ability to prepare for and respond to natural hazards and disasters; and plan for climate change resilience. POLICY 6.1 Natural hazard resilience. Encourage planning, design and education in the Central City to help prevent or minimize the impacts of natural hazards such as earthquakes, floods and other hazards identified in the citywide Natural Hazard Mitigation Plan. a.	Would it be possible to mention the regional designation of the Burnside Bridge as the regional life line and top priority for seismic upgrades. This is a major project and focus for Multnomah County. Multnomah County will soon undergo a Feasibility Study (followed by NEPA process) to determine the Burnside Bridge's future.

		New development. Encourage or require approaches to reduce future natural hazard risks and impacts when planning for or evaluating the location and design of new development. b. Retrofitting. Encourage the retrofitting of buildings and infrastructure to withstand seismic forces. Prioritize the retrofitting of unreinforced masonry buildings while preserving their architectural character. c. Preparedness. Support Central City residents' and businesses' efforts to prepare for natural hazards. Ensure the Central City's most vulnerable populations are included in these efforts. d. Code review. Monitor and update relevant codes to incorporate current knowledge and standards for seismic design and flood protection.	
11	Vol 2., Proposed TSP Amendments, p. 752	(map) Propose upgrading the Broadway Bridge to a "Central City Transit/Pedestrian Street" on the Pedestrian Classification Map.	What are implications of Pedestrian Classifications? Are there certain street standards we should be aware of?
12	Vol 2., Proposed TSP Amendments, p. 753	(map) Propose removing street design classifications from all Willamette River Bridges except for the Burnside Bridge (to remain designated as a "Civic Main Street".	What are implications of Street Design Classifications? Are there certain street standards we should be aware of?
13	Vol 2., Proposed TSP Amendments, Studies List, p. 755	Morrison Bridge Westside Ramps Reconfiguration Study. Working with Multnomah County, study the feasibility of removing or reconfiguring the ramps and approaches to the Morrison bridge to create more developable land parcels and improve multimodal connectivity to the river. Consider the impacts to providing southbound freeway access from the Central Eastside	Thanks for adding Multnomah County in project description.
14	Vol 2., Proposed TSP Amendments, Studies List, p. 755	Morrison Bridge Eastside Ramps Reconfiguration Study Study feasibility of realigning the Morrison Bridge off ramp to MLK to allow for through eastbound traffic on Yamhill.	Please add similar language to the Westside ramp study. ie., Working with Multnomah County, study the feasibility of…"
15	Vol 2., Proposed TSP Amendments, Studies List, p.	Morrison and Hawthorne Bridgeheads Connectivity and Accessibility Study Study ways to improve multimodal accessibility at the Morrison and Hawthorne bridges	Please add language about coordinating / working with Multnomah County. Also, for BPS's knowledge, one of Multnomah County's priority

	756		projects from the 2015 Willamette River Bridges Capital Improvement Plan is a Bicycle and Pedestrian Feasibility Study for assessing multi-modal access to and on Hawthorne, Morrison, Burnside and Broadway Bridges.
16	Vol 2., Proposed TSP Amendments, Project List, p. 758	20010 MultCo MultCo Willamette River Bridges Broadway Bridge Rehabilitation Broadway Bridge Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic. TSP Major Projects List $ 22,700,000	Project is outdated (from previous CIP). Please remove. Please see Comment #44 to the 2015 Willamette River Bridges Capital Improvement Plan project list.
17	Vol 2., Proposed TSP Amendments, Project List, p. 758	20011 MultCo MultCo Willamette River Bridges Burnside Bridge Rehabilitation, Phase 1 Burnside Bridge Rehabilitate mechanical system, approach structure, corrosion control, phase 1seismic. TSP Major Projects List $ 25,000,000	Project is outdated (from previous CIP). Please remove. Please see Comment #44 to the 2015 Willamette River Bridges Capital Improvement Plan project list
18	Vol 2., Proposed TSP Amendments, Project List, p. 758	20012 Portland Portland / MultCo Burnside Burnside Bridge Access Improvements Burnside Bridge, E/W Construct a stairway and elevator to provide access from the Burnside Bridge to Waterfront Park. Construct an elevator alongside existing staircase to provide an accessible connection between the Eastbank Esplanade and the Burnside Bridge. TSP Major Projects List $ 2,000,000	Project is outdated (from previous CIP). Please remove. Please see Comment #44 to the 2015 Willamette River Bridges Capital Improvement Plan project list
19	Vol 2., Proposed TSP Amendments, Project List, p. 760	20089 Portland Portland Burnside W Burnside/Couch Corridor Improvements, Phase 1 Burnside/Couch, W/NW (Burnside Bridge - NW 15th) Construct transportation improvements including pavement reconstruction, traffic signals, tum lanes, curb extensions, bicycle network improvements, and crossing improvements. TSP Major Projects List $ 6,000,000	Does this project include Burnside Bridgehead? If so, please loop in Multnomah County.
20	Vol 2., Proposed TSP Amendments, Project List, p. 760	20091 Portland Portland Burnside W Burnside/Couch Corridor Improvements, Phase 2 Burnside/Couch, W/NW (Burnside Bridge - NW 15th) Implements a one-couplet design including new traffic signals, widened sidewalks, curb extensions, bike lanes, on-street parking and street trees. This project will be coordinated with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps. TSP Major Projects List $ 70,000,000	Does this project include Burnside Bridgehead? If so, please loop in Multnomah County.

21	Vol 2., Proposed TSP Amendments, Project List, p. 761	20113 Portland Portland Lloyd NE Broadway Corridor Improvements, Phase 1 Broadway/Weidler, N/NE (Broadway Bridge - 24th) Design and implement a separated bikeway and improve pedestrian/bicycle crossings. Construct traffic signals, improve transit stops, and construct streetscape improvements. TSP Major Projects List 9,000,000	Does this project include Broadway Bridgehead? If so, please loop in Multnomah County.
22	Vol 2., Proposed TSP Amendments, Project List, p. 762	20117 MultCo MultCo Willamette River Bridges Morrison Bridge Rehabilitation Morrison Bridge Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic. TSP Major Projects List $ 45,000,000	Project is outdated (from previous CIP). Please remove. Please see Comment # to the 2015 Willamette River Bridges Capital Improvement Plan project list
23	Vol 2., Proposed TSP Amendments, Project List, p. 762	20118 MultCo MultCo Willamette River Bridges Hawthorne Bridge Rehabilitation Hawthorne Bridge Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic. TSP Major Projects List $ 13,300,000	Project is outdated (from previous CIP). Please remove. Please see Comment #44 to the 2015 Willamette River Bridges Capital Improvement Plan project list
24	Vol 2., Proposed TSP Amendments, Project List, p. 763	20134 Portland MultCo Downtown Hawthorne Bridge Ramp Signal Hawthorne Bridge Signalize the top of the ramp from SW Naito to Hawthorne Bridge to improve safety and capacity for all modes. North Macadam Transportation Development Strategy 500,000	Won't the "North Macadam Transportation Development Strategy" be updated, according to the Studies list on page 756? If so, please include Multnomah County in Plan's update if it will likely include additional improvements to the Hawthorne Bridge and/or its ramps.
25	Vol 2., Proposed TSP Amendments, Project List, p. 763	20135 Portland Portland / MultCo Downtown Hawthorne Bridgehead Pedestrian Improvements Hawthorne Bridgehead, SW Add improved crossings with flashing beacons at Naito/Jefferson and Naito/Main. West Quadrant Plan $ 250,000	FYI, one of Multnomah County's priority projects from the 2015 Willamette River Bridges Capital Improvement Plan is a Bicycle and Pedestrian Feasibility Study for assessing multi-modal access to and on Hawthorne, Morrison, Burnside and Broadway Bridges. This improvement can be added to the study for further warrants and analysis.
26	Vol 2., Proposed TSP Amendments, Project List, p. 764	20136 Portland Portland / MultCo Downtown Morrison Bridgehead Pedestrian Improvements Morrison Bridgehead, SW Add missing crosswalks at 2nd & Alder and 2nd & Washington to improve pedestrian safety and connectivity. Convert dual left-tum lanes to single left-tum lanes at 3rd & Washington and 4th & Alder to improve pedestrian crossing safety. West Quadrant Plan $ 100,000	FYI, one of Multnomah County's priority projects from the 2015 Willamette River Bridges Capital Improvement Plan is a Bicycle and Pedestrian Feasibility Study for assessing multi-modal access to and on Hawthorne, Morrison, Burnside and Broadway Bridges. This improvement can be added to the study for further warrants and analysis.
27	Vol 2.,	20150 Portland Portland Burnside W Burnside Bridgehead	Please add Multnomah County as a co-Facility Owner if the

	Proposed TSP Amendments, Project List, p. 765	Ped/Bike Improvements Burnside Bridgehead, SW Extend bike lanes west to 3rd Ave, with turning boxes as needed to provide access to and from 2nd and 3rd Aves. Install a marked pedestrian crossing at the east leg of 2nd & Burnside. West Quadrant Plan $ 100,000	project will indeed make some improvements to the Burnside Bridgehead.
28	Vol 2., Proposed TSP Amendments, Project List, p. 765	20151 Portland Portland / MultCo Burnside Burnside Bridge Transit and Bikeway Improvements Burnside Bridge Reconfigure lanes to provide an eastbound bus-only lane SW 3rd Ave to SE Grand Ave to reduce transit delay and improve pedestrian and bicycle safety. Enhance existing bike lanes across the bridge to provide climbing lanes and more physical separation from traffic. Project may include a modified signal at Burnside & MLK Jr Blvd to separate transit, bicycle, and pedestrian traffic from right-turning vehicle traffic. Central City Transit Delay Analysis $ 250,000	FYI for Multnomah County Staff. Possible to get a copy of the “Central City Transit Delay Analysis”?
29	Vol 2., Proposed TSP Amendments, Project List, p. 768	20179 Portland MultCo / TriMet Central Eastside Hawthorne Viaduct Transit Platform Hawthorne Viaduct Construct a transit platform to allow buses to serve the stop without crossing over bicycle traffic. Central City Transit Delay Analysis 100,000	Is this for the EB or the WB transit stop? Possible to get a copy of the “Central City Transit Delay Analysis”?
30	Vol 2., Proposed TSP Amendments, Project List, p. 769	20180 Portland MultCo Central Eastside Hawthorne-Clay Ramp Signal Hawthorne Viaduct Signalize the top of the ramp from the Hawthorne Viaduct to Clay/MLK to improve safety and capacity for all modes. Central City Needs Inventory 250,000	Possible to get a copy of the “Central City Needs Inventory”?
31	Vol 2., Proposed TSP Amendments, Project List, p. 769	20181 Portland MultCo Central Eastside SE Hawthorne Bikeway & Transit Improvements Hawthorne Blvd, SE (Grand - 12th) Construct an eastbound protected bikeway with transit platforms to improve pedestrian and bicycle safety and comfort as well as transit operational efficiency. Central City Needs Inventory 1,000,000	Facility Owner for this project is listed as Multnomah County. Shouldn’t it be Portland?
32	Vol 5., Bureau Work Plans / Action Charts, BES, p. 80	Central Eastside UD10 Identify remnant parcels or portions of publicly owned right-of-way (City, County, and State owned lands) that could be used for publicly accessible parks, open space, recreation opportunities and stormwater management	Please add “County” and “ODOT” as partner implementers (especially if County and ODOT right of way is part of this proposed action).

33	Vol 5., Bureau Work Plans / Action Charts, BPS, p. 88	Central Eastside UD7* Develop an urban design concept and implementation strategy to enhance the role, use, and character of the historic main streets under the Morrison, Belmont, Madison, and Hawthorne Street viaducts, and the area under I-5	Please add "County" as a partner implementer. Refer to our comment # 9.
34	Vol 5., Bureau Work Plans / Action Charts, BPS, p. 90	Downtown RC4 Working with Multnomah County, study the feasibility of removing or reconfiguring the ramps and approaches to the Morrison bridge to create more developable land parcels and improve multimodal connectivity to the river. Consider the impacts to providing southbound freeway access from the Central Eastside.	Thanks for including Multnomah County as lead implementer. Was there a previous strategy / plan / analysis of the Morrison ramps that can be cited?
35	Vol 5., Bureau Work Plans / Action Charts, BPS, p. 90	Downtown RC2 Encourage redevelopment with key public attractions and mixed uses at the Morrison Bridgehead that connect to the river. (Ditto policy on p. 102)	Thanks for including Multnomah County as lead implementer. Multnomah County is very interested in tracking major redevelopment projects adjacent to County bridges.
36	Vol 5., Bureau Work Plans / Action Charts, OMF, p. 109	Downtown EN7 Incorporate plans to remove a portion of the seawall at Tom McCall Waterfront Park (not in the vicinity of Ankeny Street Pump Station) to provide river access, improved flood management and habitat enhancement into the WPMP update.	Would removing the seawall have an impact of nearby Willamette River Bridges?
37	Vol 5., Bureau Work Plans / Action Charts, PBOT, p. 111	Central Eastside T10 Improve access for cyclists traveling west from the Central Eastside to the Burnside and Morrison Bridges.	Please include Multnomah County as a partner implementer. FYI, one of Multnomah County's priority projects from the 2015 Willamette River Bridges Capital Improvement Plan is a Bicycle and Pedestrian Feasibility Study for assessing multi-modal access to and on Hawthorne, Morrison, Burnside and Broadway Bridges. This improvement can be added to the study for further warrants and analysis.
38	Vol 5., Bureau Work Plans / Action Charts, PBOT, p. 112	Central Eastside T20 Study feasibility of realigning the Morrison Bridge off ramp to MLK to allow for through eastbound traffic on Yamhill.	Please include Multnomah County as a co-lead implementer for this action item.
39	Vol 5., Bureau Work Plans /	Downtown RC4 Working with MC, study the feasibility of removing or reconfiguring the ramps and approaches to the	For consistency sake, please label implementer as "County" and not "MC".

	Action Charts, PBOT, p. 115	Morrison bridge to create more developable land parcels and improve multimodal connectivity to the river. Consider the impacts to providing southbound freeway access from the Central Eastside	
40	Vol 5., Bureau Work Plans / Action Charts, PBOT, p. 116	Downtown RC2 Encourage redevelopment with key public attractions and mixed uses at the Morrison Bridgehead that connect to the river.	For consistency sake, please label implementer as “County” and not “MC”.
41	Vol 5., Bureau Work Plans / Action Charts, PBOT, p. 116	Downtown TR1 Study and address pedestrian connectivity issues at the base of the Morrison Bridge. (see also action TR13)	For consistency sake, please label implementer as “County” and not “MC”.
42	Vol 5., Bureau Work Plans / Action Charts, PBOT, p. 116	Downtown TR13 Study ways to improve multimodal accessibility at the Morrison and Hawthorne bridges	Please include Multnomah County as a co-lead implementor. FYI, one of Multnomah County’s priority projects from the 2015 Willamette River Bridges Capital Improvement Plan is a Bicycle and Pedestrian Feasibility Study for assessing multi-modal access to and on Hawthorne, Morrison, Burnside and Broadway Bridges. This improvement can be added to the study for further warrants and analysis.
43	Vol 5., Bureau Work Plans / Action Charts, PBOT, p. 138	Central Eastside T25 Improve pedestrian and bicycle connections from the Morrison and Burnside Bridges to the Eastbank Esplanade to make it safer, more accessible and more direct.	Where did this project come from? Not listed in a County CIP document. If this is a project from PBOT, please include PBOT as a second Lead Implementer.
New Language			
44	Vol 2., Proposed TSP Amendments, Project Lis	N/A	Multnomah County has new major Willamette River Bridge projects identified in its 2015 Willamette River Bridges Capital Improvement Plan. Please refer to the attached CIP Project List that Multnomah County staff recommends incorporated into Volume 2, Proposed TSP Amendments, Project List.

Lead Agency	Facility Owner	District	Project Name	Project Location	Project Description	Project Source	Total Cost at Target Construction Time
MultCo	MultCo/Portland	Willamette River Bridges	Seismic Resiliency (Major Bridge Rehabilitation / Bridge Replacement) - Feasibility Study	Burnside Bridge	Feasibility study to determine the costs to bring the Burnside Bridge up to modern seismic standards given its designation as a Priority 1 Regional Lifeline Route.	WRB CIP MultCo	$3,000,000
MultCo	MultCo/Portland	Willamette River Bridges	Seismic Resiliency (Major Bridge Rehabilitation / Bridge Replacement) - Environmental Impact Study	Burnside Bridge	EIS for the recommended replacement and/or rehabilitation options identified in the Feasibility Study.	WRB CIP MultCo	$17,000,000
MultCo	MultCo/Portland	Willamette River Bridges	Bicycle and Pedestrian Improvement Project - Feasibility Study Phase	Broadway, Burnside, Hawthorne and Morrison Bridges	Feasibility study to develop a prioritized list of projects which improve safety and accessibilty for bicyclists and pedestrians.	WRB CIP MultCo	$1,442,557
MultCo	MultCo/Portland	Willamette River Bridges	Roadway Approaches, Bridge Deck Overlay, and Illumination Improvements	Morrison Bridge	Extends the service life of the pavement, deck, drainage system, and joints.	WRB CIP MultCo	$13,014,918
MultCo	MultCo/Portland	Willamette River Bridges	Roadway and Structural Rehabilitation	Broadway Bridge	Extends the service life of the pavement and drainage system.	WRB CIP MultCo	$2,209,311
MultCo	MultCo/Portland	Willamette River Bridges	Bridge Deck / Rail / Illumination Improvements	Broadway Bridge	Extends the service life of the deck on the fixed spans and the lighting system.	WRB CIP MultCo	$6,130,398
MultCo	MultCo/Portland	Willamette River Bridges	Bicycle and Pedestrian Improvement Project - Design and Construction Phase 1	Broadway, Burnside, Hawthorne and Morrison Bridges	Design and construction of high priority projects identified in the Feasibility Study.	WRB CIP MultCo	$16,319,707
MultCo	MultCo/Portland	Willamette River Bridges	Hawthorne Bridge Limited Seismic Retrofit	Hawthorne Bridge	Phase 1 seismic retrofit.	WRB CIP MultCo	$44,886,391
MultCo	MultCo/Portland	Willamette River Bridges	Broadway Bridge Limited Seismic Retrofit	Broadway Bridge	Phase 1 seismic retrofit.	WRB CIP MultCo	$52,628,358
MultCo	MultCo/Portland	Willamette River Bridges	Seismic Resiliency (Major Bridge Rehabilitation / Bridge Replacement) - Final Design and Construction	Burnside Bridge	Design and construction of the preferred replacement or rehabilitation option identified in the EIS.	WRB CIP MultCo	$496,070,564
MultCo	MultCo/Portland	Willamette River Bridges	Morrison Bridge Limited Seismic Retrofit	Morrison Bridge	Phase 1 seismic retrofit.	WRB CIP MultCo	$91,883,919
MultCo	MultCo/Portland	Willamette River Bridges	Movable Span Deck Replacement	Broadway Bridge	Extends the service life of the deck on the movable spans.	WRB CIP MultCo	$10,148,330
MultCo	MultCo/Portland	Willamette River Bridges	Bicycle and Pedestrian Improvement Project - Design and Construction Phase 2	Broadway, Burnside, Hawthorne and Morrison Bridges	Continued design and construction of high priority projects identified in the Feasibility Study.	WRB CIP MultCo	$16,323,533
MultCo	MultCo/Portland	Willamette River Bridges	ADA Improvements	Hawthorne Bridge	Provides access at SE Madison St and SE Hawthorne St.	WRB CIP MultCo	$3,703,257
MultCo	MultCo/Portland	Willamette River Bridges	ADA Improvements	Morrison Bridge	Provides access at SE Morrison St and SE Belmont St.	WRB CIP MultCo	$3,703,257
MultCo	MultCo/Portland	Willamette River Bridges	ADA Improvements	Broadway Bridge	Provides access from the East Approach.	WRB CIP MultCo	$1,875,456

CITY OF
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OFFICE OF TRANSPORTATION

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May 2, 1994

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Phone discussion w/Steve. Report is OK. 5/17 Gpc

MEMORANDUM

To: Terry Bray, Bureau of Transportation Engineering
Lou Bruneau, Bureau of Maintenance
Glen Eisner, Fire Bureau
Stan Ghezzi, Multnomah County Bridge Engineer
Jim Doane, Water Bureau
Elizabeth Papadopoulos, Bureau of Traffic Management
Craig Shike, ODOT Bridge Division
Julie Salmon, Bureau of Police
Gerry Uba, METRO

From: Steven L. Barrett SLB
Structural/Maintenance Engineering

Subject: Establishing Lifeline Corridors for Possible Future Seismic Events

Attached is the draft of the report on the selection of the lifeline corridors for the City of Portland that was discussed at the first of the year. The intent of this report is to establish the concept of lifeline corridors that utilize arterial surface street routes that have the fewest at risk structures and to list the routes selected. Please review it and return your comments to this office by May 17, 1994 so that a final version of the report can be distributed as soon as possible.

Please Call me at 823-7059 if you have any questions. Thank you all for your help.

CITY OF
PORTLAND, OREGON
OFFICE OF TRANSPORTATION

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REPORT ON ESTABLISHING EMERGENCY SERVICE LIFELINE CORRIDORS IN THE CITY OF PORTLAND
April 18, 1994

Recent research indicates that significant earthquakes have occurred and are likely to occur in again in the Pacific Northwest. Heightened awareness of the increased risk has prompted public agencies to begin prioritizing and implementing seismic retrofit of their bridge inventories.

In 1993, as the Oregon Department of Transportation (ODOT) completed its prioritization study, Portland's prioritization study got underway. In turn, Multnomah County began a process to identify funds for retrofitting its Willamette River bridges. ODOT now has several retrofit projects in various stages of design or planned construction on the state system. In addition they have retrofit projects underway on the Interstate system that will continue for several years.

Members of the three independent bridge management agencies met and agreed that a logical, consistent retrofit prioritization strategy needed to be developed to ensure the compatibility of all retrofit work in the Portland area. They concluded that safeguarding identified emergency service routes should be one of the key factors in retrofit prioritization.

Initially the freeway system was discussed as a potential primary emergency lifeline corridor, but was discarded because its continuity depends heavily upon many vulnerable bridges requiring expensive, time-consuming retrofit work. Instead, the group identified several arterial street surface routes, roughly paralleling the freeway system, which are relatively "clean" of vulnerable bridges. By targeting surface routes with few bridges, the initial retrofit investment for emergency routes is minimized and the routes are immediately useable. By selecting main routes in east-west and north-south directions, a primary system serving the entire city was developed.

Meetings were then held with representatives of the Portland Fire Bureau, Police Bureau and other interested parties to discuss the development of these emergency lifeline corridors and to detect any fatal flaws before establishing closure on the proper course of action. Some additions to the proposed corridors were suggested and adopted. As a result, the concept of using "clean" arterial street surface routes is now the agreed-upon plan of action.

As shown on the attached map, the following are the routes selected:

1. North-South East Side
   Union Avenue/MLK Jr. Blvd/Grand Avenue to Mcloughlin Blvd. (Hwy 99E)

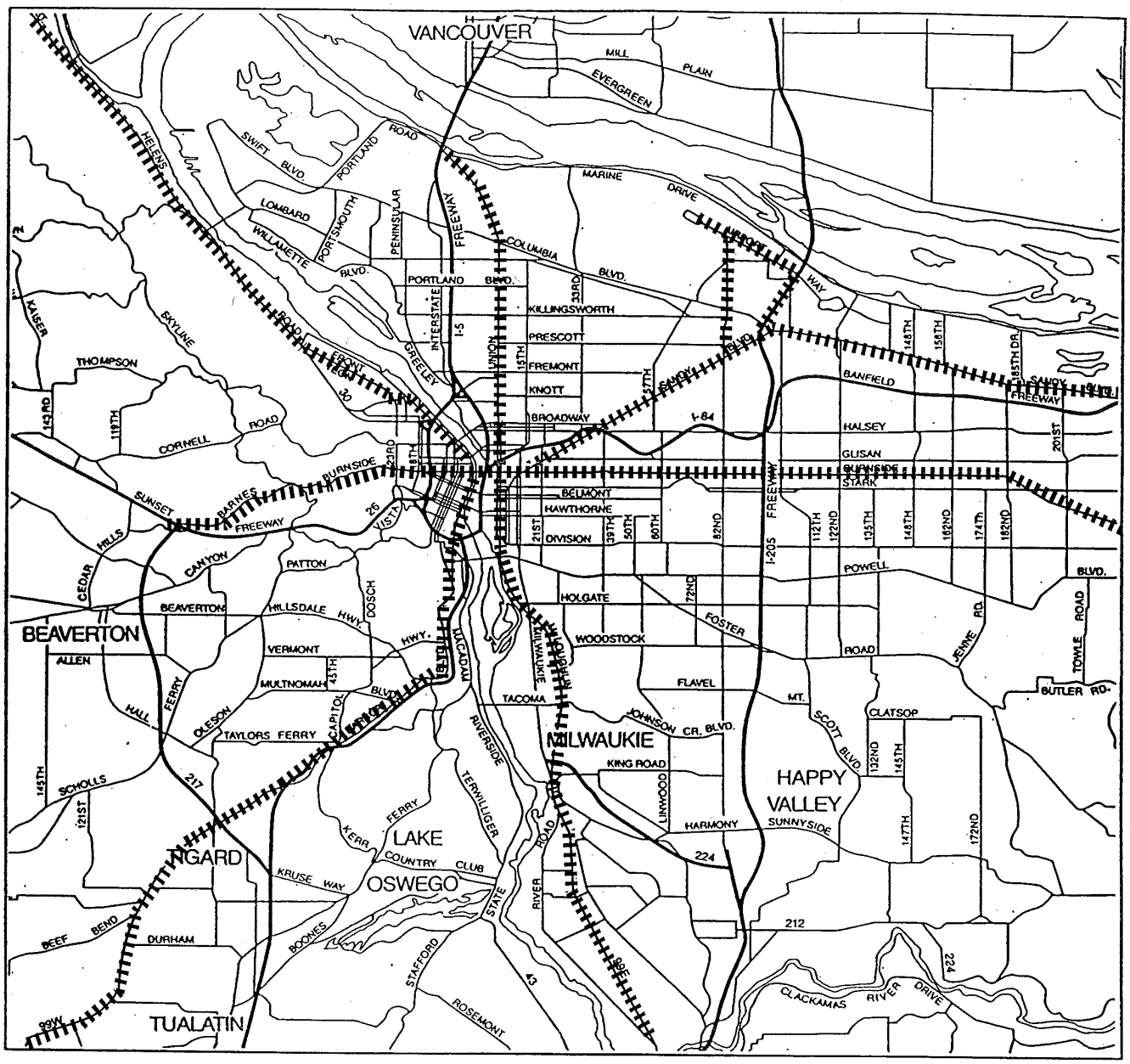
2. East-West
   Burnside (Hwy 26, Barnes Road, Burnside to Gresham)

3. East-West (Airport)
   Sandy Blvd. (Burnside to I-84) including access to the Airport from I-205 and one surface route.

4. North-Southwest West Side
   Front Avenue/Barbur Blvd. (Hwy 99W)

5. Northwest-South
   St. Helens Rd. (Hwy 30)

It should be noted that as the retrofit work on the higher risk routes is completed, it will be necessary to continually re-evaluate the selection of the primary emergency service lifeline corridors.



EMERGENCY LIFELINE CORRIDORS

SURFACE STREETS

MLK Jr. Blvd / Grand Ave. (Hwy 99E)
Burnside Street
Sandy Blvd.
St. Helens Rd. / Front Ave. / Barbur Blvd.

Multnomah Athletic Club

125th Anniversary

1891-2016

March 31, 2016

VIA ELECTRONIC MAIL

Kathryn Hartinger
Bureau of Planning and Sustainability
1900 SW 4th Ave., Suite 7100
Portland, OR 97201

Re: Central City 2035 Plan Discussion Draft

Dear Ms. Hartinger:

The Multnomah Athletic Club (MAC) supports the currently proposed Central City 2035 Plan. The MAC has been closely observing the hard work of the City as it refines the proposed Central City 2035 Plan and we find that the currently proposed plan strikes the appropriate balance between protecting the historic character of the Goose Hollow neighborhood and allowing urban growth in appropriate places within the neighborhood. By balancing both preservation and growth objectives, the Central City 2035 Plan provides a framework for the Goose Hollow neighborhood to thrive in the future. We greatly appreciate planning staff's efforts in developing these policies and implementation actions.

In particular, the MAC supports the Goose Hollow implementation actions that encourage development by increasing zoning flexibility for certain blocks in the neighborhood. We agree with the careful analysis that caused these actions to be included in the West Quadrant Plan, as adopted. The lengthy analysis clearly supports the need for additional flexibility to encourage the development of properties that have long been underutilized. Our experience as proud members of the Goose Hollow neighborhood is that this type of thoughtful planning for the future is critical to the livability and vibrancy of the Goose Hollow neighborhood.

Very truly yours,

Janice Marquis
President

Norm Rich
General Manager

1849 SW Salmon Street Portland, Oregon 97205
Telephone 503/223-6251 Facsimile 503/525-8998
www.themac.com

Testimony to Central City 2035 to be included under official comments

I am writing to you as a small business owner of over 40 years, with over 30 years in the retail sector in the greater Portland area. Our company directly employed between 30 to 35 employees year-around and provided a steady, above average income, health insurance, and retirement savings for them and their families.

75% of all net new jobs in the U.S. are created by small businesses. Small independent businesses can only thrive and be successful when their leases are in a proportionate ratio to their revenues; this is almost always impossible in newly constructed buildings, rather than existing buildings. Small businesses often re-invest a major part of their earnings in leasehold improvements and remodeling, they're providing work and income for local contractors. Studies have shown that 60 cents of every dollar spent at an independent business remains in the local economy versus less than 10 cents at national conglomerates.

Older existing buildings are perfect for small independent businesses, be it a restaurant (one hardly finds a successful restaurant in a newly constructed high-rise), or any other specialty shop, including our own downtown Portland Clinic which wouldn't exist was it not for the older three-story building where it is located.

I strongly feel that your current CC2035 Plan Vision provides absolutely no incentive(s) to encourage and reward current building owners and landlords to work with current and future small businesses to upgrade and remodel their current spaces.

Furthermore your CC2035 Plan Vision has no provisions for dealing with the already atrocious traffic and parking situation. If you want people to either move or commute to the West End, you have to address the traffic and parking situation. With more population density, you have to plan for additional parks, green spaces, playgrounds, kindergardens, and schools.

400' impersonal towers will kill livability in any neighborhood. Height should be limited to 100 feet, providing light and view corridors for a healthy wholesome living space. City planners must learn that 100' DOES create density – look at any European city that tourists flock to for their charm.

The plan as currently proposed does not support your claims and lip-service as laid out in your very own website **http://www.sustainablecitiesinstitute.org/cities/portland-oregon** where you promise "to enhance livability, preserve distinctive places and plan for a resilient future. To advance a sustainable city that is prosperous, healthy, resilient and equitable, Portland collaborates with community partners …"

Please lower allowed building heights, institute policies that truly retain (and promote rehabilitation where needed of) existing buildings, and sustain Portland's vaunted livability.

Wilfried Mueller-Crispin
1221 SW 10th Ave Unit 1013
Portland, OR 97205
(503) 297-6412

Dauphin, Derek

From: Deanna <deanna@involved.com>
Sent: Thursday, March 31, 2016 11:18 PM
To: BPS Central City 2035
Subject: Comments, CC 2035 Plan

Please include the following as comments on the Discussion Draft of CC2035.

Thank you.

Deanna Mueller-Crispin
1221 SW 10th Ave Unit 1013
Portland, OR 97205

The West End is a thriving, mixed-use urban residential neighborhood with a diverse and distinctive architectural character, a range of building ages and scales and a wealth of historical, cultural, institutional and open space assets.

- Thanks to staff for "creating" a West End district in the draft plan. This recognizes that the West End is indeed a distinct area, with its own characteristics and needs. This recognition is particularly welcome since there was **no** representation of the West End on the Stakeholders Advisory Committee (SAC) that molded recommendations in the West Quadrant Plan (February 2015). Input from numerous West End residents on that recommended Draft Plan was almost completely ignored in that Draft sent to City Council.

- Density correctly considered. A basic misconception concerning "density" **must** be corrected concerning the entire Central City Plan. "Building height" does **not** equate to "housing density." A 10-story building will accommodate as much "density" (e.g. housing units" or commercial space) as a much taller building. Not only do 10-story buildings maintain density, but they also maintain livability – a specific goal of the CC 2035 Discussion Draft. They:
    - Are human-scale;
    - Promote getting to know your neighbors in the building (you aren't in a vertical "sea" of literally multiples of hundreds of other people, few of whom you see frequently enough to get to know as neighbors);
    - Are not tall enough to cast shadows over the sidewalks, nor to create glare (from their blank towering glass walls) for neighboring building dwellers, pedestrians, and people hoping to recreate in neighborhood green spaces.
    - Do not create vertical slums (Cabrini Green? New suburbs of Paris where low-income immigrants languish?).
- (Moreover, super tall buildings DO NOT offer affordable housing, an urgent need in Portland. For example, the 1,407 sq. ft. 2-bedroom apartments in the new Park Ave. West building rent for $4,819/mo.)

RECOMMENDATIONS:

- PLEASE consider maximum a 100' height limit in the West End. Current allowable heights (nearly 80% of the West End is zoned for between 250' and 460' tall buildings) totally contradict "livability" goals and should never have been established in the first place.
- A 100' height limit will help maintain livability and affordable housing and affordable commercial first-floor spaces.

- Allowable heights on the South Park Blocks need to be lowered immediately (and a *glare* analysis needs to be included with the intended shadow analysis)

- Historic preservation:
  - CC2035 has incorporated a number of statements encouraging historic preservation. Many West End residents have repeatedly pointed out that the West End's distinctive character – created in considerable part – by the presence of historic buildings - will be destroyed by current height allowances.
  - There are at least 100 historic buildings in the West End, many of which offer relatively affordable housing – and relatively reasonable rents for first-floor retail.
  - However, ALL these historic assets are located in areas where the proposed "maximum heights" range from 175' (on one small block) to 460'[i][1]. (Presumably gained through FAR transfers)
  - West End historic buildings will NOT survive under that kind of zoning. Height allowances in the Discussion Draft will lead to the demolition of these buildings, and transformation of this very livable area into a series of shaded, monolithic canyons.
  - Design review of new buildings will do nothing to mitigate this "canyon" effect. Example: walls which ascend straight up for 15 floors from the narrow sidewalk of the new apartment building on SW Jefferson between SW 10th and 11th; this design (with no step-backs) was approved by the Design Review Committee, despite comments from those of us who have to live in the shadow of this.

RECOMMENDATIONS:

  - The 100' height limit proposed above will equally contribute to historic preservation.
  - Also please consider no height bonus transfers in the West End for properties listed on the National Register, the 1984 Historic Building Inventory, nor the two Downtown Multiple Property Listings of 2004 and 2008. Encoding this policy will protect West End historic architectural assets, a specified goal of the CC2035 plan. Added heights increase the value of the land and incentivize owners to delist and demolish these historic resources. This principle should be clearly stated in the code to be developed for this district. (p. 69 Policy 5.WE-3)
  - Immediate updated historic survey of historic assets in the West End.

- Staff-recommended change from RX to CX
  - Staff is recommending changing the current RX zoning to CX (north of Salmon St. in the West End).

RECOMMENDATION:

- There is no need to change this zoning. The character of this area is much more residential than commercial. I support adding flexibility in RX zoning for first-floor residential. But there is no need to change this zoning to CX.

[i][1] Map 510-4

Meharg, Emily

From: Hartinger, Kathryn
Sent: Thursday, March 31, 2016 1:28 PM
To: Diane Lowensohn
Cc: Meharg, Emily
Subject: RE: CC2035 Draft

Diane,

Thanks for your comments. Hope you're enjoying the sunshine,

Kathryn

From: Diane Lowensohn [mailto:dilowe@easystreet.net]
Sent: Thursday, March 31, 2016 1:26 PM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>
Subject: CC2035 Draft

Dear Ms. Hartinger ~

I write as a resident and condo owner in the West End to address issues in the CC 2035 Draft. Building heights, tree protection and family livability are my main concerns as I look at the draft.

I feel safe in my neighborhood because of its 24/7 human presence, it's excellent public transportation and its balance of built up and open spaces and its open lines of sight. There is a neighborhood pride amongst the diverse groups who respect and value diversity. It is an ideal place to raise a family, with the cultural and educational opportunities and open park space. Sun, light and nature are held within. Supported communities of need are balanced with residents of all economic and social standing. It is a unique place, with historic and culturally significant structures side by side with markets and small businesses and varied housing.

Please plan for our community's future with an eye to restricted building heights, ideally 100 feet or less; proper setbacks from sidewalks, parks and streets; family friendly living unit sizes; protection of historic and neighborhood trees. This neighborhood can continue to balance the needs of it's current and future residents with development that works for people and improves density.

Thank you for your consideration,

Diane Lowensohn
Unit 701
1221 SW 10th Avenue
Portland, OR 97205

Dauphin, Derek

From: lindsays@pdx.edu
Sent: Thursday, March 31, 2016 10:27 PM
To: BPS Central City 2035
Subject: Height on SE 12th Avenue

Hello Central City 2035,

Many have expressed concern about height values on SE 12th and SE 11th, and want them kept down to scale better design wise to the residential neighborhood across the street east in 12th Avenue.

Please keep these heights minimized.

Thank you,

Susan Lindsay
625 SE 17th Avenue
Portland, OR 97214

Discussion Draft Central City 2035 Plan – Public Comment Form

How will my comments be used?

Your written comments on the Discussion Draft will be reviewed by City staff and inform the creation of the Proposed Draft. Staff cannot reply directly to comments, but all comments will be carefully considered and a report summarizing the input received and staff decisions published online. **This optional Word template will help you format your comments to make them easy for staff to review.**

Commenter Information

Name	**Keith Liden**
Organization (if representing one)	
Address (optional)	**4021 SW 36th Place, Portland, OR 97221**
Email or phone #	**keith.liden@gmail.com**
Today's date	**3.31.16**

Comments – Please be as specific as possible!

	Volume	Page #	Topic (choose at least one or delete all that don't apply)	Comment/Issue	Proposed Change
1	1 Goals & Policies Intro	16	☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing X Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment	The urban design concept diagram appears to reinforce I-405 as a barrier between downtown and SW Portland. Barbur and Terwilliger are important routes in/out of downtown.	Include a light gray dashed line representing the Barbur – Terwilliger corridor connecting with downtown.
2	1 Goals & Policies Intro	17	X Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing X Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment	The urban design framework diagram shows a "gateway" where Barbur/4th crosses I-405. However, this plan never indicates what it means or what, if anything, will be done to create a gateway. Illustrations and diagrams, which follow don't appear to acknowledge the gateway or Barbur/Terwilliger.	The pedestrian and bike environment sin the vicinity of Barbur/4th, 5th, and 6th are generally abysmal. And this is all within a short distance of MAX stations and other transit. This issue has been repeatedly ignored with the re-creation of the 5th/6th transit mall and again with the Orange Line. **The city must work with TriMet and ODOT to overcome this.** Many inexpensive solutions are available – all it takes is some thought and commitment.

Please send us your comments by March 31, 2016

Mail: Discussion Draft CC2035 Plan,
Bureau of Planning and Sustainability,
1900 SW 4th Ave, Suite 7100, Portland, OR 97201

Email: cc2035@portlandoregon.gov
Comment using the Map App:
https://www.portlandmaps.com/bps/mapapp/
Call us: 503-823-4286

Discussion Draft Central City 2035 Plan: Public Comment Form (Continued)

	Volume	Page #	Topic (choose at least one or delete all that don't apply)	Comment/Issue	Proposed Change
3	1 Goals & Policies Intro	22	☐ Livability & Public Realm X Jobs ☐ Bonuses, Transfers, Affordable Housing X Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment	This section and subsequent plan elements related to the innovation quadrant generally ignore the connection between PSU, OHSU, S. Waterfront, and downtown. The important transportation linkages in this area are generally lost.	Enact the changes noted above.
4	1 Goals & Policies Intro	23	☐ Livability & Public Realm X Jobs ☐ Bonuses, Transfers, Affordable Housing X Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment	The 4 resilience elements mentioned are appropriate. A 5th needs to be included related to transportation. Walking and cycling are the most resilient forms of transportation. Because transportation is a leading source of GHG and household expenses, more walking and cycling will contribute to achieving the other resiliency goals.	Add a 5th discussion point regarding walking and cycling (or perhaps active transportation with the inclusion of transit).
5	1 Goals & Policies Intro	25	X Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing X Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment	I like the Green Loop, but what continues to be missing is a concept for how it needs to be integrated as a part of the pedestrian and bicycling system in the Central City. It needs to be more than a nice place to recreate and hang out. **We need a comprehensive and functional system first and the Green Loop to complement it.** It's the cherry on top, but this plan is not clear – on top of what?	**Amend this concept to stress the importance of a Central City-wide system of pedestrian and bicycling routes.** The diagrams on pp. 16 and 17 should illustrate this concept of a safe, convenient, and functional system, not just a cool loop.
6	Central City 2035 Goals & Policies	52	☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing X Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment	Policy 3.2 talks of managing entry points into the Central City to provide balanced multimodal access…. Unfortunately the plan diagrams don't appear to support this policy – especially between SW and downtown.	**Amend plan diagrams to clearly show the importance of overcoming the I-405 barrier via Montgomery, Jefferson/Clay, 6th, 4th/Barbur, etc**.
7	Central City 2035 Goals & Policies	52	☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing X Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment	Policy 3.4 talks about allowing greater levels of traffic congestion and to prioritize active transportation. Totally agree, but how will this be implemented?	The plan diagrams and narrative indicate (or at least suggest) how this policy might be achieved.

Discussion Draft Central City 2035 Plan: Public Comment Form (Continued)

	Volume	Page #	Topic (choose at least one or delete all that don't apply)	Comment/Issue	Proposed Change
8	Central City 2035 Goals & Policies	53	☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing X Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment	Policies 3.7 & 3.8 talk of prioritizing walking and bicycling, but the details and diagrams are vague. This is especially true for bicycling.	The policies should be accompanied by diagrams or other supporting narrative that indicates how this will be achieved. In addition, the plan needs to address the poor entries and exits available for cyclists and pedestrians in and out of the downtown.
9	Central City 2035 Goals & Policies	55	☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing X Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment	Policy 3.PL-1 talks of improving pedestrian and bicycle connections across I-405.	This is spot on, but similar policies are needed for all or most of the Central City districts.
10	Central City 2035 Goals & Policies	57	☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing X Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment	Policies 3.SD-1 through -3 are all good but they totally miss the importance of north-south connectivity across I-405. HELLO! This has been continuously blown off since the 2004 work to create the transit mall. I-405 always seems to be treated as a study area boundary/barrier, leaving this serious access issue unaddressed. Why should pedestrians and cyclists on the south side of I-405 continue to have to run the gauntlet to get in/out of downtown and use transit?	**Add a policy that clearly states the importance of access via Terwilliger (SW and OHSU) and Barbur/4th.** The lame diversion over to the Green Loop in the Park Blocks isn't nearly enough! It implies that the only reason to walk/bike to/from downtown from SW is for recreation not transportation. Many destinations are to the east in alignment with 4th and 6th. The plan needs to worry more about N-S access than getting to the river to recreate!
11	The Central City Districts	105	X Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing X Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment	Consistent with the theme in this plan, the urban design diagram misses several of the critical connections between downtown and SW. Earlier, a "gateway" is shown for Barbur/4th at I-405. Here, Barbur entry to downtown is totally ignored (although a sidebar comment talks about improving access across I-405). The Green Loop is fine, but many simply need to get in/out on Corbett/1st, 4th, 5th, 6th Broadway, etc.	Change the diagram to show Barbur/4th and its potential connection with the Green Loop. Show the connection with Terwilliger/6th to/from SW and OHSU. **Illustrate what you mean in the sidebar about improving access across I-405.** If you're actually serious about the gateway idea presented earlier in the plan, show it here and elaborate about what this means. **Access to MAX from the south side of I-405 needs to be noted.**

Discussion Draft Central City 2035 Plan: Public Comment Form (Continued)

	Volume	Page #	Topic (choose at least one or delete all that don't apply)	Comment/Issue	Proposed Change
12	General Comment		☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing ☐ Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment	Despite the criticisms above, I generally like the direction and concepts in the plan. If implemented, the Central City will be a much better place indeed. As you see, my main concerns revolve around multi-modal access. The increase in bike commuting in the downtown has done much to ease congestion, but the remaining ped/bike access issues don't get the attention they deserve. We can't simply rely on the Green Loop as our only articulated strategy to improve ped/bike access in the Central City.	
13			☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing ☐ Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment		
14			☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing ☐ Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment		

From: mauricio leclerc <mauricioleclerc@yahoo.com>
Sent: Thursday, March 31, 2016 5:56 PM
To: BPS Central City 2035
Cc: Leclerc, Mauricio
Subject: Central City 2035 Draft Plan--Public Comment-- Need for Affordable Retail and Commercial Space

Need for Affordable Retail and Commercial Space

Portlanders love to support their food carts, startups, and all sorts of local products. Portlanders are also increasingly aware of the need to provide affordable housing and maintain living wage jobs. The Central City, via the Central City 2035 Plan, offers a great chance to continue to promote economic development and livability. The plan needs to have a strong affordable housing component and I trust that it will get there.

I'm writing to recommend that as a strategy to complement affordable housing and job growth and support vibrant, diverse districts with sidewalks full of people eating, playing and walking, BPS as part of the Central City 2035 Plan add language in the plan (goals, policies and actions) as well as implementing tools (e.g. zoning code) to encourage affordable, small scale, retail and incubator-friendly floor space.

The examples of food carts, Union Alley, and all the small, utilitarian spaces (including places such as shoe repairs, key makers, laundry services, etc) that today offer vital services to residents and workers of the Central City could be largely retained as the Central City redevelops many older structures. They way to do it is to encourage new smaller, simple commercial spaces that can make financial sense for small firms and micro retail to relocate and grow. The alternative, I fear, is that these micro retail and incubators, including the many food carts, will continue to be replaced by new construction with much larger and therefore expensive retail spaces, appropriate for national retail chains, bank branches and food chains. The Central City will lose much of its essence and uniqueness if this is the case.

Many of our most beloved hangouts, including our venerable Powell's Bookstore, were once initiated because of the confluence of affordable commercial space and the convenience of locating in the Central City. Today, they offer jobs to residents and affordable, good quality products to all Portlanders, delivered in a uniquely Portland way.

Recommendation:
1. Add policies that acknowledge micro retail and affordable work space as very important to the Central City and its objectives related to walkability, tourism, affordable housing and job creation.
2. Add actions and zoning incentives to promote the retention of existing micro and affordable retail/commercial space and encourage new/replacement affordable, micro retail and other commercial space with new development.

Zoning idea to consider.
Micro retail bonus. FAR bonus (e.g. extra floor) for commercial and mixed use development that incorporates in its development plans small spaces for retail. Example of sizes/layout include some SmartPark garages (see SW Third Avenue) and the inside of some office buildings.

Bonus would also apply to cafeteria style retail space where multiple kitchens could serve a larger seating area.

I'm happy to further discuss this with you. I'm sure BPS staff can take these ideas and greatly improve them.

Thanks!

Mauricio Leclerc

503.753.7618

Tony Jordan
4540 SE Yamhill St.
Portland, OR 97215
March 31, 2016

Bureau of Planning and Sustainability
1900 SW Fourth Ave. Suite 7100
Portland, OR 97201

Re: Discussion Draft CC2035 Plan

To whom it may concern:

Please accept the following testimony for the Discussion Draft of the CC2035 plan. The comments refer to the document located at http://www.portlandoregon.gov/bps/article/564249 and specifically to amendments to the Central City Parking code begining on page 198 of the referenced document.

General Comments

The proposed simplification of the current motor vehicle parking code is appreciated. Reducing the complexity and number of individual zones should make future review and amendment of the code more palatable and more likely. We strongly support the changes to allow more efficient use of existing and to-be-built parking. Specifically, converting RX and Residential/Hotel types to Growth Parking will create additional supply in the short term and likely lead to less structured parking being built in the future. In light of that additional supply and efficiency, parking maximum ratios should be lower than the amount of parking currently being built.

Implementing parking maximums for all uses in all parts of the central city is a strong and smart policy, but the proposed limits are much too high to meet the city's stated mode split and climate action goals. The Central City Parking Policy Update Stakeholder Advisory Committee recommended that the city pursue a policy for performance pricing for on-street parking in meter districts. The strength of that proposal lies in the logical assumption that in order to meet a goal (in that case the target occupancy of 85% for on-street parking) affirmative actions must be taken (with performance pricing, that action is to increase the price when demand is high). To achieve our goal of reducing our single-occupancy-vehicle mode split to 25% in the central business district (CBD) by 2035, we need to apply similar logic to parking maximums and lower them to levels supportive of that goal. Parking maximums in the CBD should be significantly lower than they are now and/or they should be indexed to mode split targets.

Finally, city parking code should include provisions to discourage subsidizing of motor vehicle parking by employers and bundling of parking costs into rents for commercial or residential tenants. All new parking developments should be required to be unbundled and require payment by end users. Transportation demand management incentives (such as parking cash out, walk-bucks, and transit passes) should be required when employers subsidize parking for employees.

Specific Recommendations

33.510.261 E:3:a

Comment: A maximum allowable adjustment for theaters, religious institutions, and community service uses should be indicated.

Proposed Change: Adjustments to the maximum ratios for Theaters, Religious Institutions, Community Service uses, and all other uses where the maximum ratio is 0.25, may be requested up to 0.5 spaces per 1,000 square feet of net building area; adjustments above 0.5 are prohibited.

33.510.261 E:3:b

Comment: We should be ratcheting down our maximums wherever possible. Use a percentage increase rather than a set ratio, such that 1.25 spaces per 1,000 square feet would be allowed if the current ratio is 1.0 per 1,000/sqft.
Proposed Change: Adjustments to the maximum ratio for supermarkets and anchor retail may be requested up to ~~2.0 spaces per 1,000 square feet of net building area; adjustments above 2.0 are prohibited~~ an additional 25% of the allowed parking maximum; adjustments above 25% of the current maximum are prohibited. Anchor retail is a single structure with more than 50,000 square feet of net building area in Retail Sales and Service uses.

33.510.261 E:3:c

Comment: Simplify and set same as supermarket.
Proposed Change: Eliminate this section and align requirement with supermarket allowance.

33.510.261 Table 510-2 Maximum Parking Ratios

Comment: The rationale for implementing parking maximums is to "limit the growth of the parking supply and encourage the use of alternative modes to support the mode split goals for the Central City." Current trends for new construction in the downtown core are producing ratios lower than those proposed. For example, Park Avenue West is advertising an available parking ratio of .8/1000sqft (http://www.capacitycommercial.com/park-avenue-west-tower.html). Many new downtown hotels have no on-site parking at all. Indeed, even the proposed 375 stalls to support the 600 room Convention Center Hotel only calculate to a .625 ratio.

As mentioned in the General Comments, these maximums, particularly in the CBD are too high to meet mode split and climate change goals. Structured parking is a long term asset, lasting the life of a building which can be 50 years or more. If we hope to meet an 80% split for non-single-occupancy trips, we should be reducing parking maximums in the CBD by 50-75% for residential, commercial, and hotel uses.

Such a reduction is further justified by the relaxing of restrictions on parking use. The elimination of RX and Residential/Hotel types has the potential to immediately increase the current supply of parking to downtown commuters. Furthermore, the rationale for allowing shared use is that significantly fewer parking spaces will be needed in new construction as commuter and residential usage are complementary. Many stalls may be shared, and the true effect of the new maximums in mixed-use development may be to increase the allotment by a significant amount. Under current maximums, a hypothetical building in the CBD might be limited to 80 spaces for 100,000 square feet of office space and might build 120 stalls to support 100 residential units. The argument for shared parking suggests that a developer might be inclined to build 120 stalls total under the new policy, rather than 200 stalls (say ⅓ of the residents don't move their cars every day). Under the proposed policy, however, the developer would have a maximum parking entitlement of 220 stalls as the proposal increases the maximums in the CBD by 20-30% for many sites for office and commercial use.

It seems clear that we are depending on developers to determine that it is in their best interest to not build so much parking, but the allotments still stand and the parking built will be around long past 2035, inducing SOV trips and congestion.

If this proposal is to have a measurable effect on limiting the growth of parking, staff should consider lowering maximums significantly in the central business district. For the policy to perform as expected, parking maximums should be closer to .25 per unit or 1000 square feet of office/commercial space. At the very least, maximums should be reduced by 25-50% across the board now and the maximums should be ratcheted down as necessary to support mode split and climate action goals on a regular (say biennial) basis. City staff should develop analysis showing how parking maximums are based on targeted mode splits and share such analysis with the public and the planning commission before any decisions are made.
Proposed Change:

- Option 1 (prefered): Reduce maximum allowable office/retail and residential ratios in the CBD by 75%. In the core, ratios for office/retail would be .25/1000 square feet, for residential the ratio would be .3/unit. For hotel uses, the maximum allowable ratio should be reduced to .25 stalls per unit. Outside the CBD the maximum allotments should be reduced by 25-50% as appropriate.
- Option 2: Reduce maximum allowable office/retail and residential ratios in the CBD immediately by 25%. For hotel uses, the maximum allowable ratio should be reduced to .5 stalls per unit. Every other year the maximum ratios should be evaluated and lowered such that by 2026 we have reduced maximums to 25% of the current allowable allotment. Outside of the CBD the maximum allotments should be reduced by 25-50% as appropriate and evaluated on the same schedule.

33.510.261 F:1

Comment: Use a percentage of the current maximum allowable ratio rather than a set ratio. This makes future amendments simpler.
Proposed Change: When Preservation Parking is allowed. Preservation Parking requires Central City Parking Review. Existing buildings ~~with Residential or hotel uses that have 0.5 parking stalls per unit or fewer are eligible to apply for Preservation Parking. Other existing buildings that have fewer than 0.7 parking stalls per 1,000 square feet of net building area~~ fewer than 50% of the current maximum allowable ratio for the usage type are eligible to apply for Preservation Parking. If the parking area is created through internal conversion of a building, by excavating under the building, or by adding gross building area to the building, the parking is regulated the same as Growth Parking.

33.510.261 F:5

Comment: the 1:14 ratio for bicycle to car parking doesn't provide enough bicycle parking to meet the city's stated transportation goals. The ratio of bicycle to car parking should be increased to meet those goals.
Proposed Change: Bicycle parking. Preservation Parking facilities must provide ~~1~~ 4.5 long-term bicycle parking spaces for every 14 motor vehicle parking spaces.

Sincerely,
Tony Jordan & Co-Signers

Tony Jordan is the founder of Portland Shoupistas, an advocacy group promoting progressive parking policy in Portland. He served on the Central City Parking Policy Update SAC and the Centers + Corridors SAC. He is the chair of the Sunnyside Neighborhood Association.

Note: Signatures are individual endorsements. Signatories who hold neighborhood or other leadership positions are expressing a personal opinion which does not necessarily represent those of their affiliated organizations.

Tony Jordan	Marsha Hanchrow
Clint Culpepper	Eric Brasure
Brian Cefola	Emee Pumarega
Mike Westling	Luke Norman
Marijane White	Stephen Judkins
Steve Bozzone	Alan Kessler
Sara Long	Ian Stude
Angel York	Iain MacKenzie, AIA
Alex Oreschak	Kenny McElhaney

To: **Portland Planning & Sustainability Commission**

CC: **Portland Bureau of Transportation**

From: **Kathryn Doherty-Chapman, Go Lloyd**
Owen Ronchelli, Go Lloyd

Date: **March 31, 2016**

Re: **Central City 2035 Plan Comments**

Go Lloyd is a 501(c)(6) nonprofit business and transportation management association that has been active in the Lloyd neighborhood for more than 20 years. Go Lloyd creates a thriving environment for business and community by building partnerships, delivering targeted transportation programs, and fostering economic vitality. We are pleased to have the opportunity to provide our comments on the Central City 2035 Plan Discussion Draft.

Multi-Modal Mixed Used Area (MMA) Designation

Go Lloyd supports designating the Central City as an MMA. This designation supports a network of streets that make it attractive and highly convenient for people to walking in and around the Central City and Lloyd attractive and convenient, and encourages high-quality connectivity and pedestrian-oriented development. This further supports Lloyd's designation as a bicycle and pedestrian district.

This MMA Designation further supports the policy goals in Chapter 1 as a regional center and Lloyd District policies 1 LD 2 as a sustainability innovation center as well as all of the goals in chapter 2 and 3, especially Policy 3 LD.1 regarding optimizing the street network and increasing the connections across barriers such as large blocks, freeways, rail lines and natural features.

Following Policy 9.6 from the Portland Comprehensive Plan, which prioritizes walking as the first mode to consider when making transportation systems decisions, we recommend prioritizing projects that relate to the pedestrian improvements in the Central City TSP. Moreover, we recommend that the Commission develop an ordered list of key priorities in the Central City that can guide the next five years of investment.

Section 4 Bicycle Classification Descriptions Bicycle Objectives

We strongly support the following objectives:

6.7.A-D Objective Major City Bikeways

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 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 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.

To achieve mode split goals for 2030, Go Lloyd believes it will take continued investment in biking and walking infrastructure, as well as outreach and education programs designed to encourage people to choose these options. It is also important to calm traffic and fix networks gaps to get the “interested but concerned” members of our community riding. Finally, as ensuring equity in all policies and programs is critical to building a safe and healthy city, we strongly support this addition to the bicycle objectives.

Section 6 Street Design Classifications

Go Lloyd supports the amended language about complete streets and context-sensitive design. We also support the added language about creating safe connections for all modes across freeway interchanges. The freeway is both a transportation asset and a barrier for our neighborhood, and getting those connections right for people walking and biking is a big priority for us.

Bicycle Classifications

Go Lloyd supports the Bicycle District designation and generally the street classifications as they are consistent with the following notes:

1. **NE 7th Avenue.** Go Lloyd supports changing NE 7th to a Major City Bikeway classification between NE Schuyler Street and the proposed bike/pedestrian crossing of I-84. This is consistent with past support for 7th as the major bikeway by Lloyd and by neighborhoods to the north, including Eliot, King, and Irvington. This street is a more direct and conflict-free route for bicyclists in and through our neighborhood.
2. **NE Clackamas Street.** We support the new connection over I-5 on NE Clackamas Street and the addition of Clackamas as a City Bikeway. Closing gaps in the network such as this is vital to attracting new riders.
3. **7th Ave Bike/Pedestrian Bridge.** We strongly support this new connection over I-84. Currently there are limited options for people riding bicycles southbound out of the neighborhood. Both NE Grand Avenue and NE 12th Avenue require significant additional travel and are uncomfortable and unsafe. A new bike/pedestrian crossing will significantly increase the safety and comfort of people accessing our neighborhood, and stronger eastside connectivity and economic development.
4. **NE Broadway and Weidler Streets.** These streets are designated as Major City Traffic Streets, Major City Bikeways, *and* Major Transit Priority Streets. We are concerned about the City's ability to implement the treatments necessary to make them Bikeways and Transit Priority Streets if they are classified as all three.

Pedestrian Classifications

Go Lloyd supports the Pedestrian District designation, as a quality pedestrian environment is fundamental to high transit use. We generally support the street classifications as they are consistent with the following notes:

1. **Broadway/Weidler Streets.** We support the addition of NE Broadway and Weidler Streets between the Broadway Bridge and NE Grand or 7th Avenue as City Walkways, but why stop at Grand or 7th? We support continuing their classification as Walkways further east at least until 15th Ave.
2. **NE Clackamas Street.** See above for our support for this added connection.
3. **7th Ave Bike/Pedestrian Bridge**. See above in Bicycle designations for our support for this added connection.

Section 14 TDM Code

While the intent and purpose of requiring new developments to adopt more robust TDM plans and programs is noble, we do not believe this section has been fully developed and vetted. We are also concerned about the City's ability to effectively monitor and enforce these plans and performance targets.

We recognize that regulatory frameworks play a necessary role in new development; however, affecting travel behavior is better achieved with carrots and not sticks. We welcome the opportunity to work with staff to develop an effective TDM policy.

Section 15 Parking Code

Go Lloyd strongly supports the proposed parking code changes in Title 33, especially the new parking maximums in residential zones and increased flexibility in sharing of parking facilities between users and properties. Parking management is one of the most important and effective transportation demand tools for affecting travel choices. Parking is often over-supplied, and we believe these changes will greatly reduce the amount of space dedicated to private vehicle storage, which can then be put to better and more equitable uses.

We believe these important changes to the parking code, in combination with the bicycle and pedestrian classifications and projects, are crucial in reaching the policy goals in chapter 2, 2.2 *Promote Healthy Active Living* and 2.*9 Housing Affordability*, as well as Chapter 3 3.4 *Transportation system management* and policies 3.7-3.10.

TSP Project List

There are many worthy projects in the TSP capital projects list, and we have identified our top ten priority projects for the Lloyd neighborhood.

Top 10 Lloyd TSP Capital Projects

1. **# 20077 Inner Eastside Pedestrian/Bicycle Bridge NE 7th to 8th Ave, (over I-84); NE/SE 8th Ave, (Glisan-Ankeny) $9,000,000**
    a. This is the top infrastructure project for Go Lloyd and we strongly encourage funding and implementation. This closes a large gap in the bike/pedestrian network and will help attract new riders by providing a pleasant and safe route between North and Northeast Portland to Southeast. This project will also demonstrate that the city and the Lloyd neighborhood prioritize people walking and bicycling and are committed to providing high-quality infrastructure.
    b. This project will be a key piece in reaching our Central City goals in Chapter 3, especially goal Policy 3 LD.1 *Optimized Street Network* as referenced above, and Policy 6 LD 1 *Sustainable District* and 6 LD 2 *Sullivan's Gulch.*
2. **# 20112 Portland NE Multnomah Protected Bikeway Improvements Multnomah St, NE (Interstate-16th) $2,000,000**
    a. Multnomah Street was one of the City's first protected intersections, and through the pilot phase of the treatment we learned about implementing protected bicycle treatments. It is now time to design and implement a more permanent protected bikeway that is attractive and sustainable in terms of maintenance. Getting Multnomah to a permanent design is a top priority for us, and we have committed funds to jumpstart the design process.
3. **# 20078 Portland Lloyd District Streetscape Improvements 7th/9th Ave, NE (Lloyd-Broadway) $5,000,000**
    a. Both 7th and 9th are important north-south connections for people walking in Lloyd, and this project will greatly enhance the pedestrian environment for businesses and for current and future residents.
4. **20186 NE 7th Ave Bikeway Improvements 7th Ave, NE (Lloyd-Tillamook) $100,000**
    a. As 7th Avenue is the main north-south bike route through our neighborhood and will hopefully connect to a new I-84 crossing, this is also an important project to make our transportation system function more efficiently.
5. **20079 Portland Lloyd Blvd Ped/Bike Improvements Lloyd Blvd, NE (Grand-12th) $2,000,000**

a. NE Lloyd Boulevard connects people to the river, the Eastbank Esplanade, and the rest of the city. It is currently not a comfortable route for the interested but concerned demographic, and improving this street will go a long way towards closing network gaps, creating safe and comfortable biking and walking routes, and meeting the Central City 2035 Plan goals of improving engagement and connections to the river. There is also the potential to use excess capacity on this wide street to add car parking, allowing parking to be removed on other streets to create safety improvements.

6. **20113 NE Broadway Corridor Improvements, Phase 1 Broadway/Weidler, N/NE (Broadway Bridge-24th) $9,000,000**
    a. The Broadway-Weidler Alliance already stated their case for improving the NE Broadway corridor in a TSP comment letter from last March. We reiterate their urging to dedicate the necessary resources to improve the street. Because of high traffic speeds, limited signal crossings, and insufficiently marked crosswalks, Broadway and Weidler have been identified as barriers to connectivity and to travel by walking and biking. The resulting poor access and street-level environment have hurt businesses and made for a much less livable community.
7. **20188 Lloyd District Grand / MLK Traffic Signals Grand / MLK, NE (Lloyd-Broadway) $1,750,000**
    a. Updating signals is fundamental to improving transit and traffic flow with appropriate signal timing. With so many people using different travel modes at these intersections, including freight, streetcar, and bicyclists, this is a vital project for us.
8. **20189 Oregon / Grand Streetcar Turnaround Oregon / Grand, NE $750,000**
9. **20190 Grand / Weidler Streetcar Turnaround Grand / Weidler, NE $500,000**
    a. Streetcar needs to work as well as it can, and these turnaround improvements will help all road users get around more quickly and safely.

10. **20191 Portland Freeway Underpass Improvements Lloyd Blvd / Multnomah St / Holladay St / Oregon St / Russell St, N/NE (under I-5) $100,000**
    a. This project will help people better access transit, bikeways, and cultural amenities such as the Moda Center and the river. It will also help meet the Central City 2035 Plan goals of improving river access.

Thank you for reading our comments. We look forward to reviewing the Recommended Draft later this year.

Sincerely,

Kathryn Doherty-Chapman
Go Lloyd Bicycle Program Manager

Owen Ronchelli
Executive Director

Discussion Draft Central City 2035 Plan – Public Comment Form

How will my comments be used?

Your written comments on the Discussion Draft will be reviewed by City staff and inform the creation of the Proposed Draft. Staff cannot reply directly to comments, but all comments will be carefully considered and a report summarizing the input received and staff decisions published online. **This optional Word template will help you format your comments to make them easy for staff to review.**

Commenter Information

Name	**Kathryn Doherty-Chapman & Owen Ronchelli**
Organization (if representing one)	**Go Lloyd**
Address (optional)	**700 NE Multnomah St, suite 340**
Email or phone #	**kathryn@golloyd.org 503 236 6441**
Today's date	**March 31, 2016**

Comments – Please be as specific as possible!

Volume	Page #	Topic (choose at least one or delete all that don't apply)	Comment/Issue	Proposed Change

Please send us your comments by March 31, 2016

Mail: Discussion Draft CC2035 Plan,
Bureau of Planning and Sustainability,
1900 SW 4th Ave, Suite 7100, Portland, OR 97201

Email: cc2035@portlandoregon.gov
Comment using the Map App:
https://www.portlandmaps.com/bps/mapapp/
Call us: 503-823-4286

Discussion Draft Central City 2035 Plan: Public Comment Form (Continued)

	Volume	Page #	Topic (choose at least one or delete all that don't apply)	Comment/Issue	Proposed Change
1	2	741	☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing ☐ Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment	Go Lloyd supports designating the Central City as an MMA. This designation supports a network of streets that make it attractive and highly convenient for people to walk in and around the Central City and the Lloyd neighborhood. Such a designation encourages high-quality connectivity and pedestrian-oriented development. This further supports our designation as a bicycle and pedestrian district. This MMA Designation further supports the policy goals in Chapter 1 as a regional center and Lloyd District policies 1 LD 2 as a sustainability innovation center as well as all of the goals in chapter 2 and 3, especially Policy 3 LD.1 regarding optimizing the street network and increasing the connections across barriers such as large blocks, freeways, rail lines and natural features.	
2	2	743	☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing ☐ Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment	We strongly support Policies 9.41-9.52	

Discussion Draft Central City 2035 Plan: Public Comment Form (Continued)

	Volume	Page #	Topic (choose at least one or delete all that don't apply)	Comment/Issue	Proposed Change
3	2	751	☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing ☐ Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment	**Bicycle Classifications**	**NE 7th Avenue.** Go Lloyd supports changing NE 7th to a Major City Bikeway classification between NE Schuyler Street and the proposed bike/pedestrian crossing of I-84. This is consistent with past support for 7th as the major bikeway by Lloyd and by neighborhoods to the north, including Eliot, King, and Irvington. This street is a more direct and conflict-free route for bicyclists in and through our neighborhood. **NE Clackamas Street.** We support the new connection over I-5 on NE Clackamas Street and the addition of Clackamas as a City Bikeway. Closing gaps in the network such as this is vital to attracting new riders. **7th Ave Bike/Pedestrian Bridge.** We strongly support this new connection over I-84. Currently there are limited options for people riding bicycles southbound out of the neighborhood. Both NE Grand Avenue and NE 12th Avenue require significant additional travel and are uncomfortable and unsafe. A new bike/pedestrian crossing will significantly increase the safety and comfort of people accessing our neighborhood, and stronger eastside connectivity and economic development. **NE Broadway and Weidler Streets.** These streets are designated as Major City Traffic Streets, Major City Bikeways, *and* Major Transit Priority Streets. We are concerned about the City's ability to implement the treatments necessary to make them Bikeways and Transit Priority Streets if they are classified as all three.

Discussion Draft Central City 2035 Plan: Public Comment Form (Continued)

	Volume	Page #	Topic (choose at least one or delete all that don't apply)	Comment/Issue	Proposed Change
4	2	751	☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing ☐ Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment	**Pedestrian Classifications** Go Lloyd supports the Pedestrian District designation, as a quality pedestrian environment is fundamental to high transit use. We generally support most of the street classifications as they are consistent with the following notes: 1. **Broadway/Weidler Streets.** We support the addition of NE Broadway and Weidler Streets between the Broadway Bridge and NE Grand or 7th Avenue as City Walkways, but why stop at Grand or 7th? We support continuing their classification as Walkways further east at least until 15th Ave. 2. **NE Clackamas Street.** See above for our support for this added connection. 3. **7th Ave Bike/Pedestrian Bridge**. See above in Bicycle designations for our support for this added connection.	

Discussion Draft Central City 2035 Plan: Public Comment Form (Continued)

	Volume	Page #	Topic (choose at least one or delete all that don't apply)	Comment/Issue	Proposed Change
5			☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing ☐ Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment	**Section 14 TDM Code**	While the intent and purpose behind requiring new developments to adopt more robust TDM plans and programs is noble, we do not believe this section has been fully developed and vetted with the affected stakeholder. We are also concerned about the City's ability to effectively monitor and enforce these plans and performance targets. We recognize there is a necessary role for regulatory frameworks in new development, however, the ability to affect travel behavior is frequently better achieved with carrots and not sticks. We welcome the opportunity to work with staff to further develop effective TDM policy.

Discussion Draft Central City 2035 Plan: Public Comment Form (Continued)

	Volume	Page #	Topic (choose at least one or delete all that don't apply)	Comment/Issue	Proposed Change
6			☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing ☐ Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment	**Section 15 Parking Code** Go Lloyd strongly supports the proposed parking code changes in Title 33, especially the new parking maximums in residential zones and increased flexibility in sharing of parking facilities between users and properties. Parking management is one of the most important and effective transportation demand tools for affecting travel choices. Parking is often over supplied and we believe these changes will greatly reduce the amount of space dedicated to private vehicle storage, which can then be put to better and more equitable uses. We believe these important changes to the parking code in combination with the bicycle and pedestrian classifications and projects are crucial in reaching the policy goals in chapter 2, 2.2 *Promote Healthy Active Living* and 2.*9 Housing Affordability*, as well as Chapter 3 3.4 *Transportation system management* and policies 3.7-3.10.	

Discussion Draft Central City 2035 Plan: Public Comment Form (Continued)

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7			☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing ☐ Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment	**TSP Project List** There are many worthy projects in the TSP capital projects list, and we have identified our top ten priority projects for the Lloyd neighborhood. **Top 10 Lloyd TSP Capital Projects** **Support For # 20077 Inner Eastside Pedestrian/Bicycle Bridge NE 7th to 8th Ave, (over I-84); NE/SE 8th Ave, (Glisan-Ankeny) $9,000,000** This is the top infrastructure project for Go Lloyd and we strongly encourage funding and implementation. This closes a large gap in the bike/pedestrian network and will help attract new riders by providing a pleasant and safe route between North and Northeast Portland to Southeast. This project will also demonstrate that the city and the Lloyd neighborhood prioritize people walking and bicycling and are committed to providing high-quality infrastructure. This project will be a key piece in reaching our Central City goals in Chapter 3, especially goal Policy 3 LD.1 *Optimized Street Network* as referenced above, and Policy 6 LD 1 *Sustainable District* and 6 LD 2 *Sullivan's Gulch.*	

Discussion Draft Central City 2035 Plan: Public Comment Form (Continued)

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8	2		☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing ☐ Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment	**Support For TSP Project # 20112 Portland NE Multnomah Protected Bikeway Improvements Multnomah St, NE (Interstate-16th) $2,000,000** Multnomah Street was one of the City's first protected intersections, and through the pilot phase of the treatment we learned about implementing protected bicycle treatments. It is now time to design and implement a more permanent protected bikeway that is attractive and sustainable in terms of maintenance. Getting Multnomah to a permanent design is a top priority for us, and we have committed funds to jumpstart the design process.	
9	2		☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing ☐ Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment	**Support For TSP project # 20078 Portland Lloyd District Streetscape Improvements 7th/9th Ave, NE (Lloyd-Broadway) $5,000,000** Both 7th and 9th are important north-south connections for people walking in Lloyd, and this project will greatly enhance the pedestrian environment for businesses and for current and future residents.	
10	2		☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing ☐ Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment	**Support For TSP Project # 20186 NE 7th Ave Bikeway Improvements 7th Ave, NE (Lloyd-Tillamook) $100,000** As 7th Avenue is the main north-south bike route through our neighborhood and will hopefully connect to a new I-84 crossing, this is also an important project to make our transportation system function more efficiently.	

Discussion Draft Central City 2035 Plan: Public Comment Form (Continued)

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11	2		☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing ☐ Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment	**Support for TSP Project # 20079 Portland Lloyd Blvd Ped/Bike Improvements Lloyd Blvd, NE (Grand-12th) $2,000,000** NE Lloyd Boulevard connects people to the river, the Eastbank Esplanade and the rest of the city. It is currently not a comfortable route for the interested but concerned demographic, and improving this street will go a long way towards closing network gaps, creating safe and comfortable biking and walking routes, and meeting the Central City 2035 Plan goals of improving engagement and connections to the river. There is also the potential to use excess capacity on this wide street to add car parking, allowing parking to be removed on other streets to create safety improvements.	

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12	2		☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing ☐ Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment	**Support For** **TSP Project # 20113 NE Broadway Corridor Improvements, Phase 1 Broadway/Weidler, N/NE (Broadway Bridge-24th)** **$9,000,000** The Broadway-Weidler Alliance already stated their case for improving the NE Broadway corridor in a TSP comment letter from last March. We reiterate their urging to dedicate the necessary resources to improve the street. Because of high traffic speeds, limited signal crossings, and insufficiently marked crosswalks, Broadway and Weidler have been identified as barriers to connectivity and to travel by walking and biking. The resulting poor access and street-level environment have hurt businesses and made for a much less livable community.	
13	2		☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing ☐ Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment	**Support for TSP Project # 20188 Lloyd District Grand / MLK Traffic Signals Grand / MLK, NE (Lloyd-Broadway)** **$1,750,000** Updating signals is fundamental to improving transit and traffic flow with appropriate signal timing. With so many people using different travel modes at these intersections, including freight, streetcar, and bicyclists, this is a vital project for us.	

Discussion Draft Central City 2035 Plan: Public Comment Form (Continued)

	Volume	Page #	Topic (choose at least one or delete all that don't apply)	Comment/Issue	Proposed Change
14	2		☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing ☐ Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment	**Support for TSP Projects # 20189 Oregon / Grand Streetcar Turnaround Oregon / Grand, NE $750,000** **20190 Grand / Weidler Streetcar Turnaround Grand / Weidler, NE $500,000** Streetcar needs to work as well as it can, and these turnaround improvements will help all road users get around more quickly and safely. **20191 Portland Freeway Underpass Improvements Lloyd Blvd / Multnomah St / Holladay St / Oregon St / Russell St, N/NE (under I-5) $100,000** This project will help people better access transit, bikeways, and cultural amenities such as the Moda Center and the river. It will also help meet the Central City 2035 Plan goals of improving river access.	

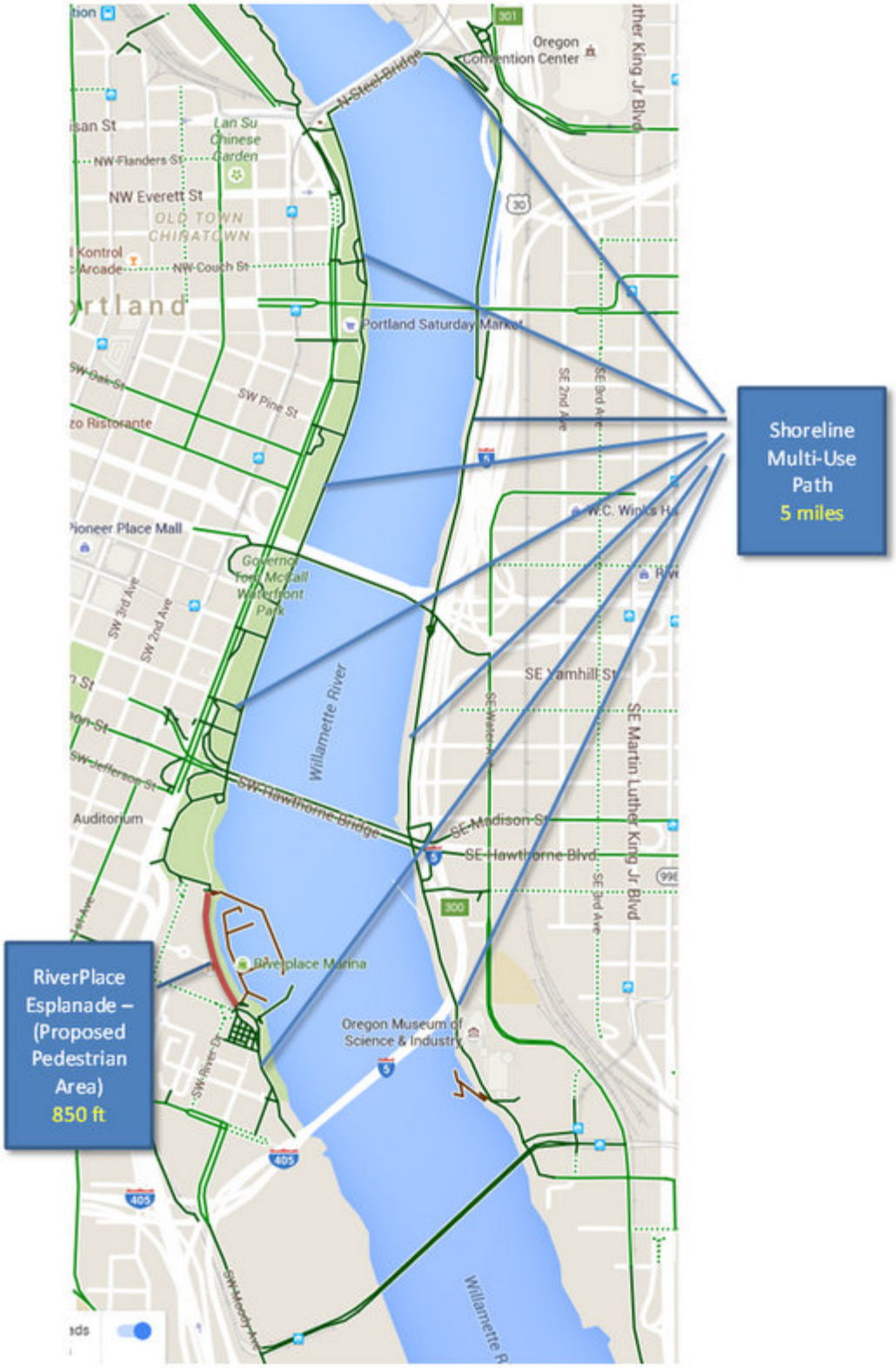
Dauphin, Derek

From: Helmut Gieben <hgieben@gmail.com>
Sent: Thursday, March 31, 2016 9:38 AM
To: BPS Central City 2035
Subject: Suggestion for the CC2035 Plan

Dear Portland Planning staff-

I would like to respectfully request that the CC2035 Plan designate the RiverPlace Esplanade between the RiverPlace Hotel and the McCormick & Schmick's Harborside Restaurant as a pedestrian-friendly zone and re-route bicycle traffic to Montgomery Street and Harbor Way. Implementation would require minimal investment -- basically a sign that asks cyclists to please walk their bikes through this particular part of the Esplanade to protect the pedestrian-oriented uses. People not wanting to walk through this section could be asked to ride through on Montgomery and Harbor Way – already designated appropriate for bike traffic – and rejoin the Esplanade about 1000 feet further on.

Rationale: There are **5 miles of shoreline multi-use trail** between Tillicum Crossing and the Steele Bridge, and another 4.5 miles south of Tillicum Crossing. Bicycles are allowed to ride every foot of that. The **RiverPlace Esplanade commercial district** is less than 850 feet long (see map below), accounting for only **3% of Portland's shoreline**, and is **the only waterfront commercial district in Portland.** It hosts a beautiful marina, has views of the river, Mt Hood, and Portland's iconic bridges, and is the only place along Portland's shoreline where one can shop and dine right on the Esplanade. Unfortunately, the presence of bicycles riding through the pedestrians totally changes the atmosphere, reducing its appeal as a pedestrian-oriented commercial district.


Shoreline Multi-Use Path 5 miles
RiverPlace Esplanade – (Proposed Pedestrian Area) 850 ft
Oregon Convention Center
N Steel Bridge
Lan Su Chinese Garden
NW Everett St
OLD TOWN CHINATOWN
NW Couch St
Portland Saturday Market
SW Pine St
Pioneer Place Mall
Governor Tom McCall Waterfront Park
SW 3rd Ave
SW 2nd Ave
Willamette River
SW Hawthorne Bridge
Auditorium
SE Madison St
SE Hawthorne Blvd
SE Yamhill St
SE Martin Luther King Jr Blvd
Riverplace Marina
Oregon Museum of Science & Industry
SW River Dr
Willamette R



Almost every other major city with a river running through the middle of it understands the economic and livability benefits of having a pedestrian-oriented waterfront commercial district, where residents and visitors can bring their families, young and old, to stroll, shop, dine, and enjoy time by the water, without having to worry about getting hit by bicycles. Every year pedestrians get hit by bicyclists on the RiverPlace Esplanade. When safety concerns were brought to the attention of Portland Parks (which owns and manages the Esplanade as part of Gov Tom McCall Waterfront Park), instead of asking cyclists to walk their bikes or even to slow down, their solution was to reduce the number of restaurant tables so that bikes could ride through less impeded. Because of the Esplanade's current designation as a 'Multi-Use Path', Parks is compelled to enforce a 15-foot-wide no-obstruction clear zone so cyclists can ride through unimpeded. This designation is all that stands in the way of Portland having a truly pedestrian-oriented waterfront commercial district like every other city that recognizes the value of such a destination as a draw for residents and visitors. The businesses along the RiverPlace Esplanade do their best to provide the services people want and expect from such areas, but they are hamstrung by a designation that focuses on moving people through instead of encouraging them to linger.

Decades of planning for Portland and the Willamette River -- from the Willamette Greenway Plan to the River Renaissance and CC2035 -- have talked about making Portland's waterfront more lively and inviting, generating jobs and economic activity for the City, providing a greater variety of uses and thereby attracting a more diverse range of residents and visitors. What could fulfill that vision better than a truly pedestrian-oriented waterfront commercial district. We already have 5 miles of wonderful bike trail along the river in downtown Portland. And Bravo for that -- I raised my son riding those trails. But wouldn't it be nice to have **one area** along Portland's waterfront where the elderly and physically challenged can stroll, families can bring small children, and those who can't or choose not to ride a bike that day can enjoy visiting our waterfront without the fear of being hit or bumped by bicycles? Do bicyclists really need to be able to ride on 100% of Portland's waterfront, or would 97% be enough, particularly if they have an alternate route for this unique 3%? I am an avid bicyclist myself, but I can see that for all the people of Portland we would gain far more than we would we lose by asking cyclists to walk along this 850 foot stretch of the waterfront.

If Portland is serious about encouraging commerce on and along the river (CC2035 goal), and wants to increase the diversity of river-oriented activities for its residents as well as the thousands of visitors that come to Portland each year, the least costly and most effective way of doing that would be to designate the already existing (but currently struggling) waterfront commercial district at RiverPlace a pedestrian-oriented destination instead of a thoroughfare. Please include a pedestrian-oriented designation for the 850 feet of waterfront along the RiverPlace Esplanade in CC2035, so Portland can provide its residents and visitors a pedestrian-friendly, diverse and thriving river-front destination worthy of our great city.

Thank you for your consideration.

Helmut Gieben

hgieben@gmail.com

503.730.8132

Dauphin, Derek

From: Christopher Eykamp <chris@eykamp.com>
Sent: Thursday, March 31, 2016 4:53 PM
To: BPS Central City 2035
Subject: Central City 2035 Testimony

Hello,

After reviewing the Central City 2035 Candidate Project list, I want to express support for the following projects. Supported projects are generally listed in order of importance, with higher priority projects being listed first.

Thank you,

Chris Eykamp
2101 SE TIbbetts
Portland, OR 97202

20181: SE Hawthorne Bikeway & Transit Improvements -- SE Hawthorne Blvd (Grand - 12th)
"Construct an eastbound protected bikeway with transit platforms to improve pedestrian and bicycle safety and comfort as well as transit operational efficiency."

20185: Gideon Street Pedestrian / Bicycle Bridge -- Clinton MAX Station
"Construct a pedestrian / bicycle bridge over the railroad and light rail tracks to connect the Clinton MAX Station with the adjacent neighborhood."

(New Project Proposal): SE Quadrant Heavy-rail Flyover -- Exact location TBD
There is a critical need for a grade-separated, multi-modal crossing of light-rail and heavy-rail tracks at the southern end of CEID. Traffic is now blocked for as much as 45 minutes several times each day at the current at-grade crossings at SE 8th, 11th, and 12th, with increasing length and frequency of trains expected. Design and placement for crossing to be developed.

20050: Southern Triangle Access Improvements -- SE Powell Blvd (at 8th and/or Milwaukie)
"Improve access to the Southern Triangle district from Powell Blvd by allowing protected left turns from Powell to 8th Ave (new signal) and/or Milwaukie Ave (modify existing signal), and adding a marked pedestrian crossing on the east leg of the intersection at Milwaukie."
Proposed amendment: Ensure this project is completed in anticipation of a future multimodal heavy/light-rail flyover, and does not interfere with traffic calming and road-dieting efforts on SE 11th and 12th.

20176: 11th/12th Ave Crossing Safety Improvements -- SE 12th & Ankeny; 11th & Salmon; 12th & Salmon; 12th & Madison; 12th & Hawthorne; 11th & Clay; 12th & Clay
"Enhance pedestrian and bicycle safety and access by installing improved crossings at 12th & Ankeny, 11th & Salmon, 12th & Salmon, 12th & Madison, 12th & Hawthorne, 11th & Clay, and 12th & Clay."
Proposed amendment: Include speed reduction (30mph to 25mph). If not already completed through the

Harrison greenway, also include improved crossings at 11th & Harrison, 12th & Harrison. Ensure this project does not conflict with efforts to road diet SE 11th and 12th to one vehicle lane each and introduce buffered/protected bike lanes (see traffic, freight, and bicycle classification testimony above).

20075: Water Ave Corridor Improvements -- SE Water Ave (Stark - Clay)
"Remove rails from roadway, repair pavement, build sidewalks, and enhance existing bikeway."

20177: SE Harrison Neighborhood Greenway -- SE Harrison St (7th - Ladd Circle)
"Extend the Harrison Neighborhood Greenway from Ladd Circle to 7th, including traffic calming and improved crossings at 7th, 11th, and 12th."

20118: Hawthorne Bridge Rehabilitation -- Hawthorne Bridge
"Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic."
Proposed amendment: also improve/enhance improve ped/bike facilities as part of this project.

20173: SE 9th Ave Bikeway -- SE 9th Ave (Ankeny - Powell)
"Design and implement a neighborhood greenway along 9th Ave from Ankeny to Powell, with separated bikeway segments, neighborhood greenway segments, and crossing improvements as needed."
Proposed amendment: consider instead SE 3rd and/or SE 6th for the region north of the rail crossing at SE 8th and Division.

20183: SE Clay Corridor Improvements -- SE Clay St (Water - Grand)
"Reconstruct deteriorating pavement on SE Clay St, regrade railroad crossing, and restripe to include a climbing bike lane."
Proposed amendment: add NACTO-compliant bike lane on both sides (not just eastbound), and extend project east to SE 7th.

Dauphin, Derek

From: Laura Eddings <laura.eddings@me.com>
Sent: Thursday, March 31, 2016 6:10 PM
To: BPS Central City 2035
Subject: Implement Traffic Calming on NW Overton Street

March 31, 2016

Dear Portland Bureau of Transportation Staff,

I am writing with concern regarding the traffic on NW Overton Street. Because of the straight shot up to NW 23rd and above, with no traffic lights, vehicles go way to fast, in fact, over 25 MPH. NW Overton is heavily used by bikes, which is a concern. Using the street myself as a bike thoroughfare, cars/trucks/industrial traffic still speed.

There is a critical need for a traffic light/stop light, crosswalk with flashing lights, at the entrance of the Fields Park at the intersection of NW 10th & Overton. If this is not implemented, someone will be seriously hurt. It would also make more sense to designate Overton as a NO INDUSTRIAL traffic, and bike friendly. As there is no easy access for bikes from Naito… one still needs to turn on Overton to access Pettygrove.

I urge the Portland Bureau of Transportation to change traffic on Overton and to change the designation so that emergency traffic only.

Thank you~
Laura Eddings
Pearl District Resident.

Bureau of Planning and Sustainability
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201

Members of the Central City 2035 Team:

RE: Comments on CC2035 Discussion Draft

We appreciate the opportunity to comment on the Discussion Draft of zoning regulations for the Central City Plan District. BPS undertook an extraordinarily difficult task of overhauling the Comprehensive Plan and Zoning Code, and has done an amazing job of preparing a reasoned Discussion Draft for review. While there are many proposed amendments to the zoning code that we fully support, we think important issues remain that need further consideration.

Attached to this cover letter we offer a series of detailed amendments to the Discussion Draft. While some of our proposed amendments resolve technical concerns we identified, many reflect basic issues we see. So before diving into the specifics, it might help if we outline our thoughts. As we view it, key aspects of the proposed regulations for the Central City are designed to leverage affordable housing and historic preservation activities through restricted floor area provisions. As currently written we believe the proposed code does not strike the proper balance. On one hand, the restricted floor area provisions will not yield the desired levels of affordable housing development or seismic upgrades of historic properties. On the other hand, the regulations establish conditions that will impede Central City development, and thereby constrain job growth and tax base growth that are otherwise possible.

The expected return on investment from Central City development is low, and this is at a time when some additional floor area is entitled for residential development and the cost of further additional floor area is modest. Developers have historically sought additional floor area to improve rates of return. The proposed regulations will have the opposite effect. The proposed floor area regulations will drive up the cost of additional floor area, and the resultant marginal rate of return on the additional floor area will not be sufficient for many projects to justify the added development. The outcome will be less Central City growth and inadequate progress toward the affordable housing objective.

The imbalances in the proposed code may result from preparing the Discussion Draft without the benefit of a comprehensive, citywide strategy for affordable housing. As a result, the Discussion Draft may place excessive responsibility to fund affordable housing on Central City development. We suggest the City first prepare the citywide strategy for affordable housing, and then structure zoning incentives and requirements proportional to the Central City's responsibility in the strategy.

The recently passed inclusionary zoning bill provides a new framework for fashioning such a citywide, comprehensive strategy. The now possible 1% construction tax provides a new, citywide option for generating revenue for affordable housing. But adding that additional tax to the additional development costs resulting from the proposed Central City code will further deter the amount of new development in the Central City, and less development means less revenue for affordable housing. It is due to these financial interrelationships that we suggest the City should prepare its comprehensive strategy first and then assign Central City development its share in the zoning code.

Immediately following this cover letter is a table of contents describing the specific sections of the code addressed in each of the exhibits. Following the table of contents are five exhibits, each focusing on certain areas or issues in the code. We look forward to working with you on these matters.

Sincerely,

Greg Goodman, Co-President

Mark Goodman, Co-President

Mathew Goodman, Vice President

Chris Kopca, Asset Manager

Exhibits: Table of Contents

Exhibit 1	**Comments on Discussion Draft 33.510.200 Floor Area Ratios**		
	Amend	33.510.200.C.1.b	Eliminate Proposed 12:1 FAR Hard Cap for West End CX
	Amend	33.510-200.C.2.b.(1)	Provide CX Zone Sites in the West End with same Options for FAR Increases as Nearby CX Sites
	Amend	33.510-200.C.2.b.(3)	Clarify that Grandfathering of Floor Area Transfers Applies to West End
	New	33.510.200.D.3.b.(3)	Improve the Regulatory Scheme for Fostering Seismic Upgrades to Historic Resources
	New	33.510.200.D.3.d.(3)	(Part of Above)
	Amend	33.510.200.D.3.c.(3)	Allow Historic Resource FAR Transfers to Historic Districts in Same Subdistrict as Sending Site
	Amend	33.510.200.C.2.a	Allow historic resource floor area transfers from historic resources located anywhere within Central City as part of initial 3:1 floor area increase
Exhibit 2	**Comments on Discussion Draft 33.510.210 FAR and Height Bonus**		
	New	33.510.210.C.7	Add seismic upgrade bonus for historic resource sites in Skidmore/Old Town and New Chinatown/ Japantown historic district to facilitate seismic upgrades
	Amend	33.510.210 C.2	Provide more complete description of the requirements for the affordable housing bonus and calculation of fee for the affordable housing fund bonus
	Amend	33.510.200.C.1.a	(Part of Above)
	New	33.510.210.C.XX	(Part of Above)
	New	33.510.210.C.XX	Provide additional floor area bonus option for use after the initial 3:1 floor area increase
	Amend	33.510.210.C	(Part of Above)
	Amend	33.510.210.D.1.a	Clarify Bonus Height Entitlement in 33.510.210.D
	Amend	33.510.210.D.2	(Part of Above)
Exhibit 3	**Comments on Maps 510-3 and 510-4**		
	Amend	Map 510-3, 510-4	Amend Height Shown on Map 510-3 and Map 510-4 for Select Sites in Skidmore/Old Town Subdistrict
Exhibit 4	**Comments on Proposed 33.510.261 Parking and Access, 33.510.260 Transportation and Parking Demand Management, and Transportation System Plan**		
	Amend	33.510.261.I.2	Clarify that New Requirements are not placed on Growth Parking approved prior to CCTMP in 1996
	New	33.510.261 .XXX	Clarify Regulations for Vending Carts in Parking Lots
	Delete/ Amend	33.510.260	Redirect or Eliminate Requirement for Transportation and Parking Demand Management Review
	Amend	TSP, Bicycle Classification Map	Amend Transportation System Plan to Allow for Need Auto Access and Circulation, while Continuing to Foster Use of Alternative Modes
	Amend	33.510.261.I.6.a	Fix Requirements for Parking and Loading on Access Restricted Streets
	Amend	33.510.261.I.6.b.(6)	(Part of Above)
Exhibit 5	**Comments on Proposed 33.510.243 Ecoroofs and 33.510.220 Ground Floor Windows**		
	Amend	33.510.243.B.1	Clarify Ecoroof Regulations in Discussion Draft 33.510.243
	Amend	33.510.220.B.2.c	Clarify Ground Floor Window Regulations

EXHIBIT 1

COMMENTS ON PROPOSED 33.510.200 FLOOR AREA RATIOS

This Exhibit 1 focuses on the FAR provisions in Discussion Draft 33.510.200. Comments relating to bonus FAR in 33.510.210 are provided in Exhibit 2. However, a proposed amendment to 33.510.200.C.1 is included as part of a recommendations on bonus FAR in Exhibit 2.

Eliminate Proposed 12:1 Hard Cap on Maximum FAR for CX Zone sites in the West End

The City's vision for the West End was revised in 2002 when the City adopted the West End Plan and associated zoning regulations aimed at making the northern portion (north of SW Salmon) of the West End a mixed-use subarea, rather than a residential area resembling its RX zoning. The mixed-use vision was initially intended to be signified by rezoning this area CX. However, to avoid the added processing and cost of amending Comprehensive Plan and Zoning designations, BOP fashioned an overlay that simulated CX zoning on pertinent sites. While done through an overlay, the express intent was to foster a mixed-use, CX zone character. The transformation of SW 12th Avenue over the past decade exemplifies the vision for the area. The Discussion Draft reinforces this vision by rezoning the area north of SW Salmon as CX. But the Discussion Draft also includes unnecessary regulations for the CX zone in the West End that do not apply to other nearby CX zone sites, thereby undercutting the vision.

The currently existing code has a hard cap of 12:1 on the maximum FAR available to West End sites south of SW Salmon but the hard 12:1 limit is not applicable to sites north of SW Salmon:

> Currently Existing 33.510.200.C.2: *In the portion of the West End subarea that is not shown on Map 510-14[1], the following applies. There is no maximum to the amount of bonus floor area that may be earned. However, the total floor area on a site, including bonus floor area and transferred floor area, may not be more than 12 to 1. Adjustments are prohibited.* [Emphasis added]

The Discussion Draft extends the 12:1 hard cap on FAR (including bonuses and transfers) to the proposed rezoned CX zone sites north of SW Salmon.

> Discussion Draft 33.510.200.C.1.b: *West End subdistrict. Unless [South Park Block frontage], in the West End subdistrict there is no limit on the amount of floor area that can be earned through the use of bonus or transfer options. However, the total amount of floor area on a site, including bonus floor area and transferred floor area, must not be more than 12 to 1.* [Emphasis added]

Unlike the existing code, the Discussion Draft language applies to the entire West End subdistrict, not just the RX zone south of SW Salmon. Thus, the proposed hard cap on FAR would, for example, prohibit a 12W/Indigo/ZGF building from being developed in the CX zone in the West End.

Moreover, projects that include a sufficient residential component on sites in the CX zone north of SW Salmon are granted 325' maximum height (Map 510-4). Clearly this height limit is incompatible with a 12:1 FAR hard cap. Thus the 12:1 FAR hard cap effectively negates the benefit of the added height granted to residential buildings. While presumably intended to foster residential development, the hard FAR cap would actually have the reverse impact.

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[1] The area shown on Map 510-14 is the area north of SW Salmon. The area south of SW Salmon is not included on Map 510-14, therefore this is area with FAR cap. Other restrictions apply on Park Block frontages.

To resolve this issue we propose the following amendment to Discussion Draft 33.510.200.C.1.b:

> *West End subdistrict. Unless prohibited by Subparagraph C.1.c, in the West End subdistrict there is no limit on the amount of floor area that can be earned through the use of bonus or transfer options. However, the total amount of floor area on a site* **located within the RX zone,** *including bonus floor area and transferred floor area, must not be more than 12 to 1.*

Provide CX Zone Sites in the West End with same Options for FAR Increases as Nearby CX Sites

Options for how the first 3:1 floor area increase can be earned in most Central City subdistricts are in Discussion Draft 33.510.200.B.2.a. Three options (build affordable housing, pay into affordable housing fund, and historic transfer from Skidmore/Old Town) are granted for the first 2:1 FAR increase and a fourth option is granted for the next 1:1 increase (historic transfers from anywhere in Central City).

In comparison, West End sites are provided only two options (build affordable housing, pay into affordable housing fund) for the entire initial 3:1 FAR increase (Discussion Draft 33.510.200.C.2.b.1). The option of obtaining transferred FAR from Historic Resources is not available to West End sites, whether in the CX or RX portions of the subdistrict. The rationale for limiting the FAR increase options available to West End sites seems to be based on retaining an RX character for the area. But that vision has long been changed, and the Discussion Draft acknowledges that change with the proposed rezoning to CX. There is no policy justification for treating sites in the CX portion of the West End differently than nearby CX sites. This simply places West End sites at a competitive disadvantage.

To resolve this issue we propose the following amendment to Discussion Draft 33.510.200.C.2.b.(1):

> *b. Exceptions. The following exceptions apply to the bonus and transfer option priorities specified in Subparagraph C.2.a:*
> *(1) In the* ***RX zone in the*** *West End subdistrict, the first 3 to 1 of any increase in FAR must be earned through the affordable housing bonus described in 33.510.210 C.1, or through the affordable housing fund bonus described in 33.510.210C.2....*

Clarify that Grandfathering of Existing Floor Area Transfers Applies to West End

Discussion Draft 33.510-200.C.2.b.(3) states that:

> *Floor area transferred legally through a covenant recorded prior to [INSERT EFFECTIVE OF THIS CODE] may be used to increase maximum FAR on a site before using one of the bonus or transfer options listed in C.2.a until [INSERT DATE that is 2 years from EFFECTIVE OF THIS CODE];*

This regulation only references paragraph C.2.a, which as drafted is not applicable to the West End (which has its initial bonus options listed in C.2.b.(1)). We suspect this was inadvertent, and understand that it could be argued that the West End is covered by the existing draft language. The proposed amendment to 33.510.200.C.2.b.(1) on the previous page eliminates this problem for the area north of SW Salmon, but the problem remains south of SW Salmon.

To resolve this ambiguity we propose the following amendment to Discussion Draft 33.510-200.C.2.b.(3)

> *Floor area transferred legally through a covenant recorded prior to [INSERT EFFECTIVE OF THIS CODE] may be used to increase maximum FAR on a site before using one of the bonus or transfer*

options listed in C.2.a **or C.2.b.(1)** *until [INSERT DATE that is 2 years from EFFECTIVE OF THIS CODE];*

Improve the Regulatory Scheme for Fostering Seismic Upgrades to Historic Resources

Regulation of Historic FAR Transfer is set forth in Discussion Draft 33.510.200.D.3. Subparagraph D.3.b provides that FAR transfer is only available to a Historic Resource *"that meets the City of Portland's seismic reinforcement building code standards."* While this ensures the public benefit of allowing the transfer is earned, it is uncertain that transactions resulting from this requirement generally work. It's difficult to see why a developer would option or purchase floor area from a Historic Resource prior to City sign-off on the seismic upgrade. To do so would place the developer at-risk, it would not know if or when the additional floor area would be available while designing the building or seeking financing for the development. On the other hand, absent an agreement with a developer, the Historic Resource must proceed with otherwise uneconomic improvements without knowing if, when, or how much floor area it will be able to sell to recover the cost of the seismic improvements. For the most part the proposed regulation creates a situation for the Historic Resource owner that is pretty much the same as today – and that has not achieved the City's seismic upgrade objective.

To resolve this problem we propose two inter-related amendments to the proposed code.

First we propose to add a new subsubparagrph (3) to Discussion Draft 33.510.200.D.3.b:

b. Sites eligible to send floor area. In order to send floor area, including bonus floor area, the site must:

(1) Be in a RH, RX, CX or EX zone; and

(2) Contain a Historic or Conservation Landmark or be in a Historic or Conservation district and contain a contributing resource that meets the City of Portland's seismic reinforcement building code standards**; or**

(3) Contain a Historic or Conservation Landmark or be in a Historic or Conservation district and contain a contributing resource and the owner of the site enters an agreement with the City, satisfactory to the City, to meet the City of Portland's seismic reinforcement building code standards. The agreement must specify that the owner will undertake necessary seismic improvements incrementally as space becomes available, and that all necessary seismic improvements will be complete within twenty years of recording the covenant described in subparagraph (d) and the covenant includes complies with the requirements in subsubparagraph (d)(3).

In addition, a related new subsubparagraph (3) is proposed to Discussion Draft 33.510.200.D.3.d:

d. Covenants. The owners of both the sending and receiving sites must execute a covenant with the City. The covenant must meet the requirements of 33.700.060, and must be attached to and recorded with the deed. The covenants may not be revoked or rescinded. The covenants must include the following....

(3) For a site to be an eligible sending site under subsubparagraph (3), the covenant must state that the owner will complete all improvements

required to meet the City of Portland's seismic reinforcement building code in accordance with the contract with the City described in 33.510.200.D.3.b.(3), and include an acknowledgement that if the owner fails to meet such standards by the dates due, the owner will pay to the City a fee calculated as the share of floor area transferred associated with default multiplied by the then applicable fee per square foot for the affordable housing fund bonus option described in 33.510.210C.2. Proceeds from such fees will be used for seismic improvements in contributing resources and constitutes the public benefit received from allowing the floor area transfer. A copy of the covenant must be provided to the Bureau of Development Services prior to any transfers of floor area.

Allow Historic Resource FAR Transfers to Historic Districts in Same Subdistrict as Sending Site

Under Discussion Draft 33.510.200.D.1 the transfer of floor area within a subdistrict is generally allowed. These transfers are only permitted after earning the first 3:1 FAR through affordable housing bonuses or historic transfers per 33.510.200.C. Transfers of FAR from surface parking lots is prohibited.

FAR transfers from Historic Resources are regulated under a different code section than transfers within a subdistrict. Under Discussion Draft 33.510.200.D.3 sites can receive floor area from a Historic Resource provided the receiving site is not in a Historic or Conservation District – i.e., transferring FAR from a Historic Resource into a Historic District is prohibited.

The code is unclear about what happens when the FAR receiving site is in a Historic District in the same subdistrict as the Historic Resource sending the FAR. The Discussion Draft could be read to allow transfer FAR from a Historic Resource to a site in a Historic District within the same subdistrict under 33.510.200.D.1 without triggering the prohibition against transferring Historic Resource FAR to a historic district. Or the Discussion Draft can be read to prohibit FAR transfers from Historic Resources to receiving sites in Historic Districts located in the same subdistrict. If the latter this is a significant concern for the Old Town/Chinatown subdistrict.

The Skidmore/Old Town and the New Chinatown/Japantown historic districts reside in the Old Town/ Chinatown subdistrict. If intra-subdistrict FAR transfers from Historic Resources to development sites in either of these Historic District are prohibited, there are two consequences for development sites located in the historic districts in the Old Town/Chinatown subdistrict:

- They can only get the first 3:1 floor area increase from an affordable housing bonus (build affordable housing or pay into the fund); these sites cannot employ the Historic Resource transfer as is generally available to other sites. If and to the extent the affordable housing bonus costs more than a Historic Resource transfer, sites in the historic district are disadvantaged.
- The pool for additional FAR above the first 3:1 increase is very limited. Historic Resources and surface parking dominate the subdistrict, particularly in comparison to other subdistricts. There are relatively limited remaining non-contributing/non-parking sites to send FAR transfers, and many of those sites are themselves future development sites and likely to not transfer FAR. This may translate to difficulty in acquiring additional FAR and/or relatively higher prices for FAR transfers within a subdistrict than in other subdistricts.

Keep in mind that the Discussion Draft protects historic districts by significantly restricting height limits. The proposed code should not unduly prevent floor area from being transferred to Historic Districts that is required to support allowed height.

To resolve this problem we propose to add a new subsubparagraph 33.510.200.D.3.c.(3) as follows:

c. *Sites eligible to receive floor area. Sites eligible to receive floor area:*

(1) Must be zoned RH, RX, CX or EX;

(2) Must be within the Central City plan district; and

(3) Must not be within a Historic or Conservation District ***unless the Historic or Conservation District is located within the same subdistrict as the site sending the floor area.***

Allow historic resource floor area transfers from historic resources located anywhere within Central City as part of initial 3:1 floor area increase

The Discussion Draft provides special focus on Skidmore-Old Town in 33.510.200.C.2, which includes as one of the "priorities" for the first 3:1 floor area increase historic resources transfer from sites in the Skidmore/Old Town historic district or the New Chinatown/Japantown historic district.

The supply of available floor area provided by this provision is likely inadequate to provide a meaningful Central City-wide option. For the most part these historic resource sites have relative low floor area entitlements, bonus floor area is generally not available to them (see our proposal above for allowing bonus floor area to these sites), and the seismic upgrade requirement will be a substantial impediment.

We believe historic resources in Skidmore-Old Town have unique obstacles that deserve special attention in the zoning code. We think that to support the Skidmore/Old Town and New Chinatown/Japantown historic districts the code should provide the bonus provision we outline in Exhibit 2. However, to support historic resources generally and to facilitate Central City development the requirement that the initial 3:1 floor area increase come from Skidmore-Old Town/Chinatown/Japantown should be eliminated.

Accordingly, we propose the following amendment to 33.510.200.C.2.a

a. Unless otherwise specified in Subparagraph C.2.b:

(1) The first ~~*2*~~ ***3*** *to 1 of any increase in FAR on a site must be earned or gained through use of one of the following options:*

- *The affordable housing bonus option described in 33.510.210 C.1;*
- *The affordable housing fund bonus option in 33.510.210C.2; or*
- *The historic resources transfer provisions described in Paragraph D.3.* ~~*In this case, the sending site for the transfer must be in the Skidmore/Old Town historic district or the New Chinatown/Japantown historic district; and*~~

~~*(2) The next 1 to 1 of any increase in FAR on a site must be earned or gained through use of one of the following options:*~~

- ~~*The affordable housing bonus option described in 33.510.210 C.1;*~~
- ~~*The affordable housing fund bonus option described in 33.510.210C.2; or*~~
- ~~*The historic resources transfer provisions described in Paragraph D.3.*~~

NOTE: Please see other proposed amendments to 33.510.200.C in Exhibit 2 that supplement the language above. We needed to put these other changes to 33.510.200 into the context of changes to 33.510.210.

EXHIBIT 2

COMMENTS ON DISCUSSION DRAFT 33.510.210 FAR AND HEIGHT BONUS

Exhibit 2 focuses on FAR and height bonuses provided in Discussion Draft 33.510.210. A proposed amendment to 33.510.200.C.1 is included in this Exhibit 2 because it is associated with a recommended amendment to bonus provisions.

Add seismic upgrade bonus for historic resource sites in Skidmore/Old Town and New Chinatown/ Japantown historic district to facilitate seismic upgrades

While proposed 33.510.200.D.3.b allows Historic Resources to send 'bonus' floor area, the Discussion Draft provides no practical option for Historic Resources to earn bonus FAR. Thus under the Discussion Draft, the amount of FAR transfer available to most Historic Resources in Skidmore/Old Town and New Chinatown/Japantown is difference of the base FAR of 4:1 minus the existing floor area of the Historic Resource.

On the revenue side, the proposed code will generate little revenue for historic properties in the priority historic districts. For example, a quarter of a block Historic Resource could transfer 20,000 square feet of floor area, a three-story structure could only transfer 10,000 square feet..

On the cost side, the City is in the process of updating its seismic requirements for URM buildings. Without knowing what will be required, the cost of making a URM building eligible to transfer FAR is unknowable. The language in the draft code implies that all of the standards must be met. Results from the City's Unreinforced Masonry (URM) Seismic Retrofit Project[2] show that for the most part the cost of complying with the standards that study assumed will likely far exceed the proceeds from transferring floor area.

The balance between the cost of seismic upgrades and proceeds available from FAR transfers can be improved by making more FAR available to be transferred from Historic Resources. This is particularly required for Historic Resources located in Skidmore/Old Town and New Chinatown/Japantown because of the priority placed on those FAR transfers by the regulatory scheme.

This balancing can be accomplished within the principles of the Discussion Draft by adding bonus FAR to Historic Resources that meet the seismic requirements. The public benefit of a seismically improved Historic Resources would provide the policy backing for granting such a bonus.

To respond to this issue we propose adding a new Paragraph 33.510.210.C.7 that states:

> **7. Historic Resource Seismic Improvement Bonus. Historic Resources that meet that satisfy the following criteria shall earn a 3:1 floor area bonus.**
>
> **a. The Historic Resource must be located in the Skidmore/Old Town or New Chinatown/Japantown historic district;**
>
> **b. The Historic Resource must satisfy the following seismic reinforcement standards:**

[2] See Unreinforced Masonry (URM) Seismic Retrofit Project: Seismic Retrofit Support Committee Report, Final Report, December 9, 2015

1. LIST OR CROSS REFERNCE REQUIREMENTS

c. Covenants. The owners of the Historic Resource must execute a covenant with the City. The covenant must meet the requirements of 33.700.060, and must be attached to and recorded with the deed. The covenants may not be revoked or rescinded. The covenants must include the following:

(1) The covenant must reflect the increase of potential floor area.

(2) The covenant must state that the owner will not demolish or relocate the historic resource unless the City approves the demolition or relocation through demolition review.

Provide a more complete description of the eligibility requirements for the affordable housing bonus and the calculation of the fee for the affordable housing fund bonus

Discussion Draft 33.510.210.C.1 describes in relevant part the affordable housing bonus as follows:

> *1. Affordable housing bonus option. Proposals in the CX, EX, and RX zones that include affordable housing will receive bonus floor area. Up to 3 to 1 FAR can be earned if at least 25 percent of the increased floor area is dedicated to housing affordable to those earning no more than 80 percent of the area median family income. To qualify for this bonus option, the following requirements must be met:*
>
> *a. The applicant must provide a letter from the Portland Housing Bureau certifying that the development meets the standards of this Paragraph and any administrative requirements...*

Given the central importance placed on affordable housing in the proposed code, the proposed code must be clear about its requirements and not vulnerable to changing interpretations. We think Paragraph 210.C.1, above, is insufficient in both regards. We are lead to assume that "affordable" will be defined and measured, at least for rentals, as it is for the multiple unit tax exemption (MULTE). However, the proposed code makes no such mention. Moreover, the zoning code must provide clear and objective standards that are only amendable in accordance with land use laws, administrative rules do not have the same requirements. To fix this, we believe 33.510.210 C.1 should be amended to more completely describe:

- How affordability is measured under the code. While "80% MFI" is a key parameter in defining affordability, it is not sufficient. Code should describe how the 80% MFI tables are applied to rental and for-sale units (i.e.; when and how household size and apartment size are taken into consideration).
- The building area comprising affordable housing square footage. The proposed code requires at least 25% of increased floor area to be dedicated to affordable housing, but does not describe the area included in the 25% calculation (i.e.; does it include a proportionate amount of circulation/common area or just the internal dwelling unit space).

Discussion Draft 33.510.210.C.2 describes in relevant part the Affordable Housing Fund bonus as follows:

> *2. Affordable Housing Fund bonus option. Contributors to the Affordable Housing Fund (AHF) receive bonus floor area. Up to 3 to 1 FAR can be earned by paying into the fund. For each square*

foot purchased a fee must be paid to the Portland Housing Bureau (PHB). The Portland Housing Bureau collects and administers the Affordable Housing Fund, and PHB determines the fee per square foot and updates the fee at least every three years....

We think this Paragraph should further describe how the affordable housing fund fee will be calculated. This can but does not necessarily require a precise formula, but could also include a description of the basic principles or factors. For example, the currently existing Affordable Housing Replacement Fund bonus option (33.510.210.C.15) has a stated cost per square foot that appears to escalate with inflation. Is that what is proposed here? If so, what is the initial fee? If not, how will the fee be calculated? Is it some calculated benefit to the developer of the FAR increase, an estimate of the subsidy requirement needed for building affordable units, or something else? What are the basic parameters in the calculation? We believe 33.510.210 C.2 should be amended to provide these details.

Provide additional and more flexible floor area bonus options

The bonus and transfer provisions in the Discussion Draft create situations that will substantially raise the cost of obtaining additional floor area. The result of this will be to thwart or reduce the amount of development in the Central City. Through the special requirements for the initial 3:1 floor area increase, the Discussion Draft ensures that there is focus on its affordable housing and historic rehabilitation priorities. Because the Discussion Draft 33.510.200.C.1.a caps the maximum FAR that can be earned by bonuses at 3:1, for most of the Central City the only options for additional floor area above the 3:1 bonus is through intra-subdistrict transfers and historic resource transfers. Not all subdistricts have the same opportunity for intra-subdistrict transfers, and the availability of historic resource floor area transfers is limited by the proposed seismic upgrade requirement for sending floor area. We believe the proposed code needs to provide some additional options for acquiring floor area to prevent floor area acquisition costs from spiking. We offer three suggestions below, we believe all three should be pursued.

- **Suggestion A: Allow unlimited bonus floor area to be earned from the affordable housing bonus**

Discussion Draft 33.510.200.C.1.a generally limits the amount of FAR bonus (not transfer) that can be used in a development to 3:1. This cap may unnecessarily undercut the objective to foster affordable housing. For example, assume a 20,000 s.f. site. The maximum floor area obtainable via bonus is 60,000. Projects using the affordable housing bonus would need to provide 15,000 s.f. of affordable housing to earn the bonus. Some development may be able to incorporate an additional 15,000 s.f. of affordable housing for another 60,000 s.f. of bonus floor area. In fact, the affordable housing bonus may not be used in some instances because of the additional administrative burdens that come with it. Development that already intends to incorporate affordable housing may be willing to incorporate more affordable housing since it will already have the added administrative burden. Adding affordable housing space for additional floor area bonus footage would be prohibited by Paragraph 200.C.1.a. The additional affordable housing that could result by exempting the affordable housing bonus from the 3:1 bonus cap may outweigh the policy rational for the 3:1 bonus cap, in particular since unlimited FAR transfer would be allowed anyway.

- **Suggestion B: Allow affordable housing bonus floor area earned but not used by a site to be transferrable to another site in the Central City; make applicable to initial 3:1 FAR increase**

The suggestion above allows for unlimited earning of bonus FAR from the affordable housing bonus. The full amount of earned floor that was not used on the earning site should be transferrable to

another site, and such transfers should be permitted as part of the initial 3:1 floor area increase. The allowed receiving site should be anywhere in the Central City.

To explain this further, assume a developer builds a 100,000 s.f. building that is fully used for affordable housing. If there was no limit on the footage that could be earned, this 100% affordable housing project would earn at 3:1 a total of 300,000 s.f. of additional floor area (so between the 100,000 s.f. or affordable housing plus the 300,000 s.f. of bonus footage, the affordable housing makes up 25% of the total). The amount of transferable floor area would be 300,000 s.f. minus whatever amount, if any, bonus floor area was used in the affordable housing project. For discussion purposes assume no bonus floor area was used, so all 300,000 s.f. could be transferred. If, for example, the receiving site is 40,000 s.f., 120,000 s.f. of the transferred FAR would meet the priority 3:1 FAR increase, and the remaining 180,000 s.f.

We think this regulation would spur affordable housing units in two ways. First, it allows developers with multiple sites to consolidate the affordable housing in a single project (to the extent possible) and not encumber other sites. Secondly, it provides affordable housing developers a revenue source to help underwrite the costs of affordable housing.

- **Suggestion C: Include a residential bonus option for use after the initial 3:1 floor area increase**

We recommend reintroducing a "Residential bonus option" similar (but in context of the proposed code) to that in the existing code at PCC 33.510.210.C.1 (i.e.: a bonus of 1 square foot of additional floor area is earned for each square foot of housing). This bonus should be available in appropriate subdistricts only after the initial 3:1 floor area increase, and should be allowed up to a maximum Residential Bonus of 3:1.

Thus, to implement all three of these suggestions we recommend the following amendments to the Discussion Draft:

Amend 33.510.200.C.2.a as follows:

a. Unless otherwise specified in Subparagraph C.2.b:

(1) The first 2 to 1 of any increase in FAR on a site must be earned or gained through use of one of the following options:
- The affordable housing bonus option described in 33.510.210 C.1,
- **Unused affordable housing bonus floor area earned by a sending site and transferred to the site;**
- The affordable housing fund bonus option in 33.510.210C.2; or
- The historic resources transfer provisions described in Paragraph D.3. In this case, the sending site for the transfer must be in the Skidmore/Old Town historic district or the New Chinatown/Japantown historic district; and

(2) The next 1 to 1 of any increase in FAR on a site must be earned or gained through use of one of the following options:
- The affordable housing bonus option described in 33.510.210 C.1;
- **Unused affordable housing bonus floor area earned by a sending site and transferred to the site;**

- The affordable housing fund bonus option described in 33.510.210C.2; or
- The historic resources transfer provisions described in Paragraph D.3.

Add new bonus provisions to 33.510.210.C stating:

> ***XXX. In the CX and EX zones outside of [any appropriate exceptions], for each square foot of floor area developed and committed as housing, a bonus of 1 square foot of additional floor area is earned, up to an additional floor area ratio of 3 to 1.***

In addition, amend 33.510.200.C.1.a as follows:

> *1. Limits on additional FAR.*
> *a. Unless otherwise specified in Paragraphs C.1.b. through C.1.e, the maximum amount of FAR that can be earned on a site through use of bonus options is 3 to 1* ***except for the affordable housing bonus in 33.510.210.C.1 and the residential bonus in [reference new paragraph]*** *. There is no limit on the amount of FAR that can be transferred to a site*

Clarify Bonus Height Entitlement in 33.510.210.D

We generally support the new system for bonus heights, but believe clarifying language is required to have this new system operate as intended. The objective of the new height system are described in the "Commentary" within the Discussion Draft as:

> *Staff proposes that the ability to develop taller buildings than the maximum heights shown on map 510-3 is no longer subject to the discretion of the review body as is currently the system with the approval of height incrementally.*

This objective is achieved via draft Map 510-4, which shows the maximum bonus height entitlement for a site. The heights in Map 510-4 account for view corridors, simplifying their review and reducing areas of community conflict. The bonus height is earned through the use of one of the affordable housing bonuses or historic FAR transfer provisions. Exceptions to the entitlement in Map 510-4 are intended to only exist for sites shown on Map 510-4 as requiring a shadow study, which are entitled to be approved by meeting the clear and objective criteria in 33.510.210.D.1.c, and proposals receiving over 75 feet of bonus height, which are entitled to be approved by meeting the clear and objective criteria in 33.510.210.D.2.

Discussion Draft 33.510.210.D.1.a currently states:

> *a. Proposals that earn an additional floor area ratio of at least 1 to 1 through use of one of the following bonus or transfer options are allowed bonus height up to the maximum shown on Map 510.4:*
> *(1) The affordable housing bonus option of Subsection 33.510.210.C;*
> *(2) The affordable housing fund bonus option of Subsection 33.510.210.C; or*
> *(3) The historic resource transfer of Subsection 33.510.200.F.*

While this provision was intended to entitle a maximum height, subject to exceptions addressed in a separate paragraph, it only provides an "up to" a maximum height, negating Map 510-4's intended role as a non-discretionary entitlement.

Discussion Draft 33.510.210.D.2 currently states:

2. *Approval criteria. The following additional approval criteria apply to proposals for more than 75 feet of bonus height. The bonus height may be approved if the review body finds that all of the following have been met:*

a. The increased height will not violate an established view corridor; and

b. If the site is within 500 feet of an R zone, the proposed building will not cast shadows that have significant negative impacts on dwelling units on R zoned land.

This provision was intended to establish a clear and objective standard for acquiring the maximum height, meaning that the bonus height must be approved if the criteria is met. By using "may be approved," the intent of the provision is not met.

To resolve this issue we propose two interrelated amendments to Discussion Draft 33.510.210:

We propose Discussion Draft 33.510.210.D.1.a be amended as follows:

a. Proposals that earn an additional floor area ratio of at least 1 to 1 through use of one of the following bonus or transfer options are allowed ***the*** *bonus height* ~~*up to the maximum*~~ *shown on Map 510.4:*

(1) The affordable housing bonus option of Subsection 33.510.210.C;

(2) The affordable housing fund bonus option of Subsection 33.510.210.C; or

(3) The historic resource transfer of Subsection 33.510.200.F.

We propose Discussion Draft 33.510.210.D.2 be amended as follows:

2. *Approval criteria. The following additional approval criteria apply to proposals for more than 75 feet of bonus height. The bonus height* ~~*may*~~ ***shall*** *be approved if the review body finds that all of the following have been met:*

a. The increased height will not violate an established view corridor; and

b. If the site is within 500 feet of an R zone, the proposed building will not cast shadows that have significant negative impacts on dwelling units on R zoned land.

EXHIBIT 3
COMMENTS ON MAPS 510-3 AND 510-4

Amend Height Shown on Map 510-3 and Map 510-4 for Select Sites in Skidmore/Old Town Subdistrict

Development pro forma for the Skidmore-Old Town-Chinatown prepared in recent years for PDC and others have shown that desired unsubsidized development is currently uneconomic at the current maximum heights. As a result the West Quadrant Committee recommended a plan to increase heights in the area.

The subject for this comment is a subarea in the vicinity of NW 4th and 5th between W. Burnside and N.W. Everett. Under the currently existing code this subarea has a 100' height limit. Height bonuses are not permitted in this subarea. The West Quadrant Committee recommended the maximum height within this subarea be increased to 150'. It was thought the additional height would bolster development opportunity without negatively impacting Chinatown/ Japantown. There was good support for this height increase, including with BPS staff. Nonetheless as the West Quadrant Plan was adopted, the height limit shrunk. The lowered height limit is reflected in City Draft Map 510-3 (maximum base height) and 510-4 (maximum heights with bonus). Height bonuses are still disallowed. In short, the 100' height limits making development uneconomic today are carried forward in the City Draft zoning code; and consequently development will continue to be uneconomic.

To resolve this issue we recommend that the 100' maximum heights shown in Map 510-3 for this subarea be increased to 150'. Alternatively, we would propose that Map 510-4 be amended to incorporate a 150' height limit for this subarea.

EXHIBIT 4

COMMENTS ON PROPOSED 33.510.261 PARKING AND ACCESS, 33.510.260 TRANSPORTATION AND PARKING DEMAND MANAGEMENT, AND TRANSPORTATION SYSTEM PLAN

Clarify that New Requirements are not placed on Growth Parking approved prior to CCTMP in 1996

When the CCTMP became effective in 1996 it reclassified parking in office buildings (and other parking) as "Growth Parking." Prior conditions of approval continued to apply, but no new conditions were added. Generally parking in office buildings approved prior to 1996 does not have a carpool requirement, except for the possible rare case where carpool spaces were a condition of approval.

The Discussion Draft continues to view such parking as Growth Parking. Discussion Draft 33.510.261.I applies to "All Parking". Discussion Draft 33.510.261.I.2 establishes a carpool requirement for all parking, except residential or hotel uses, meaning it applies to Growth Parking. While perhaps unintended, this appears to create a new carpool requirement for parking in buildings built before 1996.

To resolve this issue, the following amendment to Discussion Draft 33.510.261.I.2 is proposed:

> *2. Carpool parking. The regulations of this Paragraph do not apply to residential or hotel uses* ***or to Growth Parking approved prior to [Effective Date of CCTMP].***
>
> *a. Five spaces or five percent of the total number of 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;*
>
> *b. The carpool spaces must be those closest to the building entrance or elevator, but not closer than the spaces for disabled parking; and*
>
> *c. Signs must be posted indicating that the spaces are reserved for carpool use before 9:00 AM on weekdays.*

Clarify Regulations for Vending Carts in Parking Lots

The currently existing zoning code, in PCC 33.510.263.H.3.g, provides clarifying regulations regarding vending carts in surface parking lots. The Discussion Draft omits this language; the clarity of the existing code is lost. We recommend a provision similar to the existing code be added to 33.510.261 clarifying that vending carts are allowed in surface parking lots and spaces used for vending carts can be reused as parking spaces without any review.

Redirect or Eliminate Requirement for Transportation and Parking Demand Management Review

Discussion Draft 33.510.260 establishes a new requirement:

> *A. Purpose. Transportation and parking demand management (TPDM) 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 TPDM 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 standard. In the Central City plan district, a TPDM plan is required when new development or an alteration to existing development results in more than 10 dwelling units or more than 25,000 square feet of net building area. To meet this standard, the applicant must choose one of the following:

1. Go through Transportation Impact review as described in 33.852; or

2. Meet the objective standards of Title 17.XXX as verified by the Portland Bureau of Transportation.

The Section 33.852 or Title 17 references above apparently do not currently exist. Thus, there is no definitive way to know what is being required. However, reports from meetings on this topic indicate that the code will make developers/building owners responsible for a broad range of TPDM activities.

First, BPS should consider the substantial contribution to TPDM made by the Central City through its parking policy. Several years ago there was about one office worker per 300 square feet of office. That ratio is now one worker per 150 square feet, yet the overall parking allowed by the proposed code does not reflect this doubling of office worker densities.

Second, the City needs additional commitments from its regional government partners before any additional effective TPDM measures can be implemented. TriMet needs to commit more transit service, Metro needs to commit more carpool funding, and others.

Third, for a TPDM plan to work, the party executing the plan must have experience in TPDM and access/ information about the persons subject to the plan. Building owners /developers have neither. Building owners/developers do not know the nuts and bolts of its tenants' operations or personnel well enough to advise them on applicable TPDM measures; nor do they have the staff or training to do so. We are also concerned that this regulation opens the door for undue City involvement in the operations and management of the building. For example, does the regulation allow the City to require developers/building owners to change their pricing structures for parking? Or does it allow the City to require developers/building owners to provide new services such as a carpool matching services?

We believe TPDM measures should be prepared and implemented on a citywide basis through a cooperative, not regulatory, program administered by the City or transportation management associations. Central City building owners/developers should work with the City or TMAs to distribute TPDM information, but should not have an obligation to be in the TPDM business.

We recommend that 33.510.260 be deleted in its entirety.

Amend Transportation System Plan to Allow for Need Auto Access and Circulation, while Continuing to Foster Use of Alternative Modes

We support having a multimodal transportation system that encourages alternative modes to the auto for travel to and within the Central City. But we think the Transportation System Plan (TSP) proposed for the Central City is imbalanced and makes achieving CC2035 development goals more difficult.

The TSP includes bikeway improvements on Naito (ID#20127), SW 1st/2nd/3rd (ID#20126), Broadway (ID#20128), 9th/Park (ID#20129), 12th (ID#20130), Main/Madison (ID#20133), Jefferson/Columbia (ID#20131) and Salmon/Taylor (ID#20132). The TSP also newly designates SW 2nd, SW 3rd, Columbia and Jefferson as a Major City Bikeway. This adds to the already existing Major City Bikeway designations on Naito, SW 4th, Broadway, Park, 9th, Stark, Oak, and others. Taken in concert with the Transit Mall and the streetcar alignments on SW 10th and SW 11th, the only north-south avenue in the core which does not deprioritize auto use is SW 13th. While the use of bicycles to commute to the CBD has risen, a 2011 regional

survey by Metro found that 7.7% of the commute trips and 5.8% of all trips to and within downtown are by bike. In comparison, Metro found that almost 50% of the trips to and within downtown were by auto.

While the share of trips to and within the Central City by automobile is trending downward, auto access and circulation are still vital to achieving the vision and economic objectives for the Central City. The draft Transportation System Plan gives insufficient attention to the needs of auto circulation in downtown. The designation of most of SW 2nd and SW 3rd as Major City Bikeways is emblematic. Auto capacity on SW 2nd and SW 3rd are critical for efficient auto circulation within downtown. Yet the TSP appears to reduce the auto circulation role of SW 2nd and SW 3rd without due consideration to the impacts.

We understand that the Central City's potential designation as a Multimodal Mixed-Use Area under state rules means the City would no longer have to address automobile congestion standards under state law. But that does not mean it should ignore traffic impacts of its land use regulations. The loss or reduced capacity of these streets for autos may damage Central City development prospects, particularly in such areas as the Skidmore-Old Town subdistrict. Lost development means lost jobs, and lost tax base. The City should press forward on encouraging bike and other alternative modes, but must do so without sacrificing its development and economic objectives for the Central City.

We recommend removing the proposed designation of SW 2nd and SW 3rd as a Major City Bikeway on the Proposed Central City Bicycle Classification map in the Transportation System Plan.

Fix Requirements for Parking and Loading on Access Restricted Streets

Discussion Draft 33.510.261.I.6 determines which Central City streets are "prohibited" from having access to a building (parking or loading) and where such access is "not allowed." Discussion Draft 33.510.261.I.6.a states the purpose of these regulations:

> *a. Purpose. The purpose of restricting the location of parking access is to ensure safety and the efficient function of the transportation system, including the need for reasonable parking access. Parking access shall be designed so that motor vehicles can enter and exit the parking facility without being required to cross the tracks of a light rail or streetcar alignment, and to avoid any other significant adverse impact on transit operations. Parking access shall be designed to avoid adverse impacts on operation and safety of pedestrian, bicycle, or motor vehicle circulation, and shall not preclude the future construction of facilities such as protected bikeways. A driveway is not automatically considered such an impact. On blocks where transit stations are located, the pedestrian environment on both sides of the streets will be considered and protected.*

Many Central City sites that have multiple street frontages where access is prohibited or not allowed, several sites have all frontages in one or more of these categories. Development on block faces where access is 'not allowed' need discretionary approval of the access location. Under 33.805.040.A, the standard for such approval includes whether the proposed access location meets the "purpose" of the regulation. The concern with the purpose language in 33.510.260.I.6 focuses on the phrase *"and shall not preclude the future construction of facilities such as protected bikeways."* This phrase becomes part of the standard for permitting access onto the street.

The proposed language provides no specific plan or definition of "facilities such as protected bikeways." Does that mean unprotected bikeways are part of the standard or not? Future bus stops? Sidewalk expansion? Where will these facilities will be? What is their design? When will they be built? Since there are no specifications in the code, these judgments are left to the reviewer. And those judgements will

change over time, as reviewers change. The developer will be stuck in the middle having to prove that whatever and wherever these facilities are, the proposed access is not precluding it.

It is easy to conjecture that the "future facility" standard will come to mean a street designated Major City Bikeway. As described above, with the exception of avenues with LRT or Streetcar, all avenues in the core are Major City Bikeways, except SW 13th, and many of the east-west streets are also so designated. Will access be permitted on any of these street frontages, or will they fail the standard? By using such wide-open language, the purpose statement becomes unworkable. On the other hand, it would be reasonable to deny parking access if it precludes a facility, such as a protected bikeway, that has been designed, funded, and approved by the City Council.

Thus, we recommend the following amendment to Discussion Draft 33.510.261.I.6.a:

> *a. Purpose. The purpose of restricting the location of parking access is to ensure safety and the efficient function of the transportation system, including the need for reasonable parking access. Parking access shall be designed so that motor vehicles can enter and exit the parking facility without being required to cross the tracks of a light rail or streetcar alignment, and to avoid any other significant adverse impact on transit operations. Parking access shall be designed to avoid adverse impacts on operation and safety of pedestrian, bicycle, or motor vehicle circulation, and shall not preclude the future construction of facilities such as protected bikeways* ***that have had their funding and design approved by City Council.*** *A driveway is not automatically considered such an impact. On blocks where transit stations are located, the pedestrian environment on both sides of the streets will be considered and protected.*

Discussion Draft 33.510.261.I.6.b describes where parking and loading access is "prohibited" and no adjustments are possible. It states in relevant part:

> *b. Motor vehicle access to or from any parking area or structure is prohibited on or along the following:*
>
> *(6) Along any site frontage that abuts a street with a light rail or street car alignment in it unless entering and exiting the parking area or structure does not result in any motor vehicle travelling onto or across the light rail or streetcar alignment.*

The criterion in subsubparagraph (6) is written too broadly. It appears to be intended to prevent a case where access to a parking facility would directly cause all traffic accessing the facility to cross the light rail or streetcar alignment, for example a parking access on the eastside of SW 10th Avenue. But as written this provision can also be read to apply to cases where a vehicle heading east or west through an intersection passes over a south-north light rail or streetcar alignment at the intersection.

To fix this problem, we recommend the following amendments to Discussion Draft 33.510.261.I.6.b:

> *b.* ***New*** *motor vehicle access to or from any parking area or structure is prohibited on or along the following:*
>
> *(6) Along any site frontage that abuts a street with a light rail or street car alignment in it unless entering and exiting the parking area or structure does not result in any motor vehicle travelling onto or across the light rail or streetcar alignment* ***along the abutting the site frontage.***

EXHIBIT 5

COMMENTS ON PROPOSED 33.510.243 ECOROOFS AND 33.510.220 GROUND FLOOR WINDOWS

Clarify Ecoroof Regulations in Discussion Draft 33.510.243

Discussion Draft 33.510.243.B.1 states:

> *B. Ecoroof standard. In the CX, EX, RX, and IG1 zones, new buildings with a net building area of at least 20,000 square feet must have an ecoroof that meets the following standards:*
>
> > *1. The ecoroof must cover at least 70 percent of the roof area. Roof area does not include areas covered by solar panels, skylights or mechanical equipment, or areas used for fire evacuation routes.*

Many potential tenants are interested in having access to roof-top decks for passive or active uses. Frequently the deck itself is not part of the ecoroof per se, but integrated areas or pathways between portions of ecoroof. To accommodate this we recommend that 33.410.243.B.1 be amended to allow "areas used for decks and active uses" to be excluded from the 70% ecoroof coverage requirement.

Therefore we recommend the following amendment to 33.510.243.B.1:

> *B. Ecoroof standard. In the CX, EX, RX, and IG1 zones, new buildings with a net building area of at least 20,000 square feet must have an ecoroof that meets the following standards:*
>
> > *1. The ecoroof must cover at least 70 percent of the roof area. Roof area does not include areas covered by solar panels, skylights or mechanical equipment,* ***deck or active use areas,*** *or areas used for fire evacuation routes.*

Clarify Ground Floor Window Regulations in Discussion Draft 33.510.220.B.2.c

Discussion Draft 33.510.220.B.2 states:

> *2. The following ground floor window standards apply to sites with frontage along a street shown on Map 510-8 ...*
> *c. 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...*

Questions have arisen regarding what is meant by "working areas." Take the situation of a grocery store that has a window that looks into standard grocery aisles that include shelving full of food products. It is unclear if this constitutes a working area?

To clarify this meaning, we recommend amending 33.510.220.B.2.c as follows:

> *2. The following ground floor window standards apply to sites with frontage along a street shown on Map 510-8 ...*
> *c. Required ground floor window areas must be either windows that allow views into working areas,* ***including retail areas displaying products for sale,*** *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...*

Dauphin, Derek

From: Tim Davis <pdxfan@gmail.com>
Sent: Thursday, March 31, 2016 8:35 PM
To: BPS Central City 2035
Subject: Some major criticisms of the Central City 2035 Plan

Hi everyone!

This is Tim Davis, and I LOVE following every project and proposal in Portland. Regarding CC2035, I do like that it has quite a few fairly impressive people-friendly proposals. And I love all the plazas that are proposed! Broadway & Burnside and SW 3rd & Burnside are *perfect* places for beautiful plazas! We have thousands of square feet of asphalt that need to be devoted to *people* at these two huge intersections. It would transform parts of downtown overnight! Look at what Janette Sadik-Khan did with Times Square (and *five* blocks of Broadway!) for clear inspiration on this.

That said, our *follow-through* is TERRIBLE. I've visited at least 200 cities over the past three years, and each time I return I'm more convinced than ever that we are WAY behind nearly all, if not ALL, of the cities I've visited when it comes to prioritizing walking and cycling over private auto use. We are 100% guaranteed to lose what little competitive "creative cities" edge we have left if we continue on this path. We haven't completed *one single foot* of the Sullivan's Gulch corridor, which would serve many thousands of cyclists every day and make I-84 less hellish to drive. And we celebrated completed a whopping 500 feet of Marine Drive trail in the time it took for Minneapolis to complete *100 times* as many feet of new trails.

I see some bones thrown to cyclists on 4th and Broadway (and ZERO on 5th or 6th). There's a tiny bit of deference given along the park blocks.

But what we REALLY need are 100% concrete-barrier-protected cycle tracks running from Burnside south to I-405 (and we *already* have $6 million funded for this!!). We also need at LEAST one lane along the South Park Blocks to be 100% car-free. This would be a *start* toward having a downtown that's friendly to people, rather than parked and/or clogged cars.

We also need a MASSIVE increase in intensity of land use! This needs to be the MOST important part of the CC2035 plan! If you walk any block of SW 1st Avenue from Taylor St south to Lincoln St, you will not see a SINGLE place that's inviting to *people*. It's all hideous land use that only causes people to speed *through* SW 1st in cars, never stopping to support any place. It's only a place to work or be homeless. *Activate* the street!! O'Bryant Square and most of our squares are totally pathetic because they aren't bordered by inviting cafes, etc. It's *crucial* to study what William H Whyte has written about what makes public spaces great; we have clearly ignored nearly all of it in most of our squares and parks.

Back to our cycling infrastructure: we have only half-baked implementation. You can see broken plastic in the few places where we've even *attempted* to put in diverters or "protection" for cyclists. Also, people park and even drive their cars in our "protected" or, worse yet, "buffered" bike lanes. It's *no wonder* that absolutely zero of the "interested but concerned" population would want to risk biking anywhere in Portland!

The ONLY proper way to prioritize transportation is: 1. walking 2. cycling 3. public transit 4. movement of freight 5. private auto use. This prioritization benefits EVERYONE, including those who solely drive from A to B! Amsterdam proves this 100%; it's actually *incredibly* easy to drive everywhere in Amsterdam where driving is allowed, which is at least 95% of the city's street space.

Here's another fact that almost no one realizes about Portland. Due to the combination of our incredibly short blocks (which is *wonderful* for pedestrians) and our fairly wide intersections (whose incredibly high density per square mile is *terrible* for cyclists), Portland actually has very nearly the highest percentage of total land area devoted to streets of any city in the U.S., large or small.

Thus, we could *easily* take 10% of our street space and immediately make it cycling-only, and we'd still have more street space per unit area devoted to cars than nearly any other city. It would also make our city incredibly bike-friendly literally overnight! Another benefit is that thousands of cars would instantly be removed from our roads. There's another little-known phenomenon called "disappearing traffic." Simply put, if you remove some lanes of car traffic, the car traffic soon just goes away, as people find other ways to get around.

The converse is obviously also true: if you widen roads and freeways, you get induced demand, which is a very well-known concept by now; it's literally impossible to "build your way out of congestion." And a fairly high level of traffic congestion is actually a very GOOD thing. It's a sign of high economic output, and it results in much, much slower traffic, which is safer for all people. Nearly all collisions in high congestion are at slow speeds.

Plus, if congestion is high enough, people will look for ways to get around other than by driving solo in private autos. And we need to *encourage* this behavior by adding MANY diverters at key locations: along NE 7th, for example.

Let's make Portland a place where people are comfortable to get from A to B by ANY means: walking, cycling, taking transit AND driving! Amsterdam and Copenhagen clearly show the way; it's unbelievably pleasant to get around in any of those four ways.

One way to get there is to be BOLD for once by, for example, giving the Portland Streetcar its own lane for much of its length. It needs to be coupled with *tripling* the number of streetcars along the route. This would result in *ten times* the number of people taking the Streetcar daily, because a) no one would need to wait more than 6 or 7 minutes ever again, b) it would *finally* be MUCH faster than walking, and c) it would literally transform how people get around both sides of the river.

These are just a few of MANY recommendations that I have. :)

Thank you so very much for your consideration!!

Cheers,
Tim

Dauphin, Derek

From: Lynne Coward <lcoward@imagina.com>
Sent: Thursday, March 31, 2016 4:43 PM
To: BPS Central City 2035
Subject: Comments on Central City Draft N/NE Quadrant

RE: Height Limit in Lloyd District

The plan currently shows a 150' limit on the eastern edge of the Lloyd District abutting the neighborhood of Sullivan's Gulch. Please provide for a transition zone of 50' similar to the transition zone on the northern edge abutting Irvington.

The 150' height limit is contrary to the work of the Sullivan's Gulch Neighborhood Association over the many years (up to 2011). Based on the Sullivan's Gulch Action Plan, adopted by Council in 1987 as a part of the existing Comp Plan, the neighborhood has successfully used the step down concept to affect development such as the Axcess Apartments (between 15th and 16th).

I noted that a memo sent 7/9/12 by our representative to the SAC requested to "strike Sullivan's Gulch (from the transition zone being provided to Irvington and Eliot?). I sent an e-mail request to our representative asking about this, but received no reply. A review of SGNA minutes shows no support from the neighborhood board.

Such an amendment to provide a transition to the neighborhood is supported by Lloyd District Policy 5.6 Neighborhood Transition and is reflect in Policy 2.LD, Housing Diversity and Sullivan's Gulch Edge.

The western end of Sullivan's Gulch has considerable density—-most of it achieved through the NA working with developers. These developments are scattered and generally allow sun and views. The thought that future development could erect a large "wall" across our western end—-blocking out the sun and the last views of the city beyond is depressing. Coupled with the 6:1 FAR, and a potential housing bonus—— the 150' height seems to invite such a fate!

Thank you,

Lynne Coward
1427 NE 17th Ave.

BES Comments - Central City 2035 Discussion Draft

Last updated - 3/31/16

BES
42297

Primary Areas of comment

1 Ecoroof Requirement and Targets
2 Tree Canopy
3 Stormwater management facilities
4 River setback, top of bank and greenway trail
5 Exempt reviews

Detailed Comments - VOLUME 1: Goals and Policies
http://www.portlandoregon.gov/bps/69895

Page #	Policy #	Comment/Issue	Suggested Changes (if any)
8	**What is the Central City Plan?**	The plan starts with a strong environmental lead, notes natural systems as one of 7 defining features of the Central City, the 5 guiding principles of the plan and updates the greenway plan for the Central Reach, has Willamette River goals related to the environment, yet it doesn't show up in the four primary foci of the plan: *Supporting a prosperous, healthy, equitable and resilient regional center.* *• Fostering more connections with the Willamette River.* *• Recognizing and cultivating the unique characteristics of the Central City's 10 districts.* *• Creating a more fully connected public realm of streets, parks, plazas and trails.*	• Fostering more connections with the Willamette River <u>and improving its ecological conditions</u>.
13, 21	**Significant Challenges Facing Portland**	Do we want to aim higher than protecting what we have? Are we also looking for restoration, where that's possible and beneficial? In some places the plan calls for protection, in others it calls for enhancing habitat quality. Since the beginning of the document sets the tone for the reader, it should more plainly state that enhancement of degraded natural resources is also an important part of this plan.	pg. 13: Connect Portlanders to the Willamette River in a more meaningful way and integrating opportunities for recreation and environmental protection <u>and enhancement</u>. pg 21: Focus on the Willamette River: The reasons varied, but they included: Strengthening environmental protection, <u>improving natural conditions.</u>..
42	**Chapter 2: Housing and Neighborhoods**		
	Concept drawing	All of the South Waterfront riverfront is supposed to include trails and a landscaped setback.	Revise the diagram to be consistent the long-range plans to have a trail system along the riverfront.
	Green street, green infrastructure policies and actions		BES supports integration of green infrastructure the multiple benefits it can provide – stormwater management, improved air quality, enhancement to bike and walking routes, urban design, neighborhood livability. The BES capital planning program must prioritize projects based on BES system needs. CC2035 promotes green infrastructure investment along key streets, bike and ped routes, which BES strongly supports. However, some of them don't provide sufficient benefit for BES systems to be part of our CIP, so BES cannot be a lead implementer on those projects.
46	Housing and Neighborhoods West End POLICY 2.WE-2	***West End Jefferson main street.*** *Encourage redevelopment and rehabilitation along SW Jefferson to create a vibrant neighborhood main street environment with pedestrian and bicycle-friendly street design, green <u>infrastructure</u> ~~street~~ improvements and contiguous neighborhood retail linking the West End to Goose Hollow and Downtown.*	Green infrastructure enhancements benefits could include improved water quality in the separated stormwater system, reduced air temperatures, and urban design benefits. The exact type of improvements should be decided during the design of private development or right of way improvements.

Page #	Policy #	Comment/Issue	Suggested Changes (if any)
46	Housing and Neighborhoods Goose Hollow POLICY 2.GH-2	***Goose Hollow Jefferson main street.*** *Encourage redevelopment and rehabilitation along SW Jefferson Street between I-405 and SW 20th to create a vibrant neighborhood main street environment with pedestrian-friendly design, green infrastructure ~~street~~ features, and contiguous neighborhood retail.*	Green infrastructure enhancements would benefits could include improved water quality in the separated stormwater system, reduced air temperatures, and urban design benefits. The exact type of improvements should be decided during the design of private development or right of way improvements.
50	**Chapter 3: Transportation**		
56	Central Eastside POLICY 3.CE-3	***Green Streets.*** *Strategically support the enhancement of east-west city walkways and bikeways to serve the multiple objectives of travel, stormwater management, open space and recreation, and placemaking. Routes should also strengthen connections to the river and riverfront. Green Street facilities should be sited and designed ~~chosen~~ to maximize stormwater system benefits and avoid significantly impacting freight movement as identified by Transportation System Plan freight designations.* ***OR*** ***Green way Corridors*** ~~*Streets.*~~ *Strategically support the enhancement of east-west city walkways and bikeways to serve the multiple objectives of travel, stormwater management, open space and recreation, and placemaking. Routes should also strengthen connections to the river and riverfront. Green way Corridors ~~Streets~~ should be chosen to avoid significantly impacting freight movement as identified by Transportation System Plan freight designations.*	Throughout the plan we need to be clear (or as clear as possible) about what kind of facility we're designing and for what purpose. If it's a green street that primarily serves stormwater functions, then we'll need to site and design to maximize those benefits. If we're trying to achieve a broader array of benefits, then it's probably better to use the terminology forwarded in the City Greenways terminology.
57	South Downtown/University POLICY 5.SD-3	***Montgomery Green Street.*** *Support ~~development of the~~ SW Montgomery Green Street as a key east-west green connection from the West Hills and Goose Hollow to the Willamette River.*	BES continues to support this green corridor, but have completed all of the capital projects the bureau has identified for the street. Over the 20-year life of Central City2035, it is possible that there will be new opportunities for private, public and/or PSU investment to further enhance the streetscape.
64	**Chapter 5: Urban Design**		Revise the goals to acknowledge urban greenery as part of the Central City's urban form/identity.
	Goals	This section includes policies that speak to ecological function, tree canopy, etc., and also includes the Green Loop concept, but the goals don't mention the role of landscape, trees or green infrastructure in the urban form or identify of the Central City. The Green Loop is also mentioned in the Housing and Neighborhoods chapter. This is also important to provide the policy basis to support design guidelines that promote green elements.	
64	Chapter 5: Urban Design Concept map	Elizabeth Carothers Park isn't shown as a park on the map.	(This isn't a BES issue, but right now South Waterfront seems noticeably bare regarding Urban Form.)
74	POLICY 5.SD-3 South Downtown/University	***RiverPlace character.*** *Encourage the continued development of RiverPlace with a broad mix of residential, commercial, recreational and boating uses. Maintain and enhance the cohesive design aesthetic, generous landscaping, and close relationship of the public realm to the river.*	This is excellent. The idea about maintaining and enhancing generous landscaping seems relevant to SoWa too. It would be good to have a similar policy for that district too.
76	**Chapter 6: Health and Environment**		
	Concept Map	The entire waterfront in SoWa is planned to have trails that would be part of the open space network and transportation network. These should be acknowledged one or more of the concept maps.	
	POLICY 6.4	***Green infrastructure.*** *Increase the use of trees, ecoroofs, vertical gardens, sustainable site development, landscaped setback and courtyards, living walls and other vegetated facilities to manage stormwater, improve the pedestrian environment, reduce heat island effects improve air and water quality and create habitat for birds and pollinators.*	The policy doesn't suggest how these would be implemented, but to be clear, while BES supports the concept of living walls and vertical gardens, but the bureau doesn't have a role in their implementation.

Page #	Policy #	Comment/Issue	Suggested Changes (if any)
80	POLICY 6.8	*Effective Tree Planting* *b. Soil volume. Require minimum subsurface soil volumes to accommodate larger and healthier trees. In areas with limited planting space, this could be accomplished through the installation of modular suspended pavement systems or structural soils, which increase available soil volume and allow the planting of larger trees without increasing planting strip size.*	While BES supports efforts to improve conditions for trees in the urban environment, this policy would significantly increase tree planting costs. We suggest changing the wording to encourage an increase in planting areas and subsurface soil volumes, rather than requiring them.
83	POLICY 6.LD-2	***Sullivan's Gulch.*** *Protect and enhance natural resources within Sullivan's Gulch to improve its function as a habitat corridor, reduce the risk of wildfire and landslide, and maintain and enhance public views, while providing flexibility to incorporate a recreation trail.*	Because the quality of natural resources in this area is low and it doesn't provide connectivity between habitat anchors, this isn't a priority for BES, however, BES may be able to serve in a supporting role on invasive management and/or tree planting. Implementation of enhancements in this area would need to be done by PP&R or a community group.
83	POLICY 6.CE-1	***Freight-compatible Green infrastructure planning and design.*** *Plan for the development of green infrastructure, in the public right-of-way and on private property, taking into account the freight street hierarchy.* ~~*by prioritizing city walkways and bikeways and mixed-use corridors for improvements such as trees and living walls throughout the district.*~~ *(This is covered in Policy 3.CE-3)* *Support the industrial area's functional relationship to the river. (Make this a separate policy.)*	This policy covers several different ideas, so it may be better to split it up. In terms of function, green infrastructure should be sited and designed to ensure optimal benefits for stormwater management, while minimizing negative impacts to freight (bike and ped) traffic. While BES can consider the freight street hierarchy and the location of city walkways, bikeways and mixed use corridors, they may not overlap. In those areas, a greenway corridor approach may be more appropriate.
83	POLICY 6.CE-2	***Strategic tree canopy enhancement.*** ~~*Prioritize*~~ *Promote tree planting along mixed use commercial corridors with higher employment densities and residential uses,* ~~*. Also, encourage plantings*~~ *and along pedestrian and bike corridors. Select trees and locations that provide adequate clearance for freight movement on streets prioritized for freight mobility.*	BES supports goals to increase tree canopy in order to enhance residential areas, bike and ped corridors, but in our program implementation (which often includes free and/or low-cost trees), we extend those offers throughout the district to maximize participation and associated benefits.

Detailed Comments - VOLUME 2: Zoning Code and Map Amendments
http://www.portlandoregon.gov/bps/69896

Page #	Code Section	Comment/Issue	Suggested Changes (if any)
505	33.430.190 Standards for Public Recreational Trails	The following standards apply to public ~~recreational~~ trails and public viewing areas developed in conjunction with the ~~recreational~~ trail.	Delete the word "recreational" from the end of the sentence.
514	Commentary - 33.440.210.C.2	The River Water Quality zone (q-zone) applies an expanded setback area as a way to limit impacts from development on water quality resources. In the q-zone, the setback is expanded from 25 feet landward of top of bank to 50 feet or 200 feet landward from top of bank. While the expanded setback is intended to require minimization of impacts and mitigation for unavoidable impacts, the q-zone regulations were not intended to effectively prohibit non-river-dependent and non-river-related development within the expanded setback area. By requiring a greenway goal exception within the entire q-zone greenway setback, this type of development is effectively prohibited in the entire area. The proposed change limits the requirement for a greenway goal exception to the area that is within 25 feet from top of bank, consistent with the requirement in all other greenway zones. Greenway review will continue to be required for all development that is within the q-zone greenway setback. See new Figure 440-3 that illustrates this regulation.	This language is confusing and hard to follow.

Page #	Policy #	Comment/Issue	Suggested Changes (if any)
424	Commentary - 33.475.210 River Setback	One of the main goals of the River Plan/Central Reach is to provide enough space within the River Setback for public access recreation, natural resource protection and enhancement and other river related development and activities. Best available science, including Metro's Title 13 Nature in Neighborhoods Program and City of Portland's Natural Resources Inventory, have documented that the absolute minimum area for a functional riparian corridors around rivers, streams and wetlands is 50 feet. A 50 foot setback would also better accommodate public trails and public viewing areas, landscaping and other river-related activities in the city's urban center.	50' is better but not sufficient to protect natural resource function along a river the size of the Willamette. It is not feasible to accommodate public access, natural resources and river-related development within a 50' setback. A minimum setback should be 100' average to provide adequate habitat, shading of the river and to accommodate a public trail that meets the area's bike and pedestrian transportation and recreational needs.
425	33.475.210 River Setback	The setback should be 100' from top of bank. (See comments above.)	
425	Figure 475-1 33.475.210.C	Figure 475-1 should be very clear that the setback line starts 5 feet landward from the top of bank line.	Per 33.475.210.C: "*In all cases the setback line must be at least 5 feet landward of the new top of bank line.* " This appears to apply to all setback measurements. Please clarify and update the Figure as necessary.
427	33.475.210.E - Encroachment into the setback.	*Development that is not river-dependent or river-related may encroach into the river setback as long as the setback is increased by an amount of square footage equal to the encroachment and is colocated on the site . At no point can development that is not river-dependent or river-related encroach closer than 5 feet from the landward most setback area unless approved through a Greenway Goal Exception. See Figure 475-2.*	The diagram indicates that an encroachment into the setback needs to be offset by an increase in setback elsewhere within the site, however, the code language doesn't say that.
425 487-491	Map 475-2 Top of Bank	The LiDAR Mapping in the Central Reach resulted in lines are confusing and are often in conflict with the defined OHW line and ignore riparian and other functional values.	BES recommends surveying the top of bank and using that survey to map it in the code (Map 475-2).
631	33.930.150 Definition of Top of Bank	The actual TOB varies greatly inside and outside of 50'. This value can also conflict with the existing levee systems as well.	
	33.930.150 C – Smaller Streams	Flatter stream networks will have floodplain areas that much wider than 15'. This definition could potentially allow development encroachment into functional floodplains that provide water quality, habitat and storm attenuation to the watershed. Likewise, development too close to a very steep stream can lead to bank instability.	Recommend that the actual TOB be field surveyed along with the topographic mapping prepared for development review. Intermittent and ephemeral streams also require floodplain access for the reasons described.
429	33.475.220 C.2 Required landscaping for the public beach areas shown on Map 475-3.	*On public beach sites the land between the river setback and the ordinary high water mark must be seeded with a grass and forb seed mix at a ratio of 30 pounds per acre. Trees and shrubs are not required, however if they are planted within the landscaped area, they must meet the requirements of Subparagraph C.4.*	Map 475-3 is so course that it appears to apply to the entire sites, not just the beach areas. Refine the map to more clearly show the area where public beaches are allowed.. To provide ecological function and scenic views, we recommend that shrubs be required and trees under 20' in height and cover at least XX% of the site, consistent with the proposed definition of a beach
429	33.475.220 C.3 Required landscaping for scenic view corridors shown on Map 480-1.	*Within scenic view corridors the land between the river setback and the ordinary high water mark must be seeded with a grass and forb seed mix at a ratio of 30 pounds per acre. Shrubs are not required, however if they are planted within the landscape area, they must meet the requirements of Subparagraph C.4. Trees may not be planted within a scenic view corridor.*	To provide ecological function, it is critical to have a mix of native vegetation, even in the beach areas.

Page #	Policy #	Comment/Issue	Suggested Changes (if any)
429, 431	33.475.220 C.4d. Exceptions (3) and (5)	*(3) Landscaping is not required within portions of sites where contamination removal or remediation meet the standards of 33.475.500;* *(5) On sites that have a Maritime Transportation Security Act regulated facility, trees and shrubs are not required within 10 feet of a fence but the area must be seeded with a grass and forb seed mix at a ratio of 30 pounds per acre.*	Recommend eliminating these two exceptions. Landscaping should be required where there is contamination removal or remediation and under the MTSA. This will be a significant and very detrimental loophole to improving and enhancing the greenway throughout the Central and North reaches. The MTSA does not contain an override or exception for local laws. Any conflicts should be resolved through a different process such as the area security committee.
433	Table 475-1 Landscaping Planting Density	While we appreciate the desire to have a diversity of habitats, it is unclear how or why any party would choose to follow the medium or large tree option. Without a requirement to provide a mix of trees, there likely that most developers will plant primarily small trees.	Change the proposal to require a mix of tree sizes.
435	33.475.220 D.2 Landscaped area site preparation.	*All structures, except legal non-conforming structures must be removed <u>except for currently functioning and workable</u> river-dependent or river-related structures <u>or structures with a current, valid DSL lease or easement</u> ...*	There are many abandoned structures out there that need to be removed but applicants will argue that the are river dependent or river related because they once supported a dock 100 years ago.
437	33.475.230 Exterior Lighting. B. Standards for exterior lighting.	*Exterior lighting located within and riverward of the river setback and exterior lighting located within 25 feet landward of the river setback, must meet the following standards. Governor Tom McCall Waterfront Park, Maritime Transportation Security Act regulated facilities and public rights-of-way are exempt from the standards...* *2. Structures that support exterior lighting fixtures must be setback at least 5 feet from the top of bank of the Willamette River, and must be setback at least 30 feet from any other stream, drainageway, wetland or water body;*	Eliminate exception for MTSA facilities pending the discussion with the City Attorney's office. The commentary does not match the actual code language. Change section 2 to state that the light must not shine directly onto the habitat or Willamette River.
440	33.475.430.C.7 Exemptions	It would helpful to include some commentary that this exemption may change pursuant to requirements expected in the FEMA Biologic Opinion on ESA provisions in the floodplain. For example, the dredging and channel maintenance will need to meet balanced cut and fill requirements of Title 24 (suggest adding that under (a) too), but under the BiOp it will also have to meet mitigation criteria which are generally found in the environmental code (See comments below under 33.475.440.K).	
443	33.475.430.C.10.a.2 Exemptions - Removal and pruning of vegetation; Dead, dying or dangerous trees	This is excellent. BES strongly supports this provision.	
445	33.475.430.D.2 Exemptions - New development; dolphins	*...as long as there is a net reduction in piles or dolphins <u>within the project area or adjacent to other property owned or managed by the landowner</u>.*	Without this revision, the applicant could propose removing pilings in the Columbia River and that provide the needed benefit within the vicinity of the project.
447	33.475.430.D.10 Exemptions - New Development; fencing	We recommend limiting this exemption to fencing that is not in the floodplain. The draft FEMA BiOp had language in there about fencing because it would result in the entrainment of fish. It could be considered a standard if it met the final requirements of the BiOp, but exempting it outright may be going a little too far at least with respect to floodplains. Also suggest removing the MTSA exemption as indicated above.	

Page #	Policy #	Comment/Issue	Suggested Changes (if any)
449	33.475.440.D - Development Standards, Standards for trails	As broadly written, the setback would apply to the Willamette and all drainageways and streams. This conflicts with BES' Drainage Reserve rule, which requires a minimum 15' setback from the centerline of any drainageway (which includes streams). The 15' setback is a no build area. For streams and tributaries, the impacts of a trail and trail construction within 5' of the top of bank is very damaging to water quality, erosion, floodplain connectivity and habitat. Even along the Willamette, the construction of the trail within 5' of the Top of Bank will likely require shoring and grading below top of bank, which will trigger federal and state permit requirements.	For waterbodies subject to Drainage Service rules, require a minimum 15' setback from the centerline. Title 24.50.050(I) also requires a minimum 15' floodway determination. A setback that is 15' from Top of Bank would be more consistent with these other city requirements. The 5' setback has a high likelihood that disturbance would occur below the top of bank and necessitate additional state and federal permits. Furthermore it does not allow for much if any vegetation to be planted between the trail and top of bank. Given that finding areas to plant and retain vegetation in the Central Reach is very difficult, a greater setback would help alleviate that concern.
451	33.475.440.E	If public viewpoints and scenic viewpoints are both allowed, there could be a significant impact to the amount of vegetation within the setback.	Within the Central City, viewpoints and view corridors (with height restrictions) should be provided at the areas designated on Map 480 (Scenic Resources). These are sited at regular interviews so they provide ample opportunities to view the river. If there's an interest in more viewing areas, then the trail could have spurs that approach top of bank, required trees planted so they don't obstruct the view from the terminus to the river.
456-457	33.475.440.K	The commentary has a typo. As written, mitigation is only required for vegetation disturbance. This does not do enough to replace functions and values that may be lost by grading, filling, disconnecting or adding impervious area. FEMA BiOp will have very strict ratios that are different/stricter than this standard. It will require unbalanced cut and fill on a strict ratio to effectively require habitat mitigation, and the vegetation ratio is stricter.	Change the commentary to reflect this is code section 440 not 430. This standard should include and encourage all functional mitigation including wetlands, floodplain connectivity, shoreline restoration and habitat. Consider making this an area ratio of 1.5:1 (based on square footage, not area of vegetation impacted) and include additional mitigation requirements related to fill/perviousness/grading etc.
470	33.475.500 Removal or Remediation of Hazardous Substances - Commentary	*The regulations in this section apply to removal or remediation of hazardous substances that is required by the state or federal agencies. The goal of these regulations is ensure that these cleanup actions do not ~~unnecessarily~~ impair river-dependent and river-related uses, public access and recreation or natural resources.*	Adding the word "process" confuses the matter if the cleanup is exempt from process.
470	33.475.500 Removal or Remediation of Hazardous Substances - Commentary	*When a cleanup activity is exempt from local procedures, the person conducting the cleanup is required to ensure that the local government's substantive requirements are met. The Bureau of Development Services implements what it calls an "exempt review program ~~process~~" for evaluating hazardous substance removal or remediation plans compliance with the City's substantive regulations.*	
471	33.475.500.E.1	A letter from the Oregon Department of Environmental Quality or from the U.S. Environmental Protection Agency	
471	33.475.500.D Removal or Remediation of Hazardous Substances - Relationship to other regulations in this chapter	This section conflicts with 33.475.220.C.4.d(3) that exempts cleanups in river general from landscaping requirements: *Landscaping is not required within portions of sites where contamination removal or remediation meet the standards of 33.475.500;*	Eliminate the exemption in 475.220.C.4.d(3)

Page #	Policy #	Comment/Issue	Suggested Changes (if any)
473	33.475.500.F.1	*The removal or remedial actions and the final remedy must not preclude the use of the site consistent with all of the uses and building code requirements allowed by the base zone or an approved conditional use. If the site is within the River Industrial overlay zone or riverward of the river setback, the final remedy must allow the use of the site for river-dependent or river-related activities and public trust uses, such as recreation, fishing and navigation, including fish and wildlife restoration and floodplain connectivity ~~unless the site is found to be unsuitable for river-dependent or river-related uses~~ . Generally, this means that the final remedy must allow development of the Greenway trail, dredging necessary to establish or maintain navigation to and from riverfront sites, the placement of piles or dolphins, use of the shoreline for beach, swimming or other recreation, or the development of a marine facility, dock, or wharf or other river-dependent or river-related structure; and*	The revisions are intended to support compliance with Title 24, SWMM and the FEMA BiOp.
473	33.475.500.F.1	Add a restriction consistent with 33.430.090 that prohibits the storage and control of hazardous substances within the environmental overlay zone.	Although the City's position is that source control measures do not qualify for exempt review status, DEQ may disagree and allow some source control measures to proceed through ORS 465.315(3). Prohibiting hazardous substances will ensure that stormwater controls for pollutants occurs outside of the environmental zone.
473	33.475.500.G.1	Additional mitigation for lost functions and values should be required. See comments on 33.475.440.K suggesting mitigation ratios for fill, impervious area or other measures of impact beyond vegetation alone.	
473	33.475.500.G.1.b.(1)	*See comments on Table 475-4. It would be good to specify which canopy requirements would be triggered by cleanup.*	Fix typo - G.1.a(1) - this is repeated Recommend requiring a mix of tree sizes rather than allowing property owners to choose. The likely outcome of letting them choose would be all small canopy trees and limited diversity in tree species.
476	33.475.500.G2.a - Commentary	*...If rock armoring is used on the bank, the City requires re-grading to a slope level that will allow vegetation to be maintained, and requires that t he design allows for the planting and long-term survival of live willow or dogwood stakes ~~be planted~~ between the rocks to provide a minimum level of vegetative cover over time .*	
479	33.475.500.G.2.a(1) Between the top of bank and the OHW mark	*If the site is currently used for public recreation, including access to a beach or the river or use of the shoreline for sunbathing , the bank must be sloped or terraced in a way that allows for at least one public access way to the beach or river;* *Large wood, including root wads, tree boles and logs, must be used to reduce localized erosion, improve bank stabilization, and improve ecological values and, if the site is currently used for public recreation, support continued use of beaches and the river; clean logs or large wood that are removed for cleanup should be reused on site to minimize loss of ecological function; and* *At least eighty percent of the area between the top of bank and the ordinary high water mark that is being altered as a result of the remedy must be planted with shrubs. At least one tree must be planted for every 400 square feet of altered area above Ordinary High Water ...*	

Page #	Policy #	Comment/Issue	Suggested Changes (if any)
479	33.475.500.G.2.a(2) Biotechnical techniques	*If biotechnical techniques are not practicable and rock armoring is used on the surface between the top of bank and the Ordinary High Water Mark, then the slope of the bank must be shallow enough to allow a combination of rock and vegetation. ~~At a minimum, live native willow or dogwood stakes should be planted in the interstices between the rocks at a ratio of three stakes for every square yard of rock armoring.~~*	This technique doesn't' work. Tree wells are required within the armoring in order to retain soil so the stakes survive and grow.
481	33.475.500.G.3 Substrate above Ordinary High Water		Item b: Which areas are considered submerged? When? Up to Ordinary High Water? Ordinary Low Water? Additional comments will be forthcoming from the BES Engineers on specific standards/gradation
481	33.475.500.H Demonstration of Impracticability.	*The person must still comply with that requirement to the extent practicable and remains subject to all other applicable requirements , including mitigation for unavoidable impacts .*	
97	Commentary - Eliminate Ecoroof Bonus	*Eliminate: Ecoroof bonus option: The bonus option for Ecoroofs is proposed to be eliminated and instead staff is proposing that ecoroofs become a requirement for some building types in the Central City. The bonus, created in 2001, was ~~largely~~ intended to ~~meet the same policy objectives as the rooftop garden bonus. Ecoroofs~~ provide benefits for stormwater runoff retention, building heating/cooling efficiencies and air cleansing attributes, beyond what could be achieved through ~~superior to~~ rooftop gardens. In the Central City many developments build lot line to lot line making stormwater management options limited and complex. Since 2001 staff research indicates that approximately 35 ecoroofs have been built in the Central City as part of new development. Seventeen of these used the bonus option.* *BES and BPS staff have worked together on draft requirement language that can be found under section 33.510.243.*	Recommend that the actual TOB be field surveyed along with the topographic mapping prepared for development review and submit documentation of the perennial/ephemeral determination. Are the figures on ecoroofs the most current? BES' review of permit data indicated that 76 ecoroofs have been built in the Central City and 11 of those used the bonus.
130	Commentary - 33.510.243 Ecoroofs.	*The bonus option for Ecoroofs is proposed to be eliminated and BPS and BES staff are proposing that eco roofs become a requirement for some building types in the Central City. There are many reasons in the Central City for an applicant to pursue an ecoroof including reducing heat island effect and providing on-site stormwater management for urban development ~~buildings that cover 100% of their lot~~ . In addition, ecoroofs can make rooftops more attractive for building users ~~offer open space~~ and provide habitat benefits in an urban setting .*	Ecoroofs provide a variety of benefits in urban settings. These benefits are not limited to buildings that cover 100% of their lot.
131	33.510.243 Ecoroofs	*2. The ecoroof must be approved by the Bureau of Environmental Services as meeting the Stormwater Management Manual's Ecoroof ~~and Rain Garden~~ Facility Design Criteria.*	Correct typo.
130	Commentary - 33.510.244 Low-Carbon Buildings.	*33.510.244 Low-Carbon Buildings. The US Green Building Council's Leadership in Energy and Environmental Design (LEED) certification program verifies and recognizes buildings designed and constructed to save money and natural resources, protect the health of the occupants and contribute to the long-term viability of the community.*	Can LEED projects get points for ecoroofs?

Page #	Policy #	Comment/Issue	Suggested Changes (if any)
180	Central City Master Plan	Provisions for large site development are allowed required in the following areas: Portland Public School's Headquarters Rose Quarter OMSI Station Area Central Eastside Southern Triangle Clinton Station Area US Postal Service Main Branch and adjacent areas Lincoln High School	These are required to demonstrate consistency with the district policies but not the Central City-wide policies. Since green infrastructure policies are primarily Central City-wide, does this create a situation where those policies don't apply? The master plan process should require review against all relevant Central City2035 policies - district and Central City-wide. Do the Central City Fundamental Design Guidelines reinforce the importance of integrating green infrastructure into urban design? Other approval criteria speak to the importance of transportation capacity, parks, transitions to residential areas, relationship to the Willamette River. They should require review to ensure adequacy of all infrastructure - stormwater, sanitary and water included.
189	33.510.256 Additional Standards for Sites Requiring Central City Master Plans	*C. Open space. At least 30 percent of the site must be devoted to open space, consisting of parks, plazas, covered or uncovered walkways, water features, and landscaped areas.*	Would it be beneficial to allow landscaped stormwater facilities to be counted toward the landscape requirements?

Detailed Comments - VOLUME 5: Performance Targets Overview
http://www.portlandoregon.gov/bps/article/564246

Page #	Section	Comment/Issue	Suggested Changes (if any)
21	Policy 56: Green Infrastructure	*Expand the use of green infrastructure, such as trees, vegetation, swales and ecoroofs, as a component of the Central City's overall infrastructure system.*	This policy is excellent as written--it recognizes that green infrastructure is needed and appropriate throughout the Central City.
26	Executive Summary	The PPUF Planting Standards bans planting trees in planting strips less than 3' wide and in cutouts less than 4' X 6', so all the A strips and all the B cutouts are off the table now. BES did a GIS analysis to determine of the number of planting spaces this represents: of all the available planting spaces in the Central City, 2% are A strips and 20% are B cutouts.	in paragraph three, add: "*...additional restrictions on planting trees in narrow planting strips and small cutouts , …*"
26	Executive Summary	The City Forester's changing policies constrain planting street trees	Add "policy changes" to the items in a series in bullet #4
27	Executive Summary	BES already spends about $1.5 million each year to proactively plant trees.	In the second bullet, please add, "*…substantial investment is needed to fund additional proactive street tree planting ,…*"
32	Policy 6.7 et al.	What do the asterisks stand for?	Make a note at the beginning of the section that defines the meaning of the asterisks.
33	Policy 6.8b soil volume	There is much to be concerned about here. Almost by definition, there is limited planting space for street trees everywhere we plant street trees, and the prospect of increasing available soil volume is a tricky and expensive one. As written, this sounds like all available planting spaces in the Central City would require this retrofit treatment. If the soil volume is adequate for a small-stature tree, will the tree planter be obligated to retrofit so that a larger-stature tree may be planted? It could easily be interpreted that way. Although providing more rooting space is an excellent idea for improving the health and longevity of future street trees, BES has significant concerns that a requirement to retrofit planting spaces to increase soil volume will result in decreased tree planting.	Can this be framed as an incentive rather than a requirement? Can this be removed from the plan?
35	II. Analysis	BPS' GIS modeling to estimate changes in tree canopy does not take attrition into account.	While we understand that this is hard to model, we suggest you note that it is not represented in your model so that it doesn't look like an oversight.

Page #	Policy #	Comment/Issue	Suggested Changes (if any)
36	II. Analysis		In the second to the last bullet, please add, "...*proactive investments in street tree planting ,...*"
38	c.	The Environmental Services Tree Program is innovative, proactively planting a few thousand trees each year. Portland is progressive for supporting and funding such an effort. Using the word 'basic' to describe this work undermines the significant commitment and investment the city makes in its street trees.	Please change 'basic' to 'proactive'
38	d.	Not all of the young trees that are planted will reach maturity; those growing in A strips or B cutouts will not be allowed to be replanted, so you will have overestimated potential canopy.	
39	f.	Do we know that proposed new parks will provide opportunities for new canopy? It could be that prospective park sites are well canopied now and will lose canopy. In the urban setting, some of these parks may be primarily hardscape, like Director's Park.	add, "*these parks may ~~will~~ provide opportunities for additional tree canopy* ."
43	Table 1 ***Note	The PPUF Planting Standards bans planting trees in planting strips less than 3' wide and in cutouts less than 4' X 6', so all the A strips and all the B cutouts are off the table now. BES did a GIS analysis to determine of the number of planting spaces this represents: of all the available planting spaces in the Central City, 2% are A strips and 20% are B cutouts.	Change the note as follows, *"These numbers include A strip and B cutout codes…in strips less than 3 feet wide and cutouts smaller than 4 ft. X 6 ft. "*
44	Table 2; item 1	The PPUF Planting Standards bans planting trees in planting strips less than 3' wide and in cutouts less than 4' X 6', so all the A strips and all the B cutouts are off the table now. BES did a GIS analysis to determine of the number of planting spaces this represents: of all the available planting spaces in the Central City, 2% are A strips and 20% are B cutouts.	Change the note as follows, *"in strips less than 3 feet wide and cutouts smaller than 4 ft. X 6 ft ."*
44	Table 2; item 4	typo	Change "planter strip" to "planting strip"
44	first paragraph below Table 2	This says that averages were applied where BES did not canvass. What was the frequency of the non-canvass? 5% of the time? 95% of the time? Knowing this gives the reader a sense of how much of the data is accurate and how much is estimated	Add, *"Where BES did not canvass (x% of taxlots)…"*
44	ii	End of last paragraph on the page says potential planting spaces associated with BLI sites represent only 26% of total potential sites in Central City. That number could change when the A strip and B cutout sites are removed.	Add a caveat that the 26% number could changes when A strip and B cutout sites are removed from the inventory.
46	ii	First full sentence of the first paragraph includes "freight streets" in the physical constraints limiting available planting spaces. This is a very broad statement. If there is a viable place to plant a street tree that will not interfere with freight traffic, we should have the latitude to plant it even if the street is categorized as a "freight street."	Delete "freight streets" from the list of physical constraints.
47	ii	First paragraph, first sentence; second paragraph, first sentence	Please change 'basic' to 'proactive'
47	ii	Third paragraph: the assumption of a 20% participation rate for subsequent tree planting efforts does not consider the diminishing returns we've found when we extend an offer to the same geography multiple times.	Add a note that suggests this could be an overestimate for the reason of diminishing returns.
47	ii	Fifth paragraph: add B cutouts	Please add, *"…includes planting strips less than 3 feet wide (A strips) and cutouts smaller than 4 ft. X 6 ft. (B cutouts) …planting of new street trees in strips less than 3 feet wide and cutouts smaller than 4 ft. X 6 ft."*
49	c.	End of first paragraph: just a note that trees planted with in lieu fees may not be planted in the Central City. Has the City Forester produced a report yet detailing how the in lieu fees have been spent and what has been planted where?	
51	e.	First paragraph: anticipated changes in tree canopy will change when A strips and B cutouts are removed from the available planting space inventory.	Add a note to the end of paragraph 1 with the disclaimer that these numbers may change when A strip and B cutout spaces are removed.

Page #	Policy #	Comment/Issue	Suggested Changes (if any)
52	e.	I'm not comfortable with the suggestion that additional street tree canopy will/may offset canopy losses from real property. I feel like this legitimizes the canopy loss, and it shouldn't. Increasing street tree canopy cover should increase canopy cover, not make up for what we've allowed development to remove.	
54	a.	Middle of first paragraph: how does a setback help provide more room for trees when it is required to be hardscape?	
56	a.	First bullet says that 25% of small potential planting spaces could accommodate medium trees with additional soil volume; however, if these are strips less than 3' wide or cutouts smaller than 4 ft. X 6 ft., they are unplantable per the Planting Standards.	
56	a.	Fourth bullet: does this mean that minimum soil volumes are not needed to accommodate smaller trees? The way this language is crafted is confusing. Third from the last sentence: re: "…*when planting trees in limited spaces* ." All street tree planting spaces are limited. Is the suggestion that no street trees may be planted in the Central City without soil volume retrofits? If so, this will add considerable expense to the cost of tree planting, very likely reducing the total number of trees that will actually get planted below even the baseline estimates of this plan. We're very concerned that this policy will result in unintended consequences.	
56	a.	Last bullet: I thought the setback was hardscape by mandate. Is the intention to hardscape the setback then make cutouts for the trees? It would be much better for the health of the trees if the setback was not hardscape.	
57	b.	First paragraph: suggestion that 70% of planting spaces along the green loop will be planted assumes 100% buy-in from property owners and tenants. This is very unlikely under current code and policies--and very, very unlikely if PO's are required to increase soil volume before planting.	Please acknowledge that 100% buy-in is ambitious and may not be achievable.
58	c.	Paragraph 2: is the additional 25' setback a done deal? If not, why is it assumed in the baseline scenario for canopy cover?	
59-63	Green infrastructure	The section on green infrastructure lacks substantial technical rationale on the existing and anticipating infrastructure issues in the Central City.	Reference the Citywide System Plan for information on how BES systems work and critical issues. Write a white paper on the system capacity issues in the Central City districts, the implications of increasing impervious area the need for managing as much stormwater on site as possible, including with ecoroofs. Include Matt's ecoroof report as a background document and/or ask that it be referenced in the background report.
59	f.	Second paragraph: assuming 20% response for subsequent plantings does not factor in diminishing returns. We have strong concerns these numbers are overly ambitious. Our experience suggests we get low-hanging fruit the first time, late adopters the second time, then it drops off.	At a minimum, we suggest you add a note explaining that 20% response rate is ambitious and may not be achievable under current code and policies.
59	f.	Third paragraph, last sentence: it will be a rare occasion when a conifer is planted as a street tree in the Central City. This statement about costs suggests that planting conifers would be preferable from a unit cost perspective. This is misleading.	Delete the last sentence after, …*"a broadleaf tree."*
59	f.	Fourth paragraph: the cost estimate covers none of the costs of modular systems or structural soils (except, perhaps, the concrete cutting permit), and these costs will be nontrivial, including the following: concrete cutting permit, sidewalk demo, base course, modular system, soil or structural soil, surface treatment, installation costs.	Please acknowledge the additional costs proposed by the additional work. Please change the first sentence to read, "*the cost estimates above* <u>*do not include*</u> ~~*may not fully cover*~~ *the installation…*"

Page #	Policy #	Comment/Issue	Suggested Changes (if any)
60	f.	First paragraph: add B cutouts	Please add, "*…includes planting strips less than 3 feet wide (A strips) and cutouts smaller than 4 ft. X 6 ft. (B cutouts) …planting of new street trees in strips less than 3 feet wide and cutouts smaller than 4 ft. X 6 ft. "*
63	i.	Item 2: add B cutouts	Chance text to read, "*in narrow planting strips (e.g., Type A strips) and smaller cutouts (e.g., Type B cutouts)* . "
64	III	Paragraph 2: it says substantial investment will be needed to fund proactive tree planting, and tools are needed to ensure adequate subsurface soil volumes. The investment in creating enough sub-surface soil volume may easily much more than the investment in the tree. Do not downplay these costs.	Please add, "*…to fund additional proactive street tree planting…", and please add, " In addition, new tools and investments are needed to ensure…"*
68	2	First paragraph, last sentence: BES does not support this 20% increase estimate. The way the sentence is crafted suggests that BES does.	Please change to read, "*…two-year plantings may ~~could~~ be expected …*"
69	2	Paragraph 2: costs to increase soil volume are not in these estimates. This document suggests that soil volume may need to be increased on most occasions when a street tree will be planted in the Central City, yet there is no attempt to capture those additional, non-optional costs!	For the next draft, complete an estimate for a range of costs for increasing soil volume, and report them along with the planting numbers.
69	2	Paragraph 2, last sentence: it will be a rare occasion when a conifer is planted as a street tree in the Central City. This statement about costs suggests that planting conifers would be preferable from a unit cost perspective. This is misleading.	Delete the last sentence after, ..."*a broadleaf tree* ."
69	2	Paragraph 4: add B cutouts	Please add, "*…includes planting strips less than 3 feet wide (A strips) and cutouts smaller than 4 ft. X 6 ft. (B cutouts) …planting of new street trees in strips less than 3 feet wide and cutouts smaller than 4 ft. X 6 ft* ."
71	5	typo	line 4: change ~~placemen~~ to *placement*

Detailed Comments - VOLUME 5: Implementation Workplan
http://www.portlandoregon.gov/bps/article/564247

Page #	Action	Comment/Issue	Suggested Changes (if any)
78	Central City EN4	*Identify tree preservation and planting opportunities , and implement ~~ation~~ strategies (e.g., street tree planting and maintenance programs) that meet multiple objectives, including reducing urban heat island, improving local air quality, intercepting rainfall to reduce stormwater runoff and providing habitat.*	Add BPS, BDS, PBOT, PWB, PDC, Private as a partner implementers. As written, tree planting actions are called for in some districts, but not Central City-wide. The revision acknowledges the work being done plant trees throughout the Central City.
78	Central City EN8	*Implement projects that increase habitat in public rights-of-ways and development.*	This is implemented through tree planting and green street improvements. Timeframe should be "ongoing". Add PBOT should as a lead implementer and PPR as a partner.
79	Central City EN11	*Improve water quality in the Willamette River by integrating green infrastructure with streetscape improvements ~~. Specifically, identify risks associated with the~~ in areas served by the separated storm system ~~in the West Quadrant as a whole, as well as in specific districts~~ .*	BES organizes its work around its different systems. This action calls attention to the connection between green infrastructure and separated system. Add BPS and PPR as partners. Change implementation from 2-5 years to 6-20 years

Page #	Policy #	Comment/Issue	Suggested Changes (if any)
79	Central City EN13	*Amend the flood related regulations and other guidelines to a) help prevent or minimize the risk of flood damage to new, redeveloped and rehabilitated buildings located in the revised 100-year floodplain, and b) avoid, minimize and mitigate the impacts of such development on floodplain functions.*	BDS should be a lead implementer along with BPS and BES.
79	Central City EN16	*Develop strategies to increase the amount of green-infrastructure in areas served by the combined sewer system that have a risk of sewer backups ~~risk areas and in areas where stormwater discharges directly to the river~~ .*	BES organizes its work around its different systems. This action calls attention to the connection between green infrastructure and the capacity in the combined system.
79	Central City New	*Evaluate options to increase property owner interest in street tree planting, including potential public assistance with tree pruning or other tree-related maintenance.*	BES should be partner agency, not lead (Shown as co-lead with PPR). BES takes an active role in tree planting but doesn't have a role in maintenance.
79	Central City WR3	*Improve water quality in the Willamette River by integrating green infrastructure and urban design.*	Delete - is covered by EN11 and EN16.
80	Central City WR4	*Enhance and create connectivity between in-water, river bank and upland areas to maintain and improve fish and wildlife habitat.*	Depending on the specific site, Parks may be the lead implementer (Hawthorne Bowl), BPS may be the lead implementer (Eastbank Crescent), or BES may be the lead implementer (Oaks Bottom). Suggest putting all 3 bureaus as Lead Implementers
80	Central Eastside T7	*Coordinate planning and implementation of green infrastructure and active transportation improvements on east-west streets and the "Green Loop".*	Because of the multi-objective nature of this action, BPS should be the lead. PBOT and BES can be partner implementers.
80	Central Eastside UD10	*Identify remnant parcels or portions of publicly owned right-of-way (City, County, and State owned lands) that could be used for publicly accessible parks, open space, recreation opportunities and stormwater management.*	Move timeframe to "ongoing"
80	Central Eastside UD9	*Encourage the development of public art in the Central City, as well as cultural and ecological displays and attractions*	BES mission does not related to encouraging public art, however, BES can be a partner implementer on ecological displaces and attractions, and potentially environmentally-related art.
80	Central Eastside WR6	*Explore concepts and partnerships to enhance fish and wildlife habitat along Eastbank Esplanade between the Morrison and Marquam Bridges.*	Add BPS and Parks as coleads (Eastbank Crescent). Add PDC, OMSI, ODOT as partner agencies
80	Downtown EN2	*Improve in-water habitat at Hawthorne Bowl designing a restoration project that creates a separate fish habitat area from swimming and recreational areas.*	To clarify, this project will likely move forward as part of other improvements to this part of Waterfront Park. At such a time, BES will partner with PPR on the restoration work.
80	Downtown EN5	*Improve SW Jefferson with stormwater management facilities and green street improvements.*	Delete action. This is already covered by Central City action EN11, WE UD11 and GH HN4.
80	Lloyd EN12	*Use green infrastructure measures to improve the water quality of stormwater discharged to the Willamette River and to reduce the risk of sewer backups into basements.*	Central City-wide policies address this issue general. Since the North/Northeast Quadrant Plan was completed, BES has reevaluated the system needs in the Lloyd District and determined that the area doesn't require significant public investment in green infrastructure investment. Because of that, this action is no longer needed. Delete.

Page #	Policy #	Comment/Issue	Suggested Changes (if any)
81	Lloyd EN5	*Design and implement a water quality/tree canopy corridor strategy for the Lloyd District. The strategy should evaluate streets initially identified in the concept for feasibility and potentially add additional streets where opportunities are identified.*	Central City-wide policies address this issue general. Since the North/Northeast Quadrant Plan was completed, BES has reevaluated the system needs in the Lloyd District and determined that the area doesn't require significant public investment in green infrastructure investment. Because of that, this action is no longer needed. Delete.
81	Lloyd EN6	*Develop and implement a tree planting strategy for the Lloyd District. The strategy should identify available planting locations including streets and underutilized space within public rights-of-way and could result in fine tuning the tree canopy target for the district.*	Consider adding PP&R as a lead implementer; make BES a partner implementer.
81	Lloyd EN8	*Develop a management strategy addressing multiple objectives for enhancing ~~the~~ Sullivan's Gulch through ~~natural resource area, including re-vegetation management,~~ trail development , invasive removal and revegetation . ~~environmental education, special habitat area and maintenance.~~*	Because the quality of natural resources in this area is low and it doesn't provide connectivity between habitat anchors, this isn't a priority for BES. Implementation of enhancements in this area would need to be done by PP&R, PBOT or a community group in cooperation with ODOT and/or the railroad, which own the property. Make BES a partner implementer.
81	Lower Albina EN2	*Develop and implement a strategy to install trees and ~~sustainable stormwater facilities~~ other green infrastructure ~~to~~ in existing streets and underutilized space within rights-of-way (e.g. freeway ROW, Broadway bridgehead, west end of Russell Street). Ensure impr ovements do not compromise operations for industrial businesses.*	System improvements needed for Lower Albina would need to occur inland (higher in the pipe-shed) than these sites. Make BES a partner implementer or delete the action.
81	Lower Albina UD3	*Improve the character and activate the area under the Fremont Bridge ramps. Consider active recreation, public art, sustainable landscaping ~~and stormwater management,~~ and improved parking facilities.*	System improvements needed for Lower Albina would need to occur inland (higher in the pipe-shed) than these sites. Make BES as a partner implementer.
82	Old Town/Chinatown EN2	*Improve river health with enhanced native vegetation on the bank in the McCormick Pier area.*	The bank itself would need significant improvements to establish more vegetation and would be a good candidate for a mitigation site. Since the development of mitigation sites/bank is not discussed in the actions, it isn't clear who is in the lead for that. If there is a mechanism to support this enhancement effort, BES would want to be either in the lead or a strong partner.
82	Old Town/Chinatown EN3	*Improve river bank conditions by encouraging replacement of invasive and non-native plants with native plants on the river bank between the Steel and Broadway Bridges*	Redundant. Consider combining EN2 and EN3. Comment remains the same as above for EN2.
82	Pearl EN1	*Restore riparian and shallow water habitat to improve conditions for fish and wildlife at Centennial Mills.*	PDC, as the landowner, should be the lead agency. BES is a partner implementer, not the lead.
82	Pearl UD7	*Integrate habitat, including rerouting and daylighting the end of Tanner Creek to create in-water and riparian habitat into development.*	Redundant with Pearl UD7. Consider combining. Comment is the same as above for EN1.
82	S Downtown/University EN1	*Enhance river bank and shallow water around RiverPlace to maintain and improve fish and wildlife habitat.*	Parks would be the lead. BES does not support this action because it would create an attractive nuisance for fish with Riverplace Marina there.
82	S Downtown/University UD4	*Support further enhancements ~~Continue implementation~~ of the SW Montgomery Green Street.*	BES has completed its work program for this area, but we are supportive of further greening of Montgomery, if opportunities become available.
82	S Waterfront EN1	*Develop strategies for addressing environmental challenges including, but not limited to, soil contamination and freeway noise.*	BES is not responsible for developing strategies to deal with private contamination. The bureau doesn't have a role in dealing with freeway noise. Remove BES as an implementer. Add ODOT as an implementer.

Page #	Policy #	Comment/Issue	Suggested Changes (if any)
82	S Waterfront UD6	*Develop green connections at regular intervals extending from the river west into the district as a means for providing pedestrian linkages, multi-objective stormwater management opportunities and reinforcing the presence of the river and riverfront in the district.*	This is an Urban Design action implemented primarily as part of private development, including development agreements. Because of that Private and PDC should be the leads and BES would be a partner implementer.
83	Central City EN1	*Develop new regulatory and incentive tools to increase the use of green building technologies and innovative stormwater management techniques (e.g., ecoroofs, green walls, trees on private property, impervious surface standards), renewable energy and energy efficiency in both new development and rehabilitations.*	PPR should be listed as a partner implementer
83	West End UD11	*Develop and implement a strategy to encourage main-street-friendly streetscape and ~~Improve the Jefferson main street with~~ green infrastructure improvements on SW Jefferson Street .*	Make consistent with GH HN4. (Would it make sense to be more consistent about the location of these types of actions and policies? Currently they're spread across Housing and Neighborhoods, Urban Design or Health and Environment.) Make BPS the lead implementer; PPR and BES can be partner implementers.
85	Central City New	*Analyze options to apply Title 11 Tree Preservation Standards and Tree Density Standards in commercial, employment, and industrial zones that are currently exempt from the standards. Consider benefits associated with additional tree canopy and impacts on development potential, housing affordability and other city goals and policies.*	Add BES as a partner implementer
86	Central City WR9	*Develop an action plan to enhance and restore fish and wildlife habitat throughout the Central Reach.*	Make BES a lead implementer on this (with BPS). Similar to Central City WR10, WR11, CC WR4, and CE WR5 - are all of them needed?
86	Central City WR10	*Develop a concept plan and complete pre-design for a project to restore fish and wildlife habitat between the Hawthorne Bridge and the Marquam Bridge. Then seek funding to implement the project.*	Isn't this the same as Central Eastside WR6? Combine under this action (since CE action only applies on the eastside). If not, see comments for WR6. This one adds funding, which should be there but all of the bureaus will be seeking funding. Make BES a lead implementer on this (with BPS). Similar to Central City WR9, WR11 and CE WR5 - are all of them needed?
86	Central City WR11	*Develop a strategy to address impacts on habitat and fish and wildlife within the Ross Island complex and Holgate Channel as part of River Plan/South Reach.*	Make BES the co-lead on this. Similar to Central City WR9, WR10 and CE WR5 - are all of them needed?
89	Central Eastside WR5	*Partner with OMSI and Portland Parks & Recreation to design and implement a riverbank project between the Hawthorne and Marquam Bridges that includes fish and wildlife habitat, boating, swimming, educational opportunities and enhanced greenway trail.*	Same as WR6. Combine. BES should be the co-lead on this. Similar to Central City WR9, WR10 and WR 11 - are all of them needed? Should be listed as ongoing.
91	Goose Hollow UD2	*Reduce the impacts to neighbors from I-405 noise and air pollution by installing green walls on new/redeveloped buildings and street trees where appropriate.*	BES would be a co-lead on tree planting is advocated. The bureau currently does not have a green wall program and would not have a role in that aspect of the work.
98	S Waterfront EN3	*Explore district energy opportunities in the northern half of district and consider how such systems might be connected to the southern half of the district.*	Remove BES as partner
98	S Waterfront EN4	*Promote low-impact development strategies that minimize impervious areas, use multi-objective stormwater management systems, create water-quality friendly streets and parking lots and enhance natural area revegetation.*	Add PDC as an implementer since some of this is implemented through development agreements.

Page #	Policy #	Comment/Issue	Suggested Changes (if any)
117	Downtown UD11	*Improve Salmon Street with ~~stormwater management, landscaping, and~~ active transportation, landscaping and green infrastructure facilities to better connect Washington Park to the South Park Blocks and the Willamette River and improve the quality of water discharged into the Willamette.*	BES doesn't have currently plans to add green infrastructure along Salmon Street, but we are supportive of further greening of Salmon if a need is identified or opportunities become available.
118	Goose Hollow HN4	*Develop and implement a strategy to encourage main street-friendly streetscape and ~~stormwater management~~ green infrastructure improvements on SW Jefferson Street. Explore the feasibility of burying utilities as part of improvements and planting additional trees*	Make consistent with WE UD11. (Would it make sense to be more consistent about the location of these types of actions and policies? Currently they're spread across Housing and Neighborhoods, Urban Design or Health and Environment.) Make BPS (and potentially PBOT) the lead implementer PPR and BES can be partner implementers. Consider creating a separate action for burying utilities and planting trees. BES and PPR could be partners on that action.
119	Goose Hollow UD6	*Improve Salmon Street with ~~stormwater management, landscaping, and~~ active transportation, landscaping and green infrastructure facilities to better connect Washington Park to the South Park Blocks and the Willamette River and improve the quality of water discharged into the Willamette.*	BES doesn't have currently plans to add green infrastructure along Salmon Street, but we are supportive of further greening of Salmon if a need is identified or opportunities become available.
126	S Waterfront EN2	*Encourage planting of native vegetation and trees in right-of-way.*	Add PDC as an implementer, since they coordinate development agreements, which are a key implementation tool in South Waterfront.
128	West End UD1	*Improve Salmon Street as a unique east-west connection linking Washington Park to the Willamette River with ~~stormwater management, landscaping, and~~ active transportation, landscaping and green infrastructure facilities. Encourage additional, activating retail.*	BES doesn't have currently plans to add green infrastructure along Salmon Street, but we are supportive of further greening of Salmon if a need is identified or opportunities become available.
135	S Waterfront TR6	*Complete the greenway trail connecting it with the rest of the 40-Mile Loop. Where feasible, explore opportunities for completing the trail prior to development rather than waiting for it to be completed with development.*	Add PDC as an implementer, since they coordinate Development Agreements in the urban renewal areas. Remove BES as a partner implementer.
140	West End EN2	*Identify tree preservation and planting opportunities and implementation strategies along I-405, including improving vine coverage of canyon walls.*	BES and PPR should be partner implementers
155	West End UD6	*Allow private development to connect the West End to Goose Hollow by capping I-405. Potential locations for the freeway cap include: W Burnside, SW Yamhill/Morrison, SW Salmon/Main and SW Jefferson/Columbia. If capping occurs, identify opportunities to improve the pedestrian environment with tree canopy on SW 13th and SW 14th avenues.*	Add PPR as a partner implementer
177	West End UD11	*Improve Salmon Street with ~~stormwater management, landscaping, and~~ active transportation, landscaping and green infrastructure facilities to better connect Washington Park to the South Park Blocks and the Willamette River and improve the quality of water discharged into the Willamette.*	BES doesn't have currently plans to add green infrastructure along Salmon Street, but we are supportive of further greening of Salmon if a need is identified or opportunities become available.

BIKE LOUD PDX

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Date: 3/31/16
To: Planning and Sustainability Commission
Re: Central City 2035 Plan Testimony
From: BikeLoudPDX
cc: tsp@portlandoregon.gov

Dear Planning and Sustainability Commission Staff,

We at BikeLoudPDX would like to submit the following testimony regarding the Central City 2035 Plan. In addition to our own recommendations below, we have also endorsed excerpts from the testimony of other community groups. All such cases are cited accordingly.

General Comments

Inner Powell and the Clinton Triangle Area:

We support the following request from the Hosford-Abernethy Neighborhood District (HAND)'s testimony:

> We request additional planning for both sides of inner Powell Blvd. If building heights from 65 to 95 ft are going to be permitted in the Clinton Triangle area, then it is important to plan for the surrounding area to improve livability along the Powell corridor. We also have transportation and accessibility concerns about the Clinton Triangle; completion of Central City Candidate Project 20185 (Gideon Street Pedestrian / Bicycle Bridge) would be a crucial step toward connecting the Clinton Triangle to the neighborhoods, businesses, and job centers to the north, while 20050 (Southern Triangle Access Improvements) would connect the Clinton Triangle to those to the south.

The Green Loop

We at BikeLoudPDX emphatically support the concept of a "Green Loop" bicycle/pedestrian facility in the Central City, on the condition that wherever possible, bicycles and pedestrians are provided separate spaces to minimize conflict (ideally via physical separation), and that the path be given the right-of-way at most intersections (similar to "stop-sign flipping" on neighborhood greenways) and crossing treatments at all others.

We would like to endorse HAND's recommendation to strongly consider SE 11th and 12th for the Green Loop's eastern route through the Central Eastside. The roads are lined with mature trees, cafes, restaurants, and residences, provide direct connections to other bike routes and neighborhood greenways,

and could serve both the Central Eastside Industrial District businesses to the west as well as residential neighborhoods to the east. Further, there are currently eight lanes devoted to motor vehicles in the couplet (each street has two lanes for vehicle traffic and two lanes for vehicle storage), much more workable space than found on SE 6th or 7th. The Green Loop could then cross over Sullivan's Gulch on either a new bike/ped bridge at NE 7th/8th (the path could jog from 11th/12th to 8th on either Ankeny, Davis, Flanders, or Glisan) or on a rebuilt/rehabilitated 12th Ave bridge.

Even if these streets are not chosen for the Green Loop's route, we at BikeLoudPDX would like to see SE 11th and 12th traffic calmed and road dieted to create more active transportation-oriented streets.

Transportation Performance Targets (Transportation System Plan, Page 746):

Currently reads:

> Lower Albina: In 2035, at least 40% of commute trips to and from the district are by non-single occupancy vehicle (SOV).
> Central Eastside: In 2035, at least 60% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

Both of these performance targets need to be changed to at least 75%.

At a time when we're trying to get the *citywide* non-SOV mode split up to 75%, setting a target in any Central City neighborhood, where non-SOV mode split should be at its *highest*, to be less than 75% is completely unacceptable. Being an industrial district does not excuse a neighborhood from contributing to this goal; if anything as major employment centers they should be target districts for improving non-SOV commute options.

If the reasoning behind the low performance target is to include freight trips (many of which are technically "SOVs"), then that needs to be specified in the target, and a performance goal that excludes freight trips should be established for these districts.

Bicycle Classifications

Introduction

We would like to repeat the testimony we provided for the Stage 2 TSP Update:

> We strongly support the addition of the "major city bikeway" designation. Much as it is important to distinguish between interstates, surface arterial roads, and neighborhood streets when discussing automotive traffic, it is important to distinguish between different types of bicycle facilities based on use.
>
> However, we disagree with the way in which the major city bikeway designation is being applied in Section 5: Bicycle Classification Maps. It appears that the designation has been limited to existing bikeways. As a conceptual plan for 2035, the major city bikeway designations in the TSP (and Central City 2035 Plan) should not be limited to existing facilities, but should also potentially apply to planned facilities. It is important as we move forward with building out our bicycle infrastructure that we have a big-picture plan. A designated network of bicycle

"highways" showing where we expect large numbers of bicycle trips, especially commuting and long-distance trips, to occur is crucial for building a strong network, rather than just a cluster of bikeways. We request that the "major city bikeway" network be redetermined, choosing the best bikeway candidates be they existing or planned routes.

In regards to which routes to designate as major city bikeways, an ideal major city bikeway is direct, flat (relative to parallel routes), contains minimal jogs, allows for faster cycling, allows for shorter wait cycles at lights and intersections, requires less wayfinding, and provides direct access to major employment/job/other destination districts. Major city bikeways should be on routes with less conflict between commuter bike traffic and local pedestrian/bicycle traffic, and suit the needs of the inter-neighborhood bicycle trip. In many cases, this means major city bikeways should be designated on arterial streets currently having, or planned to have, separated bicycle facilities, rather than on greenways and crowded multi-use paths. Meanwhile, cyclists preferring a slower trip, or one farther away from motor vehicles, can continue to use multi-use paths and the neighborhood greenway system.

As an example from the Central City, NW/SW Naito Parkway and SE Water Ave should be major city bikeways, while the Waterfront Park Trail and Eastbank Esplanade should be city bikeways. Conflict between faster and slower cyclists, pedestrians, joggers, dog-walkers, tourists, etc. has already prompted signs to be posted on both multi-use paths requesting "Fast Bikes Use Naito/Water." This indicates a high level of inter-modal conflict occurring at our current 7% bicycle mode share, which we are trying to nearly quintuple in the next twenty years. In situations where bicycle facilities on a major city bikeway-designated street are substandard or insufficient (as Naito and Water are in this example), the major city designation should provide guidance toward prioritizing the improvement of facilities on these streets.

In a similar situation, North Tabor Neighborhood Association has voted in favor of designating East Burnside as the area's major city bikeway, as "it provides the only direct uninterrupted route east from 41st to Gresham." We agree with this assessment and would also advocate for E Burnside to be designated a major city bikeway.

We would like the decision regarding placement of major city bikeways to be guided by Policy 9.6, Transportation strategy for people movement. This policy states that we should "Design the system to accommodate the most vulnerable users, including those that need special accommodation under the Americans with Disabilities Act (ADA). Implement a prioritization of modes for people movement by making transportation system decisions according to the following ordered list: 1. Walking 2. Bicycling …" The importance of this policy is two-fold. One, it states that walking is paramount, and as such pedestrians should not need to fight cyclists for a comfortable place to walk, as is the current situation on many crowded multi-use paths. Two, it states that cyclists are second in the hierarchy, above the needs of motor vehicles, meaning that allocating road space to motor vehicle needs above bicycle needs is in violation of this policy. If the best route for a major city bikeway (flat, fast, direct, etc.) is on an arterial road, and motor vehicle travel takes up more than one lane in each direction of that road, space should be allocated to be bicycle facilities. In the above examples, this would likely mean a complete street/road diet makeover on Naito, and motor vehicle parking removal on Water. Refusal to do this on streets designated major city bikeways, or only designating major city bikeways on routes that would not require taking road space from motor vehicles, is in direct violation of Priority 9.6.

In summary, we would recommend a complete redraw of the major city bikeways to include planned bike routes as well as current bike routes, and to consider the needs of the commuter and inter-neighborhood cyclist when creating the major city bikeway network.

In consideration of the above comments regarding major city bikeways, we are requesting the following city bikeway classification changes:

- Keep SW/NW Naito as a major city bikeway (rather than the Waterfront Trail)
- Make SW/NW 4th a major city bikeway from SW Barbur to Union Station
- Make SW Madison and Main major city bikeways from the Hawthorne Bridge to 4th at minimum
- Extend the W Burnside major city bikeway designation to 4th at minimum, preferably to the Park Blocks or beyond
- Make SE 11th and 12th major city bikeways (rather than SE/NE 7th) from Powell to a reconstructed 12th Ave bridge or a new 7th/8th Ave bridge (place jog on Ankeny, Davis, Flanders, or Glisan)
- Move the SE 9th Ave city bikeway to SE 6th (only if making 11th/12th major city bikeways)
- Make SE Belmont and Morrison major city bikeways (rather than Salmon) east of 7th too
- Make SE Water a major city bikeway (rather than the Eastbank Esplanade)
- Extend city bikeway designation on SE Harrison to SE 6th
- Keep major city bikeway designation on SE 2nd Pl from Water to Tilikum Way.
- Make SE/NE Sandy a major city bikeway
- Make NE 7th the major city bikeway from NE Broadway to NE Sumner, rather than NE 9th Ave
- Make NE Multnomah St a major city bikeway
- Make NE Lloyd Blvd/16th a major city bikeway to at least Broadway (instead of Sullivan's Gulch)

Freight, Traffic, Emergency Route (ER) Classifications

In order to support the above recommendations regarding bicycle classifications, we are requesting the PSC reevaluate the freight, traffic, and ER classifications on the above listed streets. Specifically, we are requesting the following changes:

Regarding SE 7th, 11th, 12th:

- Change SE 11th & 12th to freight district streets or truck access streets from Powell to Sandy
- Change SE 11th & 12th to traffic access
- Change SE 11th and 12th to secondary ER routes (and keep SE 7th as a primary route)
- Change SE 7th to priority truck street

Other changes:

- Change NE Lloyd Blvd/16th to a traffic access street

Central City Parking Code

We support the testimony regarding parking submitted by Tony Jordan of the Portland Shoupistas. We particularly wish to highlight the following comments:

Implementing parking maximums for all uses in all parts of the central city is a strong and smart policy, but the proposed limits are much too high to meet the city's stated mode split and climate action goals… Parking maximums in the CBD should be significantly lower than they are now and/or they should be indexed to mode split targets.

Finally, city parking code should include provisions to discourage subsidizing of parking by employers and bundling of parking costs into rents for commercial or residential tenants. All new parking developments should be required to be unbundled and require payment by end users. Transportation demand management incentives (such as parking cash out, walk-bucks, and transit passes) should be required when employers subsidize parking for employees…

If we hope to meet an 80% split for non-single-occupancy trips, we should be reducing parking maximums in the CBD by 50-75% for residential, commercial, and hotel uses. Such a reduction is further justified by the relaxing of restrictions on parking use… considering the rationale for allowing shared use, that significantly less parking spaces will be needed in new construction as commuter and residential usage are complementary and many stalls may be shared, the true effect of the new maximums in mixed-use development may be to increase the allotment by a significant amount.

33.510.261 F:5
The 1:14 ratio for bicycle to car parking doesn't provide enough bicycle parking to meet the city's stated transportation goals. The ratio of bicycle to car parking should be increased to… 4.5 long-term bicycle parking spaces for every 14 motor vehicle parking spaces.

Central City 2035 Candidate Projects:

While there are many worthy projects in this list, and while we believe that we should not be forced to pick and choose safety and active transportation improvement projects, we would like to highlight the following projects as particularly important to our transportation network:

<u>Bridges and Bridgeheads:</u>

In a city with significant natural and man-made geographic separation, providing safe, comfortable facilities on bridges is crucial. However, it is equally crucial that cyclists and pedestrians also have safe, comfortable ways to access these bridges. The following projects will greatly improve inter-district travel (in order of project number):

20068 NE 12th Ave Bridge Replacement -- 12th Ave, NE (over I-84 and railroad tracks)
Or
20077 Inner Eastside Pedestrian/Bicycle Bridge -- 7th to 8th Ave, NE (over I-84); 8th Ave, NE/SE (Glisan - Ankeny); Glisan / 11th / Irving, NE (8th - 12th)

20133 SW Main / Madison Bikeway and Transit Improvements -- Main / Madison St, SW (1st - 5th)
<u>Amendment:</u> Ensure design minimizes bike-bus interactions.

20150 W Burnside Bridgehead Ped/Bike Improvements -- Burnside Bridgehead, SW

20151 Burnside Bridge Transit and Bikeway Improvements -- Burnside Bridge

20180 Hawthorne-Clay Ramp Signal -- Hawthorne Viaduct

20185 Gideon Street Pedestrian / Bicycle Bridge -- Clinton MAX Station

Enhancing our major city bikeways:

As the backbone of the cycling network, major city bikeways are crucial routes for all types of cycling trips. Unfortunately, many are currently on sub-par facilities, crowded facilities, or have yet to be built at all. The following projects will greatly help our bikeway backbone build-out (in order of project number):

20065 Interstate-Larrabee Corridor Improvements -- Interstate Ave, N (Tillamook - Larrabee)

20113 NE Broadway Corridor Improvements, Phase 1 -- Broadway/Weidler, N/NE (Broadway Bridge - 24th)

20127 Better Naito Walkway / Bikeway -- Naito Pkwy, SW/NW (Salmon - Railroad)

20126 1st / 2nd / 3rd Ave Bikeway -- 1st / 2nd / 3rd Ave, SW (Arthur - Flanders)

20128 Broadway Bikeway Improvements -- Broadway, NW/SW (Hoyt - Clay)

20131 Jefferson / Columbia Bikeway -- Jefferson / Columbia St, SW (Naito - 18th)

Intersection improvements (boosting our neighborhood greenways):

From a safety perspective, intersections are the weakest link in any transportation network, regardless of mode. They're where most crashes, fatalities, and injuries, occur. Portland's block faces are only 200ft long, resulting in twenty intersections per mile. As our neighborhood greenway network intentionally utilizes "side streets" with low motor vehicle traffic, most greenway crossings at major streets do not have any sort of crossing treatment. The following projects would help with safety, comfort, and convenience for vulnerable users at intersections and help strengthen and expand our neighborhood greenway network (in order of project number):

20097 NW Flanders Neighborhood Greenway -- Flanders St, NW (24th - Steel Bridge)

20174 SE Salmon Multimodal Improvements -- Salmon / MLK, SE; Salmon / Grand, SE; Salmon / 7th, SE
Amendment: If not already completed through project #20176, also improve crossings at 11th and 12th. The crossing at 7th should be completed in conjunction with efforts to return 7th to a major freight route (see above testimony under "Bicycle Classifications").

20175 SE Ankeny Multimodal Improvements -- Ankeny / MLK, SE; Ankeny / 11th, SE
Amendment: If not already completed through project #20176, also improve crossing at 12th.

20176 11th/12th Ave Crossing Safety Improvements -- SE 12th & Ankeny; 11th & Salmon; 12th & Salmon; 12th & Madison; 12th & Hawthorne; 11th & Clay; 12th & Clay
Amendment: Include speed reduction (30mph to 25mph). If not already completed through the Harrison greenway, also include improved crossings at 11th & Harrison, 12th & Harrison. Ensure this project does not conflict with efforts to road diet SE 11th and 12th to one vehicle lane each and introduce buffered/protected bike lanes (see traffic, freight, and bicycle classification testimony above).

Closing

We would like to thank the PSC staff for their hard work, and for diligently reviewing public testimony. We look forward to staff's responses to our testimony, and hope to continue these conversations into the next stage of the Central City 2035 Plan's development.

Sincerely,

Emily Guise, Jessica Engelman, and Ted Buehler
BikeLoudPDX Co-Chairs

Audubon Society of Portland
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Portland OR 97210

City of Portland Bureau of Planning and Sustainability
Attn: Central City 2035 Plan
1900 SW 4th Ave, Suite 7100
Portland OR 97201
cc2035@portlandoregon.gov

March 31, 2016

Dear Bureau of Planning and Sustainability,

The City of Portland's Central City 2035 Plan *envisions a central city… that is prosperous, healthy, equitable and resilient, where people can collaborate, innovate and create a better future in an attractive and livable environment.* It is critical that the Proposed Draft of the CC2035 contain policies that reflect the environmental values that make Portland healthy and livable for both people and wildlife. Draft Comprehensive Plan Policies establish policy direction for the integration of bird-safe building design and responsible lighting design into city codes and policies. Integration of Bird-friendly Building Design practices and ecoroofs into the City's updated 2015 Green Building Policy demonstrate Portland's commitment to ecologically thoughtful development of our built landscape. These are important strides in integrating nature and the built environment, however, we need to be thinking more broadly about the healthy ecological functioning of our city, again—for both people and wildlife.

It is well known that window collisions are responsible for up to 1 billion bird deaths annually in the US alone, making it one of the leading anthropogenic sources of mortality[1] [2]. The percent of unmarked glass on a facade is the strongest predictor of the magnitude of bird mortality, especially if windows reflect vegetation[3] [4] [5]. Incorporating bird-safe designs must therefore be integral to more fully integrating green infrastructure into the developed landscape. There are an increasing number of solutions to mitigate this source of mortality, and many of them synergistically align with environmental performance and design objectives for both new construction and existing building retrofits. Integration of bird-friendly design approaches into Portland's city codes and Design Guidelines aligns well with the Central City EN3 Volume 5 Implementation Workplan: *Update the Central City Fundamental Design Guidelines to incorporate guidance for bird friendly building design and building reflectivity.*

A large body of research demonstrates that the proliferation of artificial light at night (ALAN) has negative impacts on fauna, flora & human health[6] and is now one of the fastest growing, most common, and also reversible forms of environmental pollution[7]. Biological systems evolved in cycle of dark night and bright daylight. Deleterious impacts of light pollution are wide-ranging, including: *interference in circadian rhythm in humans, bird collisions with brightly lit buildings, energy waste, unnecessary emission, and a diminished cultural and historical heritage, and can cause long-term health problems in both humans and wildlife*[8]. Unshielded ALAN generates light pollution, which obscures stars, wastes money and resources,

and disrupts nocturnal predator-prey relationships[8]. Light emanating from cities drowns out celestial cues that night-migrating songbirds use to navigate, disorienting them and attracting them into the city, where they face a variety of hazards including deadly building glass. Blue-rich white LED lighting is also known to create significant glare, which increases the recovery time for the pupil to adapt to darkness or low-lighting, and suppresses melatonin production, which interferes with human sleep cycles and may be linked to serious human health problems, including breast cancer[9] [10]. Requiring the use of best practices in lighting design and/or a lighting ordinance would mitigate the adverse impacts of light pollution in the Portland area and would be aligned with both the *Central City EN19* Volume 5 Implementation Workplan: *Develop strategies to reduce nighttime lighting and sky glare to reduce impacts of building lighting on human health, wildlife and energy consumption* and with the *Lloyd EN3* Volume 5 Implementation Workplan: *Explore approaches to improve the environmental performance of the district. Possible tools include technical assistance and incentives for green infrastructure…and reduced nighttime lighting.*

Best Practices in Lighting Design Include:

- Lighting should be fully shield and aimed down;
- No vanity or unnecessary architectural lighting;
- Blue-rich White Light should be disallowed in exterior applications: no fixtures should exceed a CCT of 3,000 Kelvins;
- Lights should have an S/P ratio between 1.0 (near habitat) and 1.2 (standard urban area);
- Limit total lumen output: Lighting Zones should be established to limit total lumen output for any site and should be aligned with the 5 Lighting Zones set forth in the IDA/IES Model Light Ordinance of 2010 or according to the most recent available volume of the MLO

Related to the above issues, we have a number of concerns about how the CC2035 Discussion Draft (https://www.portlandoregon.gov/bps/69859) will meet the environmental goals & policies of the CC2035 Plan (Sections related to Willamette River(4), Urban Design (5), and Health and Environment(6)) and how it will align with the guiding principle of environmental health set forth in the Comprehensive Plan. We have a number of suggestions and recommendations to ensure that it does.

Volume 1: Goals and Policies

Recommended Change: Integrate language addressing both hazard reduction for birds and human health considerations into policies 6.2, 6.4, 6.5, 6.6, 6.9 & 6.11. Suggested language additions in red:

Policy 6.2 c. Wildlife movement.
Protect and improve the quality, diversity, and accessibility of terrestrial and aquatic wildlife movement corridors *and integrate Bird Safe Building and best practices in lighting design to mitigate hazards for birds utilizing movement corridors.*

Policy 6.4 Green infrastructure.
Increase the use of trees, ecoroofs, vertical gardens, sustainable site development, landscaped setbacks and courtyards, living walls and other vegetated facilities to…create habitat for birds and pollinators *and integrate Bird Safe Building and best practices in lighting design to mitigate hazards for birds utilizing this habitat.*

Policy 6.5 Human health.
Encourage the use of…building construction methods, materials and products and best practices in lighting design that do not have harmful effects on human health and the environment.

Policy 6.6 Upland habitat connections.
Create an upland wildlife habitat corridor using trees, native vegetation in landscaping, public open spaces and ecoroofs that provide a connection for avian and pollinator species between the West Hills and Willamette River, *and integrate Bird Safe Building and best practices in lighting design to mitigate hazards for birds utilizing this habitat.*

Policy 6.9 Buildings and energy.
Increase the energy efficiency of buildings, including the use of window films that reduce solar heat gain while also reducing hazards for birds and the use of onsite renewable energy systems, and the development of low-carbon district energy systems.

Policy 6.11
Encourage bird-friendly building and lighting design and management practices, to reduce hazards to resident and migrating birds as well as aligning central city street activation and transparency requirements to allow for best practices in marking glass for birds: transparency requirements should allow for 6% window marking. Encourage best practices in lighting design that reduce hazards to birds, mammals, amphibians, reptiles & fish, as well as reduce potential human health impacts. [Best Practices listed above.]

Volume 2:
Recommended Change: Lighting language incorporated into the River Overlay Zones chapter is too vague, lenient, and appears only applicable to the River Overlay zone. Lighting language needs to address all best practices, i.e., should require that all lighting is fully shielded, aimed down, has a spectral output below 3,000K with an S/P ratio between 1-1.2, and has carefully determined limits set on total lumen output [as above]. Exceptions should not be made for any new lighting, including for lighting at Tom McCall Waterfront Park. Retrofit options for historic acorn lighting along the riverfront and elsewhere in the city should be explored, including options to recess the lamp into the top of the fixture or to shield the top of the luminaire. Such options would preserve the historic character of the lighting, while reducing light scatter and trespass into non-target areas.
Language related to ground floor windows and transparency requirements should, in all cases, allow for at least 6% window marking as a means of mitigating hazards for birds.

33.475 River Overlay Zones

33.475.230 Exterior Lighting
The standards are intended to minimize the impacts of lighting on fish and wildlife habitat but still provide for public safety within public parks and along trails. The ~~standards can be adjusted and modified to accommodate development, but the~~ impacts of the lighting must be minimized by fully shielding all lighting, spacing lighting at least 25 feet apart, directing lighting downward and not shining lighting directly into habitat including the Willamette River, keeping lamps below 3,000K or with an S/P ratio between 1-1.2, and setting careful limits total lumens based on the IDA/IES Model Lighting Ordinance Lighting Zones.

33.475.230 Exterior Lighting.
A. Purpose. The standards for exterior lighting in and near the river setback are intended to:
• Ensure that light glare and light spill from artificial lighting do not negatively impact fish and wildlife within and riverward of the setback;
• Reduce light pollution and glare impacts on nearby residential developments; and
• Maintain public safety along the greenway trail.

B. Standards for exterior lighting. Exterior lighting located within and riverward of the river setback and exterior lighting located within 25 feet landward of the river setback, must meet the following standards. ~~Governor Tom McCall Waterfront Park~~, Maritime Transportation Security Act regulated facilities and public rights-of-way are exempt from the standards.
1. Exterior lighting is allowed only in a City of Portland park, in a public right-of-way, when associated with a public trail or public viewing area or when associated with a river-dependent or river-related development and must still adhere to best practices in lighting design;
2. Structures that support exterior lighting fixtures must be setback at least 5 feet from the top of bank of the Willamette River, and must be setback at least 30 feet from any other stream, drainageway, wetland or water body;
3. Structures that support exterior lighting fixtures must be spaced at least 25 feet apart;
4. Exterior lighting fixtures must not project light upward or to the side; and
5. The top and sides of all lighting fixtures must be shielded with 100 percent opaque materials
6. All lamps must fall below 3,000K or within an S/P ratio range of 1-1.2

Map 475-3 This map depicts Governor Tom McCall Waterfront Park and public beaches. There are different standards for landscaping ~~or exterior lighting in these areas.~~

Volume 2 by section:
Recommended Changes:

Greenway Overlay Zones: No mention of lighting or bird safe considerations. Lighting best practices should be integrated into trail requirements and riparian habitat considerations.

Central City Plan District:
Map 510-8 Ground Floor Windows (New)
This a new map created to identify streets where higher levels of glazing are required based on the Street and Development Character concept for the Retail Core. This map shows all streets where sites with frontage must have 60% glazing. All other streets must meet the ground floor windows standards of the base zone. In all cases, transparency requirements should allow for at least 6% window marking as a means of mitigating hazards for birds.

Central City Plan District Code Language: 33.510.220 Ground Floor Windows A new ground floor window map, 510-8, has been created to identify streets where 60% ground floor window coverage will be required. These streets are the Central City's core, retail/commercial streets.
33.510.220 Ground Floor Windows
B. Ground floor windows.
c. 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. In all cases, transparency requirements should allow for at least 6% window marking as a means of mitigating hazards for birds.
33.510.243 Ecoroofs p 131.
A. Purpose. Ecoroofs provide multiple benefits in the built environment including managing stormwater, reducing the heat island effect, providing habitat for birds and pollinators and providing open space. Window walls adjacent to ecoroofs should be required to meet Bird-safe Building Design standards.

D. Required South Waterfront Greenway improvements.
(2) Viewpoint requirements.
p. 161 Materials, benches, and lighting used in the viewpoint area must meet the requirements of the Portland Bureau of Parks and Recreation; and impacts of the lighting must be minimized by fully

shielding all lighting, spacing lighting at least 25 feet apart, directing lighting downward and not shining lighting directly into habitat including the Willamette River, keeping lamps below 3,000K or with an S/P ratio between 1-1.2, and setting careful limits total lumens based on the IDA/IES Model Lighting Ordinance Lighting Zones.

Volume 4: Background Reports and Supporting Documentation

We recommend inclusion of several additional supporting documents:

1. The City of Portland's April 2015 amended Green Building Policy #37122, specifically Appendix B: Bird-friendly Building Design and Management Practices Checksheet https://www.portlandoregon.gov/bps/article/529212
2. Portland's 2012 *Resource Guide for Bird-friendly Building Design* http://www.portlandoregon.gov/bps/article/446308
3. City Council Resolution #37034 (Oct 2013) which explicitly directed City Bureaus and Offices to explore opportunities to integrate bird-friendly building design and management practices into City plans, policies and programs, including updates to Portland's Comprehensive Plan, Central City Plan, and the City's Green Building Policy
4. Portland's Climate Action Plan 2015 Action 19E (Lighting Upgrades) calls for implementing energy-efficient outdoor lighting by 2020, including light emitting diodes (LED, dimming technologies for all streetlights, and use of Dark Skies best practices to reduce light pollution and minimize bird strike hazards (p. 126) https://www.portlandoregon.gov/bps/article/531984

Volume 5: Implementation Workplan

Central City EN19 Develop strategies to reduce nighttime lighting and sky glare to reduce impacts of building lighting on human health, wildlife and energy consumption. Adopt a best-practices Lighting Ordinance in Portland to control light pollution, including glare, light trespass and skyglow.

Central City EN3 Update the Central City Fundamental Design Guidelines to incorporate ~~guidance~~ standards for bird friendly building design and building reflectivity to align with the City's Green Building Policy.

Lloyd EN3 Explore approaches to improve the environmental performance of the district. Possible tools include technical assistance and incentives for green infrastructure, energy retrofits, high performance new construction, renewable energy systems, connections to district energy, and reduced nighttime lighting.

Thank you for the opportunity to comment on the Central City 2035 Discussion Draft.

Sincerely,



Mary Coolidge
BirdSafe Portland Campaign Coordinator
Audubon Society of Portland

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9. International Dark-sky Association (2010) White Paper: Visibility, Environmental, and Astronomical Issues Associated with Blue-Rich White Outdoor Lighting
10. Harvard Health Letter, Harvard Medical School, Blue light has a dark side, Harvard Health Publications, May 2012, Updated September 2015.



City of Portland Bureau of Planning and Sustainability
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Portland OR 97201
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March 31, 2016

Dear Planning and Sustainability Bureau,

Please accept the following comments from the Audubon Society of Portland regarding the discussion draft of the Central City Plan. I represented Audubon on the Northeast and West Quadrant Citizen Advisory Committees and was actively engaged in the Southeast Quadrant process as well.

We are deeply disappointed in the discussion draft. From a natural resource perspective, the discussion draft fails badly to capture the work done in the three quadrant processes and more importantly, fails to provide anything close to meaningful protection and restoration of natural resources and natural functions in the Central City. On first read there does appear to be significant progress in some areas, but a closer read reveals a plethora of exceptions and exemptions that render many of the new environmental policies and code virtually meaningless. The following are our specific recommendations:

Tree Exemptions in Restoration Sites: The city has identified seven potential restoration sites in the Central City along the Willamette River. These sites represent absolutely critical stepping stones for salmon and other fish and wildlife using the Willamette River as a migratory corridor. Other than these very limited sites, the Central Reach is virtually devoid of significant restoration opportunities for fish and wildlife habitat. The identification of these sites during the West Quadrant process represented arguably the most significant natural resource improvement contained in the Central City Plan. While it was also recognized that some of these sites might also provide recreational opportunities, the City made a clear commitment to integrating restoration and recreation. The decision to exempt every single restoration site from planting trees represents a nearly complete abdication of the commitment to restore these sites. A restoration site along the Willamette River that is devoid of trees simply cannot be considered a restoration site---trees provide far too many critical environmental functions than to be considered anything other than essential element of a Willamette River restoration site. The decision to exempt all restoration sites from tree planting requirements in the name of accommodating some unsubstantiated presumption that recreational users will object to the inclusion of habitat features near urban beaches sends an unfortunate message that the city is willing to pander to people who either don't understand or who don't care about what it means to have a healthy urban river. We believe that Portlanders in general have a much more sophisticated vision and want a river that is both accessible and healthy. We strongly recommend that BPS fully restore the tree planting requirements to all of the seven restoration sites in full.

Neighborhood Tree Targets: The neighborhood tree targets have been substantially lowered since the completion of the quadrant processes. In some cases, the targets now even show a potential net loss of canopy over time. These reductions are based on analysis conducted by the city after the quadrant processes were completed, but requested repeatedly by Audubon and others while the quadrant processed were ongoing. It is disappointing that the City failed to provide any of the three quadrant committees, which spanned nearly five years, adequate analysis on which to make educated and informed decisions involving trees. As with other aspects of the Central City process, it makes us question that value of serving on BPS committees.

The discussion draft appears to base its projections of potential tree canopy on the limitations of the existing landscape. However, the entire purpose of a long range plan is not to be bound by existing limitations, but rather to plan for desired future conditions. Long range planning allows us to redevelop the landscape in ways that can facilitate significantly more than what can be accommodated on the existing landscape. Rather than limiting the future canopy to what is possible on the current landscape (as BPS appears to have done in the discussion draft), the appropriate approach would have been to have first determined the neighborhood canopy targets that the city wants to achieve, and then develop strategies to transform the existing landscape to accommodate those targets.

BPS does lay out several strategies that could have been adopted to achieve more ambitious canopy targets in Volume 5 (Implementation Plan) (Page 69). These include incorporating more parks and openspace, more investment in street trees, requiring building setbacks, applying Title 11 Tree requirements in areas that are currently exempt, etc. We would call particular attention to the statement on Page 71, “the largest projected tree canopy increases are associated with application of the Title 11 Tree Preservation and Tree Density Standards in zones that are currently exempt from these standards.” We strongly recommend that the City adopt a combination of these strategies, especially applying Title 11 to exempt areas, as part of the Central City Plan to ensure that the City reaches it full canopy targets for different land use types and its overall goal of 33% canopy for the City. This is exactly the type of work that should have been done in the quadrant processes but it is certainly not too late to accomplish this work now. The bottom line is that a long range plan should seek to mold the landscape to achieve the City’s goals and vision, not do as this plan does with trees and reduce the vision based on landscape limitations that exist today.

Exemption for the Marine Safety Transportation Act: Perhaps the most troubling and inexplicable element of the Central City Plan is the inclusion of the exemption for the Marine Safety Transportation Act which allows river industries that fall under the act to be exempted from tree planting requirements within ten feet of a fence required under a site security plan. The implications of this concession to industrial interests are monumental—any business that claims that it is required under the act to place a fence in the greenway setback area could functionally be exempted from virtually all tree planting obligations along the river. Furthermore, there is no way what-so-ever for the city to even verify that such a fence or the associated tree restrictions are even required---the MTSA Site Security Plans are completely confidential. The City is putting itself in a position where it would be accepting entirely on faith the basis for major natural resource exemptions for businesses that have long and aggressively opposed natural resource protection along the river. Taken to its extreme, a business could simply put a fence in the middle of the 25 foot wide greenway, falsely claim it as part of a site safety plan and get exempted from planting on 80% of their portion of the greenway….and the city would have absolutely

no way of knowing. More likely, businesses could simply request that their site security plans include fences in the greenway and thereby get themselves "legitimately" exempted under the new code.

The City appears to have pulled this accommodation out of thin air based on the aggressive advocacy of a single property owner in the Central Reach. The City is able to provide absolutely no rational basis for why it chose this approach to addressing the Marine Safety Transportation Act or why it has so radically changed course after rejecting similar requests from industrial interests in the North Reach. City staff have acknowledged that the City has failed to even have substantive discussions with the federal agencies responsible for implementing the MTSA. As far as we can tell, this concession is entirely the product of City staff who have been intimidated by the threats and bullying of a single property owner who has long been openly adverse to mandates to requirements related to the Willamette River Greenway.

It is particularly discouraging that the City would adopt this radical of a concession, one which undermines literally decades of natural resource planning on the North and Central Reaches, with virtually no public discussion. We were assured during the Southeast Quadrant process, when this concern was raised, that the City felt that the MTSA would not undermine river protections. If in fact the City intended to radically amend its position on the MTSA, that should have been openly and transparently discussed during the multi-year public process. An issue of this magnitude probably deserved its own working group with appropriate representatives with technical and unbiased understanding of how the act is implemented. To have simply side-stepped this issue during the public process only to come back now with this level of accommodation, makes mockery of that process and again leaves us seriously questing the value of participating in BPS committees.

We strongly urge BPS to eliminate entirely exemptions based on speculative understanding of the MTSA. The onus should be entirely on the property owner to demonstrate that in fact they are legally prohibited from implemented natural resource obligations contained in the code. To the degree that they can demonstrate that they are legally prohibited, the City should include additional code language that requires them to either mitigate or provide mitigation funds to compensate for this lost opportunity as close to the site as possible.

Tree Exemptions for view corridors: While we appreciate the City's desire to preserve view corridors, we believe that the prohibition of trees in view corridors, especially in light of other addition restrictions on trees, is excessive. The City should promote an ethic that recognizes that trees are part of the view on a healthy river. The prohibition on trees in view corridors unfortunately promotes a long outdated vision that accepts a degraded and denuded river as something desirable. It is akin to outdated forest management perspectives that viewed understory and downed trees as "decadent" rather than healthy ecosystems. The City can protect view corridors and simultaneously promote the concept of a healthy river by code language that allows trees in view corridors but which allows for clumping, spacing, and targeting species and pruning such that varying degrees of openness are provided at different times of the year. Our reading of the planting requirements outside of view corridors is that the proposed code actually allows for all of these things even with additional modification. We recommend that the city look at the code for planting outside view corridors and either apply it in full within the view corridors or make tweaks to better preserve views. Either way, it is critical that the city allow trees in view corridors and also actively promote the concept that trees along a river are an important part of a view and a reflection of a healthy river.

50 Foot Greenway Setback: Audubon strongly supports the expansion of the greenway setback from 25 to 50 feet. However, it is important to note that even 50 feet does not come close to meeting the minimum requirements for an ecologically functional riparian areas. In addition, this laudable goal is further undermined by new code requiring 16 foot trails in the greenway and by grandfathering clauses that make it highly unlikely that 50 foot setbacks will ever be achieved in the greenway in areas that are currently 25 feet or less.

If in fact the City is going to require 16 foot wide trails, it should also require wider greenway---no less than 100 feet. Placing a 16 foot trail into a greenway that is 25 feet wide or 50 feet will leave virtually no room for natural resource function and other greenway activities. It is excessive relative to the overall width of the greenway and marginalizes other uses. We understand the Portland Parks is pushing for an even wider trail in the greenway and for the trail to be placed at the top of bank. We strong oppose these requests and urge BPS to reject them. 16 foot wide trails are in our opinion already excessive. Trails should be pushed as far landward as possible and the areas close to the river, prioritized for habitat protection and restoration where it will have the most positive impact. We strongly support a trail provision that makes the size of the trail a percentage of the existing (ie not aspirational) greenway at the time the trail is constructed. We recommend no more than 20% of the actual width. As the City achieves a wider greenway, trails could be expanded accordingly.

The currently proposed code allows property owners to rebuild existing structures within the new 50 foot expanded greenway even in the event of virtual total replacement of the structures. Virtually all of the areas of the greenway that are currently 25 feet are built-up right to their edge or beyond. The grandfathering clause will ensure that in the vast majority of situations, development will persist in the 50 foot greenway indefinitely. We strongly encourage the City to include in code provisions that aggressively promote removal of existing structures in the 50 foot greenway and which set a much higher threshold for rebuilding existing structures. Otherwise the 50 foot setback will for the most part remain nothing more than an aspiration.

Green Roof Requirement: Audubon strongly supports making green roofs mandatory across the entire Central City. This particularly important given that the city has eliminated the green roof incentive program and is about to eliminate the green roof FAR bonus. Portland has rapidly fallen behind other cities in the United States as a leader in green roof implementation as other cities have move towards rather than away from aggressive incentive and regulatory based green roof programs. Portland's outdated "green roof" policy has left us lagging behind Seattle, and even small cities such as Milwaukie and Nashville which have green roof incentives and requirements. And, while these cities are innovating in the "green roof" sector to meet the $2B market opportunity in North America, Portland's green roof installation has dropped by 90 percent—we are now installing the same amount of green roof in 2015 as we did in 2000. While we support making greenroofs mandatory throughout the Central City, we believe there are several improvements that could be made in the proposed requirement. These include the following:

1. Reduce the threshold at which the green roof requirement is triggered from 20,000 square feet to 5,000 square feet.
2. Require 100% coverage with green roofs on areas of the roof that are not exempted such as access paths and HVAC systems.

3. Integrate Solar with green roofs rather than exempting areas with solar---green roofs can be established beneath solar panels.
4. Restore the $5 square foot incentive program for smaller roofs not covered by the requirement such as building less than 5,000 square feet and retrofits of existing buildings.

Mitigation for development in the River Environmental Overlay Zone: We strongly support the decision to include specific mitigation ratios for development impacts in the River Environmental Zone. However, we believe that the 1.5: 1 ratio is too low. We do not believe that it will meet the requirements of the FEMA Floodplains BiOp expected to be released this April by NOAA Fisheries. We recommend increasing the ratios to meet the requirements of the BiOp when it is released. We also recommend requiring balanced cut and fill for all areas of the Central City including South Waterfront which is currently exempted as we expect this will also be required under the provisions of the BiOp. We also strongly support the City's retention of the ability to review, regulate and require mitigation for projects in upland, riparian and shallow water habitat areas that may also be regulated by state and federal agencies. This has been a controversial issue in the past and we appreciate the City's decision to retain this jurisdiction. The fact is that the City often has a more substantive understanding and more holistic approach to resource mitigation that more remote and resource strapped state and federal agencies. Also the City is unique in terms of representing and responding to the concerns and interests of the local community. Retention of regulatory jurisdiction over these resources is wholly appropriate and necessary.

We encourage the City to also extend the River Environmental Zone Overlay to areas of low value. Restricting the overlay to areas of medium and high value eliminates sites with maximum opportunity for ecological restoration and uplift. Much of the Central Reach riverbank is highly developed but that does not preclude future restoration opportunities. These will only be captured if the city extends the overlay to at least some portion of the low value resource sites.

Birdsafe Building and Lighting Design: Please see detailed comments submitted by Mary Coolidge on behalf of Portland Audubon. In general, we believe that the discussion draft of the Central City Plan misses many significant opportunities to create a more birdsafe central city. The letter submitted by Mary Coolidge identifies specific ways in which the plan could be substantially improved.

Increased Building Height in the Central City: While Audubon supports increased density in the central city, we are very troubled by the degree to which development interests appear to have dominated the West Quadrant Citizen Advisory Committee. While we recognize development interests as legitimate stakeholders and participants in public advisory committees, the number of developers with direct vested economic interests in the votes being taken by the West Quadrant Committee and the degree to which many of those interests were not revealed is shocking and fundamentally undermines the integrity of the recommendations of that committee particularly with regard to the increased building height allowances. http://www.wweek.com/2015/12/09/downtown-property-owner-greg-goodman-is-getting-the-right-to-build-taller-from-a-planning-committee-hes-on/ In light of the information that has been revealed subsequent to that committee completing its work, we believe it is incumbent on the city to revisit the building height decisions. We are particularly concerned about the decision to abandon the step-down to the river approach to building height, particularly at bridgeheads, that the city has previously incorporated into development in the Central City.

Dutch Elms: The Central city is home to a large percentage of Dutch Elms, one of the City's largest and most beautiful trees and which represent a significant portion of the existing Central City Tree Canopy. Their vulnerability to Dutch Elm Disease requires that these trees be inoculated on an ongoing basis and each year the City allocates between $100,000-$200,000 to accomplish this goal. The City has periodically considered eliminating the inoculation program, a decision which would result in the loss of upwards of 3,500 Dutch Elms in 3-5 years as opposed to the 50-60 year life expectancy they would have with the ongoing inoculations. We believe that it is critical that the City develop a long-term strategy for transition the Dutch Elms to other tree species in a way that does not result in a short of long term loss of overall canopy. Such a plan could designated a tiered approach in which loss of Dutch elms and planting of replacement trees is staged over a 50-60 year time frame so that new trees are well on their way to maturity proximal to elms where inoculation is discontinued. A portion of the Dutch Elms could be lost in each decade but also compensated for by trees which were planted well ahead of the loss. Such an approach could save the city significant amounts of money while also preserving canopy and ensuring the ideal trees are selected and planted as replacements. We recommend that the City include a Dutch Elm Transition Plan/ Study in the list of studies still to be completed at the end of Volume 2, page 731.

Development in Waterfront Park: We strongly oppose provisions that would allow for up to four 2500 square foot commercial developments in Waterfront Park. We were involved extensively in the Central City Plan public processes and the only people we heard advocating for commercial development in public parks were business interests and developers. Audubon believes strongly that open space should be preserved as open space; not filled with coffee shops and souvenir shops. The provision allowing for up to four commercial outlets in Waterfront Park seems particularly excessive. This is exactly the type of provision that leads to the gradual defacto privatization of public spaces and the trading of public benefits for private profit. Waterfront Park is an incredible public resource with significant opportunity for improvement in terms of programing, restoration and access to the river. It is deeply disappointing that the most significant change the Central City Plan makes in Waterfront Park is to make way for a proliferation of coffee shops. We strongly urge BPS to remove this provision.

Private Implementation Actions: (Volume 5, Section V). We recommend that the CC Plan include implementation actions for non-governmental environmental organizations such as Audubon, Friends of Trees, Depave and others. NGOs have a significant role to place in implementing green strategies such as planting trees, removing impermeable surfaces, and creating backyard habitats. It would be entirely appropriate to reach out to groups actively engaged in green infrastructure implementation and incorporate their activities into the plan as these will contribute directly, and in fact are critical to achieving green infrastructure goals.

Industrial Zoning: On page 12 of Volume 1, the CC Plan notes that the current level of industrial zoned lands is 13% of the Central City. We were unable to find analysis of how this percentage is expected to shift over the life of the plan and how the City intends to address any deficits that might be created. It would be helpful to include analysis of expected net loss/ gain of industrial land and industrial jobs over the life of the plan.

Additional specific comments regarding Volume 1:

Volume 1, Page 8: We would encourage the City to include another bullet focusing on resilient natural systems including river restoration and green infrastructure as one of the focus areas of the plan.

Volume 1, page 14, page 21: Here and in many other places, the plan focuses on “protecting the natural environment. It should add “restoring the natural environment” here and elsewhere where protection mentioned alone.

Volume 1, Introductory Sections: There is a notable lack of mention of green infrastructure in these sections especially in relation to the built landscape.

Volume 1, Page 23: Add “ Climate Change Adaptation (in addition to mitigation) to the section on climate change.

Volume 1, Page 52, The section on transportation policies should explicitly call out the need to integrate green infrastructure, specifically trees, green streets and swales, into the street grid.

Volume 1, Page 58: Goal 4.b should be separated into two goals: one which focuses on people/ access and the other which focuses on fish and wildlife habitat. These are very distinct goals and in fact sometimes conflict. Combining them into a single goal perpetuates an unfortunate tendency on the part of the city to be proactive in addressing how these goals can be reconciled and integrated.

Volume 1, Page 58: Our recollection is that the goals adopted for the Willamette River in the quadrant plans were much more robust. Have goals been eliminated in the discussion draft? At bare minimum, we would recommend adding a goal which focuses on resiliency, floodplain protection and restoration and adaptation for climate change.

Volume 1, Page 61: Policies 4.7 and 4.8: We are pleased to see policy 4.7 which recognizes the increased risk of periodic flooding. However, it is immediately followed by policy 4.8 which encourages increased development along the river. We view this juxtaposition as a contradiction that is inherent throughout the plan. While Policy 4.7 sounds good on paper, we believe that the plan for the most part fails to actually include strategies that will effectively accomplish this Policy and in fact includes policies and strategies which will actually increase risk associated with flooding. In general, despite the nod to flooding contained in policy 4.7, we see the Central City Plan as an unfortunate continuation of development aspirations that basically ignore and further exacerbate the real risks presented by climate change and more extreme weather events.

Volume 1, Page 61: We strongly oppose policy 4.10 which increases the height of development at bridgeheads. What has occurred already at the east end of the Burnside Bridge demonstrates a complete indifference to the public’s ability connect visually with the river and the downtown skyline---it is essentially an oppressive and claustrophobic wall of development that completely eliminates one of the most significant openings on the east side of the river. It would be very unfortunate if the city replicated this level of indifference at additional bridgeheads. As noted above, we are also concerned about the conflicts of interest that may have resulted in this policy.

Volume 1, Page 61, Policy 4DT-1: The City should include an additional policy that looks at the seawall in Waterfront Park. The West Quadrant Advisory Group repeatedly requested that the city explore ways in which the wall could be partially eliminated in order to restore access and habitat along the river. We continue to believe that this should be one of the “big ideas” and are disappointed that city staff continue to ignore the recommendation of the advisory committee on this topic.

Volume 1, Page64, Urban Design: This section should contain CC Wide policies on green infrastructure and each of the ensuring neighborhood sections should include specific green infrastructure policies. This section should also include policies regarding bird friendly building and lighting design for the built environment including buildings, other structures, rights of way, parks and the street grid.

Volume 1, Page 81, Health and the Environment, Policy 6.11: “Encourage” is too weak of a verb. Change to “ensure.”

Volume 1, Page 81-83: The neighborhood scale environmental policies appear random and anemic. The plan should contain much more specific environmental policies at the neighborhood scale.

Thank you for your consideration of these comments.

Respectfully,



Bob Sallinger
Conservation Director
Audubon Society of Portland

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March 31, 2016

Bureau of Planning and Sustainability
Attn: Kathryn Hartinger
City of Portland
1900 SW 4th Avenue
Portland, OR 97201

Via e-mail

Dear Kathryn,

RE: AHC's requested changes to the draft CC2035 Plan

The Bosco Milligan Foundation/Architectural Heritage Center (AHC) requests several changes to the policies and implementing zoning code in order to increase the protection of the historic resources of the Central City.

Overall, the AHC supports the significant increases in historic resource protection called for in this draft of the plan when compared to the previous quadrant plans. In particular, we support the increased recognition of historic resources reflected in the policy statements. However, we recommend amendments for additional policies, some of which mirror those proposed amendments proposed for the Comp Plan. Most of these policy changes apply to the entire Central City, but a few are intended for specific subdistricts.These changes are listed in attachment 1.

The AHC also recommends a number of zoning code and/or map changes to further protect historic resources, listed in attachment 2. Some of the code changes are Central City wide, while some (mostly the map changes) apply to specific districts.

We would like to thank all of the Bureau staff who presented and explained the policy and code changes to various groups interested in historic resources. We hope that the requests we are making are clear. If not, please do not hesitate to contact us.

Sincerely,

Steve Dotterrer
Chair of the Advocacy Committee

Attachment 1: Requests for Changes to the Policies in CC2035

The first group of policy additions are intended to strengthen the role of historic resources in the Central City 2035 Plan. They are modifications to the councilmember-proposed amendments to the Comprehensive Plan (P20, P28, P34-41)

Add to p.66/Vol 1 - Urban Design Context and Form: New Policy

Distinct identities. Maintain and enhance the distinct identities of Central City Districts. Use and expand existing historic preservation and design review tools to accommodate growth in ways that identify and preserve historic resources and enhance the distinctive characteristics of neighborhoods.

p.68/Vol 1 -Urban Design Historic Preservation : After Policy 5.17 add as new policy
Historic and cultural resources. The Central City has several hundred designated historic resources, including landmarks and historic and conservation districts. These special places help create a sense of place, contribute to district character, and recognize Portland's history. Support the identification, protection and rehabilitation of historic and culturally significant resources as the Central City continues to grow and change.

p.68/Vol 1 - New policy in Urban Design Historic Preservation
Historic Building 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 Central City Portland.

p.68/Vol 1 - New policy in Urban Design Historic Preservation
Protect defining features. Protect and enhance defining places and features of Central City neighborhoods, including landmarks, natural features, and historic and cultural resources, through application of zoning, incentive programs, and regulatory tools.

p.68/Vol 1 – New Policy inUrban Design Historic Preservation .
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.

p.68/Vol 1 - New policy in Urban Design Historic Preservation
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.

p. 68/Vol 1 - New Policy in Urban Design Historic Preservation
Historic Resources Inventory. Within statutory limitations, regularly update and maintain an Historic Resources Inventory to inform historic and cultural resource preservation strategies.

p.36/Vol 1 - New Policy in Regional Center Economic Vitality
Economic viability. Provide options for financial and regulatory incentives to allow for the productive, reasonable, and adaptive reuse of historic buildings and resources.

Add a new Goose Hollow policy on historic resources:
5.GH-5 Historic resources and districts. Retain the personality and character of Goose Hollow by encouraging the preservation and rehabilitation of existing buildings and historic resources that represent a wide range of architectural styles, scales and eras. (For some reason this policy is included for most districts of the Central City, we ask that it be added for Goose Hollow as well.)

Amend the West End Policy related to the South Park Blocks
POLICY 5.WE-1 South Park Blocks frontages. Protect the park's sunlight and trees by establishing appropriate height limits. Encourage active ground floor building frontages along the Park Blocks.

View Corridors Policy
We request that the view corridor from the Salmon Springs Salmon to Mt Hood be added to the list of View Corridors.
In Goose Hollow, the Vista Bridge is both an important "view" in its own right and an important view to Mt Hood. We recommend that the existing view corridor heights to Mt. Hood be retained in order to protect more of the mountain view—protecting only the portion above timberline is not adequate since the white mountain as scene in winter is the iconic view of the mountain, which means protecting the view below timberline. We also believe that it is important to protect the view to the bridge, including all of the arches below the bridge deck. The West Quadrant Plan commits to preserving the view corridor to the Vista Bridge--"elevate the presence, character and role of significant public view corridors (e.g. Vista Bridge, West Hills) which define the district." For this reason, we think that Jefferson Street should remain a view corridor and not a view street.

Landmark Trees Recommend adding language to Health and Environment policy 6.7 (p. 79-80/Vol 1) and to the code to protect Landmark-listed trees' root systems from new construction. There are at least two Landmark trees at risk, the Burrell Elm (1870) and the Farrell's Sycamore (1880) and there may be others in the Central City.

Attachment 2: Zoning Code text and map amendments

Bonus Provisions of the Zoning Code. The AHC supports limiting the FAR bonus and transfer provisions to Affordable Housing and Historic buildings. We also support the limitation of 3:1 additional FAR in transfers to new sites. However, while we understand the importance of affordable housing, we do not believe that historic resources transfers should be eliminated in the West End district. The West End has a rich historic architectural fabric and a number of important resources which should be able to transfer FAR to other sites. Instead of all FAR transfer related to affordable housing, we recommend that for the West End, the bonus be divided between affordable housing and historic preservation. The result would be 2:1 (affordable housing) + 1:1 (historic preservation) = 3:1. (33.510.118 p.30-39/Vol 2).

We support the linkage of historic resources with seismic upgrades. The linkage, however, should be done in a way to that is reasonably economically. A provision should be made for phased implementation plans, rather than requiring the implementation of seismic upgrades before the FAR transfer can be approved. The seismic upgrade is often the most expensive improvement to a historic building, and the sale of the transferrable FAR will often be an important element in financing the upgrade. To make this work, owners will need to be able to sell the FAR before the improvement is made. A phased implementation plan would allow for this. The alternative, which parallels the affordable housing provision, would allow developers to pay into a fund for seismic upgrades, seems difficult to establish and more complicated to administer, but it may be a "plan B" if the phased implementation approach is not possible.
The AHC supports the lowering of allowable heights in various locations in the current draft Central City 2035 plan. We support BPS's efforts to protect view corridors by lowering heights. We are asking for some additional height reductions in both view corridors and other parts of Central City. They are described under the individual district text below.

Goose Hollow

Protecting Historic Resources.
Within the Central City Plan area, there are no historic districts in Goose Hollow. However, there are a large number of historic resources. We recommend prohibiting height or FAR bonus and/or transfers in Goose Hollow to/for use on properties listed on the National Register or the 1984 Historic Resource Inventory.

There is a nearly continuous line of historic buildings on or near SW Morrison starting at I-405. Many are listed on the National Register or HRI--The Tiffany Center (1410 SW Morrison), The Bronaugh Apartments (1434 SW Morrison), The Scottish Rite Building (709 SW 15th), the old Concordia Club (1532 SW Morrison), the Commodore Apartments (1621 SW Morrison), the Winston Apartments (1709 SW Morrison), the Historic Hamilton Arms Condos (709 SW 16th), the Lafayette Apartments (730 SW 16th), and the Hotel deLuxe (729 SW 15th). AHC requests protection of these historic architectural assets by lowering the height limits significantly in order to discourage demolition. In addition, the use of bonuses and FAR transfers should be prohibited on these historic sites if the buildings are demolished.

Protecting View Corridors related to the Vista Bridge
In order to protect the Vista Bridge related Scenic View Corridors in both directions, the SW Jefferson St allowable current heights should be lowered so that views of the bridge will be permanently protected. No building should block the view of the arches. Heights next to the bridge and on either side of the bridge should be low enought and should include set-backs to protect sightlines of the arches.

West End

Change of Zoning from RX to CX

The AHC supports a greater mixed use in the West End and increased uses of office and retail on the ground floor, allowing for more mixed use floor space, but do support not the extra heights from bonuses allowed by CX zoning. Therefore, we recommend not changing existing RX zones in the West End to CX. Instead, we suggest increasing the allowable retail and office uses in buildings within the RX zone. In addition, we support the West End position

that SW Taylor St is more appropriate than SW Salmon as a dividing line between the heavier commercial emphasis in the north part of the West End.

Code for bonus policies and historic resources
Similar to the situation in Goose Hollow, the West End has a large number of individual historic resources but no historic districts. We recommend prohibiting height bonus transfers in the West End to/for use on properties listed on the National Register, the 1984 Historic Resource Inventory, or the two Downtown Multiple Property Listings of 2004 and 2008. This code provision would protect the existing West End historic architectural assets.
Recommend no height bonus transfers in the West End to properties listed on the National Register, the 1984 Historic Building Inventory, nor the two Downtown Multiple Property Listings of 2004 and 2008. Encoding this policy will protect West End historic architectural assets, a specified goal of the CC2035 plan. Added heights increase the value of the land and incentivize owners to delist and demolish these historic resources.

Sensitive infill on existing surface parking lots
Maximum building heights in the West End should be reduced to 100' (9-10 stories). This supports both the policy to "retain the personality and character of the West End" and the objective of providing affordable housing, which is not usually built as expensive high rise construction. It also promotes the preservation of the many existing buildings , some of which can remain as affordable housing and business spaces. The code should maintain the proposed FAR levels, since a dense urban residential environment will promote a more active environment that is also affordable.

South Park Blocks Protection
The AHC recommends a maximum building height of 100' along both sides of the South Park Blocks. In the future, it is possible that a city-sponsored shadow study for the Park Blocks may show that additional height is possible while protecting the sunlight in the parks and tree health, but at this time we believe that the South Park Blocks from Salmon to Market Sts should be protected in the same way as the University section of the Park Blocks south of Market. The Park Blocks are themselves an historic element of the Portland downtown street and park pattern. In addition, these blocks are lined with institutions which are historic resources that contribute to the character of the park. Their human-scale heights provide plenty of daytime sunlight for healthy trees and people.

Skidmore/Old Town
The AHC strongly supports the staff proposal for lower height limits and limiting the use of bonuses in the Skidmore Old/Town Historic District.

Lloyd District
The recently created Irvington Historic District has introduced some conflicts between the Central City Plan's FAR and height allowances and the preservation and neighborhood character goals of the historic district. We support the staff's recommendation to eliminate the height bonus in the historic district. We believe, however, that the base zone height should be maintained at 50 feet rather than increased and we also support lowering the allowable FAR. In the context of the overall Central City Plan, these changes are comparatively trivial, effecting much less than one percent of the Central city's area. However, for the Irvington Historic District, they represent an important "front door" for Irvington to the larger city and it is appropriate to maintain the scale and character of the district both for users of the Central City and for Irvington residents. This objective would be achieved by:
-Amending Map 510-2 (map 1 of 2) page 343, volume 1 of the CCPlan to show an FAR of 2 to 1 rather than the proposed 4 to 1.

-Amending Map 510-3 (map 1 of 3), page 347, volume 1 of the CCPlan to show a maximum height of 50 feet rather than the proposed 75 feet.

-Amending Map 510-4 (map 1 of 3), page 353, volume 1 of the CCPlan to show a maximum height, including eligible height increases, of 50 feet rather than the proposed 75 feet.

MARTEN LAW

March 31, 2016

Via email

Portland Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201

Re: Comments of American Waterways, Inc on CC2035 Discussion Draft

Dear Central City 2035 Team:

This firm represents American Waterways, Inc., which for over twenty years has operated a successful cruise vessel business in Portland under the "Portland Spirit" banner. American Waterways supports the City's effort to develop new zoning and standards for the Central Eastside through the Central City 2035 (CC2035) process. Based on substantial experience with the implementation of the City's Willamette Greenway requirements, we understand the importance of proceeding with correct, current information. We appreciate the opportunity to offer comments on the Discussion Draft of the Central City 2035 documents.

American Waterways owns two adjacent parcels, with street addresses of 110 S.E. Caruthers and 250 S.E. Caruthers (the "Property"). The current base zone is IH – Heavy Industrial. The only overlay zone currently on the property is the River General ("g") overlay for the Willamette Greenway.

The Property includes the dock facility for American Waterways vessels. That dock, together with the small building on the 110 S.E. Caruthers property, has been classified as an "Industrial Service" use, the purpose of which is to moor, maintain and service tour boats. That Industrial Service use is permitted outright in the IH zone, as has been determined in two Greenway Review proceedings (LUR 99-00073 GW; LU 11-141034 GW). The Property also includes a warehouse on the 250 S.E. Caruthers parcel associated with vessel operations.

Re-Zoning to EXd

American Waterways supports the rezoning of the Property to EX (Central Employment) with the "d" Design Overlay.

A key issue for American Waterways is to ensure that passenger loading will be allowed under the new zoning and that CC2035 adequately provides for

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passenger loading on riverfront properties elsewhere along the Willamette. That is important not only for river tours but for the possibility of future "water taxis." CC2035 needs to make it clear that such uses are permitted.

For example, the CC2035 code amendments do not appear to alter the list of uses allowed, per Table 140-1 in Chapter 33.140. Under Table 140-1, "Commercial Outdoor Recreation" is an outright permitted use in the zone. PCC 33.920.200.C lists "marinas" as an example of Commercial Outdoor Recreation, but nothing in the Zoning Code indicates that tour boats – let alone water taxis -- are a Commercial Outdoor Recreation use.

Table 140-1 lists "Aviation and Surface Passenger Terminals" as a conditional use the EX zone. Under PCC 33.920.510, that use category includes "regional marine transportation." PCC 33.920.510.C explains that regional marine transportation includes "passenger docks for regional marine travel such as ocean-going cruise ships." The exceptions under PCC 33.920.510.D.2 explain:

> "Marine passenger docks for subregional marine travel such as Columbia River cruise ships, water taxis, or recreational boating; and other marine tie ups (such as the seawall between the Broadway bridge and the Hawthorne bridge) are not included in this category and are classified as accessory to their adjacent facilities."

Please note that the CC2035 package indicates that PCC 33.920.510 (Aviation and Surface Passenger Terminals) has been amended, but no commentary or text for that section is included in the Discussion Draft. If PCC 33.920.510 is in fact being amended, we request the opportunity to review and comment on any amendments.

We are concerned that the current discussion of "subregional marine travel" in PCC 33.920.510.D.2 creates an ambiguity that may work against such uses, because it leaves unanswered the question: to what "adjacent use" would a "marine passenger dock for subregional marine travel"l be "accessory"? For the different land use categories listed in PCC 33.920, the Code lists accessory uses. "Marine passenger docks for subregional marine travel," however, are not specifically listed as accessory to any defined use category in the code.

A BPS staff PowerPoint presentation on CC2035 notes that a "Marine Commercial Overlay Zone" is not needed because "River-dependent and river-related can include marine commercial development and recreation – docks, gang ways, etc." That seems misleading. The River Setback restricts uses to

those that are "river-dependent" or "river-related" but does not authorize uses that are not otherwise allowed by the base zone.

A possible approach is to include in the Central City Plan District regulations a provision clarifying that "marine passenger docks for subregional marine travel" are permitted as accessory uses to any commercial use on a riverfront parcel within the Central City Plan District, subject to any other required review. This would be similar to PCC 33.510.110, which allows certain additional uses (passenger ship terminals and marinas), as part of mixed use developments on portions of RX-zoned sites adjacent to the Willamette River and downstream of the Broadway Bridge.

Passenger docks clearly are "river-dependent" uses and would be allowed in the River Setback if they are also permitted in the base zone; what we seek is to ensure that passenger docks for subregional travel (including tour boats and water taxis) are unambiguously permitted in the base zone.

Mapping Issues

We have reviewed the maps included in the Zoning and Comprehensive Plan Map packet of the CC2035 Discussion Draft (pp. 734-740). The map of "Central City Proposed Zoning" (p. 736) shows the Property zoned EX, with the same designation on the proposed Comprehensive Plan Map (p. 740). The map of "Central City Proposed Overlay Zones (p. 738) shows the entire property with "d" (Design Zone) and "g" (River General) overlays.

The same map also shows a portion of the Property along the river front as covered by the "e" River Environmental Overlay Zone. That is also shown on Map 2 of the "Draft Central Reach Environmental Overlay Zone" attached to the draft of the new Chapter 475 (p. 499).

The basis for the mapping of the "e" zone is not clear. Specifically, CC2035 includes inconsistent statements about whether the River Environmental overlay is based on a site-specific inventory of resources or whether, regardless of site-specific resources, the River Environmental overlay protects a minimum 50-foot swath measured landward from the top of bank. The proposed new Chapter 475 includes the following commentary (p. 416), from which it appears that the landward extent of the River Environmental Overlay may be intended coincide with the 50-foot "River Setback":

> The River Environmental Overlay Zone is supposed to be applied to high or medium rank riparian corridors and wildlife habitat as identified in the Central Reach Natural Resources Inventory. Those natural resources include the river, riverbank and riparian areas within at least 50 feet of the top of bank. The width of the riparian area may vary depending on the natural resources present including floodplain and riparian vegetation. This is consistent with best available science, including Metro's Title 13 Nature in Neighborhoods Program and City of Portland's Natural Resources Inventory, which has documented that the absolute minimum width for a functional riparian corridors around rivers, streams and wetlands is 50 feet. Low ranking resources are not included in the River Environmental Overlay Zone.

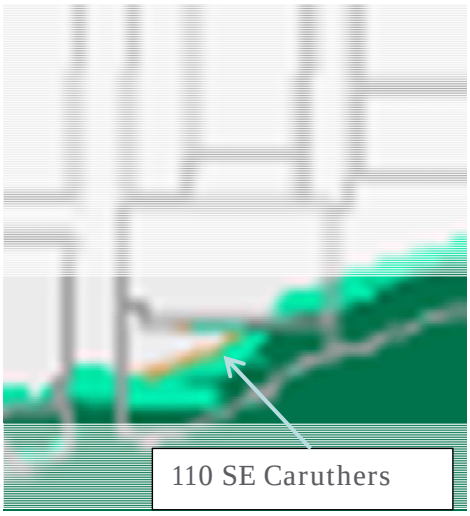
However, proposed Section 33.475.020.A.2 indicates that the River Environmental Overlay zone applies to specific inventoried natural resources:

> 2. River Environmental. The River Environmental Overlay Zone protects, conserves and enhances important natural resource functions and values while allowing environmentally sensitive development. The River Environmental overlay zone applies to specific natural resource areas identified in a detailed study titled *Willamette River/Central Reach Natural Resources Inventory (2015)*. This overlay zone applies in combination with one of the other River Overlay zones.

The CC2035 materials includes a document titled "Central City Natural Resources Inventory: Riparian Corridors and Wildlife Habitat," and labeled as "Discussion Draft / February 2016." The "Willamette River/Central Reach Natural Resources Inventory (2015)" does not appear among the CC2035 materials available for public review and I was unable to locate it through an online search. If the two inventories are the same, BPS should clarify the commentary quoted above.

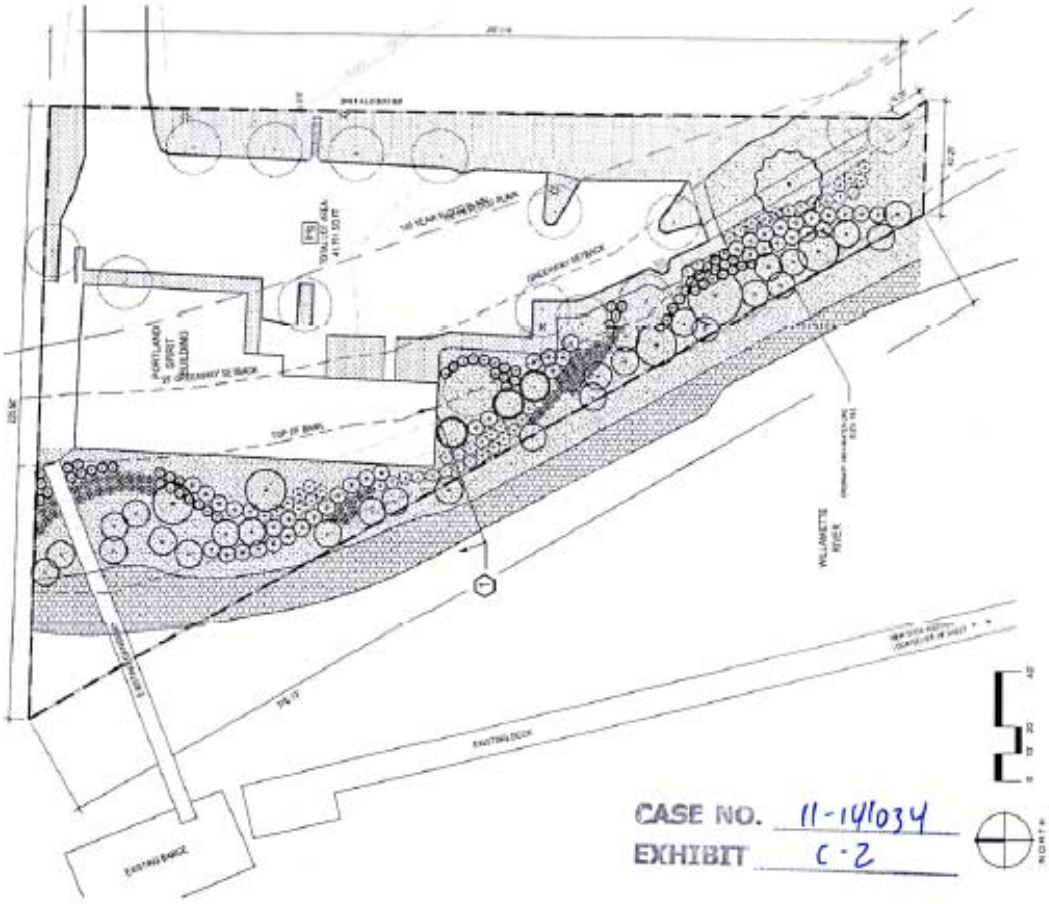
A map included in the "Riparian Corridors and Wildlife Habitat" February 2016 Discussion Draft inventory as WR17 – Central Eastside, Map 4, "Riparian Corridors Resources" shows the Property as having riparian resources of "High Relative Rank" and "Medium Relative Rank" in locations that seem to correspond to Map 2 of the "Draft Central Reach Environmental Overlay Zone" (p. 499). The Property also appears to include a small area identified as "Low Relative Rank." Map 6 of the Discussion Draft Inventory for WR17 (Central Eastside), which is titled "Combined Riparian/Wildlife Relative Ranks," includes the same combination of High, Medium and Low ranks.

Portion of Map 4 (Riparian Corridor Resources), WR17 (Central Eastside)



As should be clear by comparing Maps 4 and 6 with the site plan of the Property (next page), however, the area identified as "Medium Rank" appears to include an existing building and paved parking lot. That development has existed on the site for decades. If a building and parking lot count as "Medium Rank" resources, one can only wonder what would qualify as a "low ranking resource" that would be excluded from the River Environmental Overlay Zone.

Site Plan of 110 SE Caruthers



This mapping appears inconsistent with the natural resources evaluation for WR17 – Central Eastside in the Discussion Draft Inventory (p. 106):

> High relative functional ranks are assigned to the Willamette River itself. High and medium relative functional ranks are assigned to vegetated, non-hardened river banks or flood areas. Low relative ranks are generally assigned to non-vegetated flood area and hardened, non-vegetated river banks.

The discussion of the methodology (p. 21) clarifies this further:

> Typically, the riparian corridor model assigns aggregated relative ranks to natural resource features as follows:
>
> • High – Rivers, streams, drainageways and wetlands; forest or woodland vegetation within a flood area or in close proximity to a water body; and woody vegetation on steep slopes
>
> • Medium – Shrubland and herbaceous vegetation within a

flood area or in close proximity to a water body

• Low – Vegetation outside the flood area and further from a water body; developed flood areas; and hardened, non-vegetated banks of the Willamette River North Reach and South Reach and Columbia River surrounding Hayden Island

By those descriptions, an area within the floodplain, long developed with a building and parking lot, would receive a "low" relative rank and be excluded from the River Environmental overlay. We request that the mapping of the River Environmental overlay be revised by applying the methodology to the actual site conditions, which would exclude a substantial portion of the mapped area from the "e" overlay due to "low relative rank."

River Setback

The "River Setback," measured as 50-feet landward of the top of bank, is twice as wide as the setback currently applicable under the City's Greenway standards. It appears that the City has based the setback on a minimum riparian corridor width from Metro's Title 13. As noted above with respect to the River Environmental Overlay Zone, however, the methodology used in the City's own Central City Natural Resources Inventory refines Metro's approach by evaluating site-specific conditions. If the River Setback is based on riparian function, there is no reason it needs to be more extensive than the area actually inventoried by the City as High or Medium relative rank riparian corridor in the Inventory.

A 50-foot River Setback would also create a significant hardship for businesses, such as American Waterways, that operate docks. In what appears to be a direct effort to address your property, proposed section 33.475.210.B states that "a passenger dock for marine transportation is a river-dependent primary use, but not all development associated with the passenger dock is river-dependent. The dock is river-dependent, but the parking lot, storage areas, and corporate offices are not." We understand that a setback restricted to "river-dependent" and "river-related uses" is part of Goal 15. By widening the setback from 25 feet (under the current Greenway overlay) to 50 feet, however, the City would make it substantially more difficult to redevelop the Property in a manner that facilitates moving equipment and materials between docked vessels and supporting facilities (machine shop and storage, for example).

Public Recreational Trail

The new Chapter 33.475 does not include a public trail requirement. Chapter 33.272 (which concerns recreational trails generally) includes its own

requirement. That requirement would be amended, but it would remain the case that if the Zoning Map shows a "major public trail" on the Property, the City would require dedication of the easement in connection with any land use review or building permit.

A proposed PCC 33.272.020.B would allow the City to compel dedication and construction of the trail only "when a development will increase the use of the trail system or will contribute to the need for additional trail facilities and application of the regulations is determined to be logically related and roughly proportional to the impacts of the proposed development." While we are pleased to see that the City is at long last giving applicants notice of their rights under the two key U.S. Supreme Court decisions on exactions – *Nollan v. California Coastal Commission* and *Dolan v. City of Tigard* – one aspect of those decisions is missing.

The Supreme Court made it clear that it is the local government's burden to demonstrate that the threshold for an exaction has been met. Thus, we request that the language above be revised to allow the City to compel dedication and construction of the trail "when a development will increase the use of the trail system or will contribute to the need for additional trail facilities and it is determined that the City has demonstrated the exaction required by the regulations to be logically related and roughly proportional to the impacts of the proposed development."

As American Waterways has noted throughout the CC2035 planning process, its operations on the Property are subject to requirements under the Maritime Transportation Security Act. American Waterways has requested on numerous occasions that the "Public Trail" symbol on the Zoning Map be removed from the Property as part of this process because guaranteeing public access to the Property may conflict with obligations under the MTSA. Unfortunately, we have found nothing in the CC2035 Discussion Draft to indicate that the trail symbol will be removed from the Property.

To the extent the City still seeks a public recreational trail across the Property, American Waterways objects. The trail is not required by Statewide Planning Goal 15 and conflicts with the MTSA.

Goal 15 (OAR 660-015-0005) does not require public access to or across every property within the Willamette Greenway, nor even across every property on the riverfront. Section C.3.c of Goal 15 requires with respect to plans and implementing measures: "Adequate public access to the river shall be provided for, with emphasis on urban and urbanizable areas." Section C.3.b(3) requires

with regard to recreational uses: "The possibility that public recreation use might disturb adjacent property shall be considered and minimized to the greatest extent practicable." "Practicable" means "capable of being put into practice or of being done or accomplished." "To the greatest extent practicable," therefore, is a high bar.

Section F.3.b(2) of Goal 15 requires that local reviews of intensifications and changes of use within the Greenway must be provide findings that "necessary public access will be provided to and along the river by appropriate legal means." Again, that does not require universal access to and across every property within the Greenway or adjoining the river.

The City's 1987 Willamette Greenway Plan "identifies a continuous recreational trail extending the full length on both sides of the Willamette River, but not necessarily adjacent to the river for the entire length." Willamette Greenway Plan, November 1987 at 1. Indeed, substantial portions of the trail are located on and adjacent to public streets or along railroad right-of-way (the Springwater Willamette trail), and do not necessarily follow the river bank.

There can be no argument, moreover, that the public is being denied adequate access to the Willamette River along the east bank in the Central Reach. The Greenway Trail already provides continuous public access along the river – and even over the river – from the Steel Bridge to S.E. Caruthers. In that area, the trail does not conflict with the use of the adjoining property (e.g., I-5, OMSI and the Portland Opera building). As noted above, however, Goal 15 does not allow the City to ignore conflicts between the recreational trail and use of adjacent property.

There is a note in the proposed amendments to Chapter 33.272 that addresses the Maritime Transportation Security Act (MTSA). However, the note simply indicates that if there are MTSA concerns, the trail "may be located somewhere else on the site":

Commentary

33.272.040 Construction of Trails
This zoning code section states the requirements for trail construction.
Note: staff acknowledges that other federal and state legislation might determine trail location on particular lands. An example is where a development is subject to the Maritime Transportation Security Act and must develop and adhere to a Maritime Security Plan that limits public access across the site to protect homeland security. In this case, there is/will be flexibility in where the trail is located, and it may be located somewhere else on the site. Each site has unique conditions and characteristics that will affect how this section is implemented.

The proposed PCC 33.272.070 (formerly PCC 33.272.050) still requires, however, that the trail be "open to the public between the hours of 5 a.m. and 10 p.m., except as otherwise limited by the terms of an easement between the applicant and the City."

The MTSA, 46 U.S.C. § 701, regulates the nation's vessels and port facilities in order to guard against security incidents that might result in significant loss of life, environmental damage, or transportation or economic disruption, see 46 U.S.C. § 70101(6), 46 U.S.C. § 70103. Among other things, MTSA requires covered vessels and facilities to submit security plans designed to "deter[] a transportation security incident to the maximum extent practicable." 16 U.S.C. § 70103(c)(1). These vessels and facilities may not operate unless in compliance with a security plan that has been approved by the Secretary of Homeland Security. 16 U.S.C. § 70103(c)(5). Noncompliance may be severely punished: persons found to have violated the MTSA or a regulation promulgated thereunder are subject to a civil penalty of not more than $25,000 per day, not to exceed $50,000. 46 U.S.C. § 70119.

Coast Guard regulations require only certain facilities to submit facility security plans ("FSPs"). However, any "[f]acility that receives vessels certificated to carry more than 150 passengers, except those vessels not carrying and not embarking or disembarking passengers at the facility" must submit a FSP. 33 CFR 105.105(2). The American Waterways facility on SE Caruthers Street is such a facility: it receives, among other vessels, the Portland Spirit, which is certificated to carry 499 passengers. Consequently, American Waterways is required to – and does – operate under a FSP for the Caruthers Street facility.

FSPs are comprehensive plans describing the full suite of security measures a facility has in place to prevent and respond to transportation security incidents.

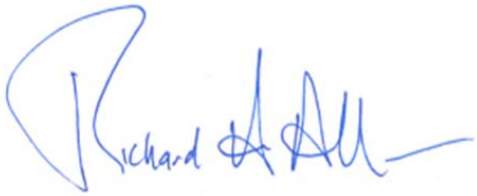
In the wrong hands, this information might allow a party to compromise a facility's security measures. To prevent the obviously harmful results that could follow from such a breach, federal law designates FSPs "sensitive security information," 33 CFR 105.400(c), thereby subjecting them to a host of restrictions, see 49 CFR 1520. Under these regulations, American Waterways is permitted to disclose the contents of its FSP only under very limited circumstances. 49 CFR 1520.9. In particular, American Waterways may disclose the contents only to "covered persons who have a need to know, unless otherwise authorized in writing by TSA, the Coast Guard, or the Secretary of DOT." 49 CFR 1520.9(a)(2). It goes without saying, then, that it is not possible to discuss publicly the contents of American Waterways' FSP, as a matter of both law and public safety. American Waterways could be barred by federal law from submitting in a local land use proceeding the evidence it needs in order to prove that a public recreational trail is inconsistent with use of the Property for passenger vessels.

Public access across the Property would not merely create the potential for "disturbance" of the owner's use of the property, as recognized by Goal 15, it would conflict with the owner's obligations to be able ensure security under the MTSA. A public trail would not simply "take" a portion of the Property; it could "take" the owner's ability to conduct its primary business on the Property.

Finally, to the extent the trail is located in the River Environmental Overlay Zone, proposed PCC 33.475.440.D.4 would require mitigation under proposed PCC 33.475.440.K. That mitigation generally must be 1.5 times the area of the disturbance. In other words, the property owner not only has to dedicate an easement and build the trail, it also would have to mitigate for the impact of the trail it is being required to build. That City would bear the burden of demonstrating that the additional exaction of "mitigation" area for a trail in the River Environmental Overlay Zone meets the standards of *Nollan* and *Dolan*.

American Waterways would welcome any opportunity to discuss these comments with BPS staff.

Sincerely,



Richard H. Allan

LOCAL 49
SEIU
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Joe Zehnder, Chief Planner
Bureau of Planning and Sustainability
1900 SW 4th Ave., Suite 7100
Portland, OR 97201

March 30th, 2016

RE: Discussion Draft CC2035 Plan

My name is Nicole Knudsen and I am a Strategic Researcher with the Service Employees International Union, Local 49. SEIU Local 49 is an over 12,000 member union, representing healthcare and property service workers. When combined with our sister SEIU local in Oregon, SEIU is the largest union in the state representing over 65,000 public and private sector workers throughout Oregon and Southwest Washington.

The mission of our union is to improve the quality of life for our members, their families, and dependents by achieving a higher standard of living, by elevating their social conditions, and by striving to create a more just society. In line with these goals, we have been working with your staff and with other bureaus and offices to support comprehensive planning and zoning changes that will address the impacts of development on working people like our members.

Thank you for the opportunity to comment on the Central City Plan Discussion Draft. These comments are provided to assist in preparation of the Proposed Plan to be issued in May 2016. We request that additional provisions be included in the proposed code Sections 510.200 through 510.210 to require that transfers or additional bonuses that increase Floor Area Ratio (FAR) beyond a 3:1 bonus contribute some additional public benefit.

Section 510 of the Portland Zoning Code contains detailed provisions that implement the Central City Plan and Comprehensive Plan. The Discussion Draft includes numerous changes to Section 510, but one particularly important area of change is the focus on FAR bonuses that contribute to affordable housing and preservation of historic resources. The Discussion Draft limits the amount of FAR bonuses to a 3:1 increase, and requires that at least a portion of that 3:1 increase be earned through a contribution to affordable housing. We support this requirement that additional FAR be earned through provision of a public benefit. However, the Discussion Draft would also allow unlimited increases in FAR (up to maximum height constraints) through "transfers" of FAR once the initial 3:1 FAR bonus increase has been earned, without any requirement that the additional "transfer" increases provide a public benefit.

We believe the increase in FAR from transfers should also be earned by providing a public benefit. The commentary recognizes that in many cases additional FAR

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beyond the 3:1 bonus would be required for buildings to reach planned maximum height limits. The commentary notes that such transfers are allowed under the existing code through the master plan process, but under the Discussion Draft no master plan would be required. The only limit on FAR transfers in the Discussion Draft is that they occur within the same subdistrict.

It is our understanding that over the past ten years, the Bureau of Development Services, in implementing Section 510, has generally pushed applicants for transfers of FAR through a Central City Master Plan to show a substantial public benefit, at least where the transfers were between non-contiguous properties. It is also our understanding that the Design Review Commission has, at least informally, looked for such a showing in reviewing Central City Master Plans that propose such transfers. This implied requirement apparently dated from the 2006 Allegro application for FAR transfers from non-contiguous sites, which the City Council denied on appeal, and was reflected in actions on other applications such as the Park Avenue West master plan FAR transfer based on donation of land for a city park.

The City Council will hold hearings in April on Council amendments to the proposed 2035 Comprehensive Plan. The amendments recommended by staff for Council adoption include changes to Policy 3.3 ("Equitable Development") that support and authorize code requirements for public and community benefits as a condition for increased development allowances.

It is important, as proposed in the Discussion Draft, for bonus FAR up to 3:1 to require a public benefit, in the form of a contribution to affordable housing. But it is also important to require a public benefit for additional FAR beyond the 3:1 bonus. The code language for Section 510 in the Proposed Central City Plan to be released in May should include such a requirement for all FAR transfers or other increases beyond the 3:1 bonus increase described in the Discussion Draft. The code should specify the types of public benefit to be addressed and the tools for achieving it.

After the Council takes action on the Comprehensive Plan in April and May, we will provide additional input regarding specific Zoning Code requirements. Together with our land use attorney, David Noren, we look forward to working with you and your staff, with the Planning and Sustainability Commission, and with the City Council to establish code criteria for the Central City that implement Portland's policies for equitable development.

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Comprehensive Plan Amendments that should be considered for inclusion in the Central City 2035 Plan, either as general policies or in a specific district. The left column begins with the amendment source, then my suggestions where the comment might fit. The right column is language from the amendment proposal that may have been adapted for the Central City. The City Staff supports the inclusion of all of these in the Comprehensive Plan.

P20 Policy 3.42 **Hales & Chung** **Add to p.66/Vol 1 - Urban Design.Context and Form New Policy**	Distinct identities. Maintain and enhance the distinct identities of Central City Districts ~~and their corridors~~. Use and expand existing historic preservation and design review tools to accommodate growth in ways that identify and preserve historic resources and enhance the distinctive characteristics of neighborhoods ~~the Inner Ring Districts,~~ especially in areas experiencing significant development *such as the West End and Goose Hollow.*
#P28 Introduction, GP4- **Hales/Restore OR/Chung** **p.68/Vol 1 -Urban Design.Historic Preservation After Policy 5.17 add as new policy**	Historic and cultural resources. The Central City has several hundred designated historic landmarks resources, including landmarks and historic and conservation districts. These special places help create a sense of place, contribute to neighborhood character, and recognize Portland's history. More than half of Portland's buildings are over 50 years old, creating a vast pool of potentially significant properties that may be designated in the future. These policies support the identification, protection and ~~preservation~~ rehabilitation of historic and culturally significant resources in a city that continues to grow and change.
#P33 Policy 4.26 **Hales/Restore Or** **p.68/Vol 1 - New policy in Urban Design.Historic Preservation**	Protect defining features. Protect and enhance defining places and features of Central City neighborhoods, including landmarks, natural features, and historic and cultural resources, through application of zoning, incentive programs, and regulatory tools.
#P34 Policy 4.27 **Hales/Restore Or/Chung** **p.69/Vol 1.- Urban Design.West End. Add as new policy after Policy 5.WE-3.**	Historic buildings. ~~Protect~~ Identify, protect and encourage ~~the restoration and improvement~~ use and rehabilitation of historic resources in the West End.
#P35 Policy 4.45 **Restore OR/Chung/Coalition for Historic Resources** **p. 69/Vol 1 - Add as new policy. Urban Design/West End. After Policy 5.WE-3.**	Historic and cultural resource protection. Within statutory requirements for owner consent, ~~Protec~~t identify, protect and encourage the ~~restoration~~ use and rehabilitation of historic buildings, places, and districts that contribute to the distinctive character and history of Portland's evolving urban environment

#P36 New Policy after 4.46 **Hales/Restore OR/Chung/Coalition for Historic Resources** **p.68/Vol1 – Urban Design.Historic Preservation New Policy.** **NOTE: The West End needs design guidelines and this should be noted as well and incorporated into Urban Design for West End.**	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.
#P37 Policy 4.47 **Hales/Restore OR** **p.68/Vol 1 - Urban Design.Historic Preservation** **Add New policy**	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.
#P38 Policy 4.49 **Hales/Restore OR/Chung/Coalition for Historic Resources** **p. 69/Vol 1 - Add to Urban Design.West End and note the West End as a priority for an updated inventory.**	Historic Resources Inventory. Within statutory limitations, regularly update and maintain ~~Maintain and periodically update~~ a Historic Resources Inventory to inform historic and cultural resource preservation strategies.
#P39 Policy 4.50 **Hales/Restore OR/Chung/Coalition for Historic Resources** **P.68/Vol 1- Central City.Urban Design.Historic Preservation**	Preservation equity. Expand historic ~~preservation~~ resources inventories, regulations, and programs to encourage historic preservation in areas and in communities that have not benefited from past historic preservation efforts, especially in areas with high concentrations of under-served and/or under-represented people.
#P40 Policy 4.52 **Chung** **p. 69/Vol 1 - Urban Design.West End** **New policy**	Cultural and social significance. Encourage awareness and appreciation of cultural diversity and the social significance of both beautiful and ordinary historic places and their roles in enhancing community identity and sense of place.
#P41 New Policy after 4.53 **Hales/Restore OR** **p.37/Vol 1 - Regional Center.West End** **Add new policy to promote affordable commercial spaces.**	Economic viability. Provide options for financial and regulatory incentives to allow for the productive, reasonable, and adaptive reuse of historic resources.
#P42 New Policy after 4.59 **Restore OR** **p.80/Vol 1 - New Policy under Health & Environment.Building, Infrastructure and site Development**	Deconstruction. Encourage salvage and reuse of building elements when demolition is necessary or appropriate,

Meharg, Emily

From: Hartinger, Kathryn
Sent: Wednesday, March 30, 2016 2:09 PM
To: Wwrahm@aol.com; Spencer-Hartle, Brandon
Cc: Meharg, Emily
Subject: RE: Comments on CC-2035 Draft

Wendy,

Your "tome" is appreciated. I will definitely get in touch if we have questions.

Hope you're enjoying the sunshine!

K

From: Wwrahm@aol.com [mailto:Wwrahm@aol.com]
Sent: Wednesday, March 30, 2016 1:23 PM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>; Spencer-Hartle, Brandon <Brandon.Spencer@portlandoregon.gov>
Subject: Comments on CC-2035 Draft

Hi Kathryn and Brandon,

Thank you both again for coming to the Eliot for a West End briefing. I hope you, Kathryn, are feeling better by now. I have to again thank you for all the work I know you and the staff have done on this gigantic project. Be sure to thank Nicholas and Karl too.

I dislike sending in such a tome to you, but I think that without ever having had any of these discussions about the West End neighborhood/district from a West End resident's perspective, the tome was perhaps inevitable. It is pasted below and is also attached as a pdf. I'm sure there will be something I didn't express clearly, so please ask me for clarification if needed. And I know there are things I just didn't have time to get to and explore.

I appreciate all your past help and your consideration of the concerns as you write up the next draft. Fingers crossed that the next draft will just require cheers from us to get it passed.
Wendy Rahm
****

Wendy Rahm
1221 SW 10th Avenue, #1001
Portland, OR 97205

WEST END AND CC2035 DRAFT CONCERNS

PART I – Policies **(NOTE: The following concerns which I share were raised at the March 23 West End meeting at the Eliot Tower. Some were unable to ask questions due to lack of time and I have ended Part I with those.)**

1. BONUS FAR/Zoning Code

Thank you for the simplification of bonuses. I support changing the FAR transfer cap to a maximum 3:1 bonus ratio. However, I recommend an allocation change. Instead of all FAR bonus benefits going to affordable housing, I recommend that for the West End and its rich historic architectural fabric, the bonus be divided

between affordable housing and historic preservation. The result would be 2:1 (affordable housing) + 1:1 (historic preservation) = 3:1. (p.30-39/Vol 2: 33.510.118).

Historic Resource bonus funds could go to a restricted fund for refurbishment and seismic upgrading of "historic resources" in the West End.

If building heights are not lowered, coding tools are needed to mitigate the impact of taller buildings, to include step backs, sculpting requirements and form-based codes.

Consideration should be given to lowering the FAR for the entire West End District. This area is no longer considered the "blighted" area it was seen to be in 2002 when the West End Plan modified the FAR. (p.343/Vol 2)

There is a real need for some creative thinking about FAR transfers, historic resources, demolition, and funding of seismic upgrades for buildings more than 50 years old. Could there be a small gathering or process on that?

2. <u>SENSITIVE INFILL/HEIGHT ALLOWANCES, PARKING LOTS, AND HISTORIC RESOURCE PRESERVATION</u>.

Maximum building heights in the West End should be reduced to 100' (9-10 stories). This reduction supports both the policy to "retain the personality and character of the West End" (p.69/Vol 1, Policy 5.WE-3) and the continuation of the affordable housing's 2001 "*No Net Loss"* policy (p.45/Vol 1, Housing and Neighborhood Policy 2.9). Many older (historic) buildings have both *affordable housing* as well as *affordable small business spaces*. The human scale West End business district is thriving thanks to its strong draw of architectural "authenticity."

Code is still needed that supports the goal to "Promote *contextually sensitive* infill development on vacant and surface parking lots." (Urban Design Policy 5.17, p. 68/Vol 1) Adding 9-10 story buildings in all the parking lots in the West End will increase the density without risking the "personality and character of the West End." (p.69/Vol 1, Policy 5 WE-3). It is estimated that the 14/15-story Meyer and Frank building has slightly more density than the 42-story US Bancorp building. Density is conflated with heights in the CC2035 plan. We all want the density but we do not want the proposed heights.

A public review of West End building height and density goals is requested before approving the related maps. Such a review would be appropriate given the Ombudsman's finding of undisclosed conflicts of interests on the WQ SAC, resulting in property owners voting on heights they could profit from. A flawed process suggests the product (the West Quadrant Plan) is also flawed.

3. <u>SOUTH PARK BLOCK HEIGHTS AND HISTORIC BUILDINGS</u>

I recommend maximum building heights of 100' along both sides of the South Park Blocks. Could the City consider a moratorium on building permits for projects that exceed 100'? At a minimum, a city-sponsored shadow study for the blocks with a variety of building heights and times of day from 9AM to 6PM should be done, and the public should be able to review the results. In addition, mature trees on both sides of the border streets (both within the park and on the other side of the street) will need protection.

The new maps indicate 400'+ heights are possible along the South Park Blocks (p.357/Vol 2, Map 510-4). Protecting the park's sunlight and trees is paramount. The South Park Blocks from SW Salmon to SW Market are lined with historic resources and mature trees that contribute to the park's rich character. Creating this character are historic museums, historic churches, and historic multi-family residential buildings. Their human-scale heights provide plenty of daytime sunlight for healthy trees and people.

Change the last sentence in Urban Design Policy, Dynamic Skyline, 5.3 (p.66/Vol 1) to "Require heights that preserve sunlight on public open spaces and parks." (See Part II, #9, below)

4. CHANGE OF ZONING FROM RX TO CX (p. 715, 716, Vol 2: Maps)

I do not support this zoning change. Mid-rise residential development (RX) will yield sufficient residential density increases to meet the goal to accommodate an increase of approximately 3,000 new households and still keep the areas livability.

However, I support greater mixed use in the West End and increased uses of office and retail on the ground floor, allowing for more mixed use floor space. I do not support the extra heights from bonuses allowed by CX zoning. Therefore, I recommend against changing existing RX zones in the West End to CX to help protect historic resources and neighborhood character.

I encourage re-adaptive use of historic resource buildings in the West End to add to the stock *of affordable commercial* properties. For both economic and sustainability reasons, retention of these properties should be a top priority rather than the creation of new 20, 30, 40 story (expensive) buildings. This West End neighborhood is a storied part of Portland which deserves a fresh approach to planning that promotes re-use.

Again, I repeat: Consideration must be given to lowering the FAR for the entire West End District. This area is no longer considered the "blighted" area it was seen to be in 2002 when the West End Plan modified the FAR. (p.343/Vol 2)

5. TAYLOR STREET DEMARCATION VERSUS SALMON STREET

The demarcation between north and south West End seems to be one of commercial zoning (CX) versus residential (RX). Yet imposing this border is artificial. SW Taylor Street is a more appropriate commercial-residential "border." Buildings, many "historic", on precisely those blocks running east-west between SW Taylor and SW Salmon are more typical of residential/social/cultural areas than commercial ones. For example, two multi-family (affordable) residential buildings – Fountain Place (HRI) and Villa St. Clair/Gentry Apartments (NR)--, the First Baptist Church (NR), the Multiple Property Listing's first Portland Women's Club (now the West End Theater), Bartle's tire company (now a violin-making shop - NR), two parking facilities (one NR and one HRI), but only one 10-story commercial office building (NR).

Instead designate the residential-commercial border at Taylor rather than Salmon, and change height and zoning maps to reflect that.

In addition, to continue a broad mix of land uses, historic resource buildings currently zoned for social or cultural uses should not lose that designation in either zone without a public process involving West End residents. (p.37/Vol 1, Regional Center Policy 1.WE-1 and WE-2)

6. BONUS TRANSFER POLICIES AND HISTORIC RESOURCES

I recommend no height bonus transfers in the West End to/for use on properties listed on the National Register, the 1984 Historic Resource Inventory, nor the two Downtown Multiple Property Listings of 2004 and 2008. Such code derives from the goal of protecting West End historic architectural assets (p.69/Vol 1, Policy 5.WE-3). Added height allowances increase the value of the land, which creates financial incentives for owners to delist and demolish historic resources. Instead create a quasi-government fund to help pay for/incentivize seismic upgrades of these buildings.

I again suggest: we all need for some creative new ideas about FAR, bonuses and historic preservation for the West End. (See Part I, #1, above.)

7. HISTORIC VIEW CORRIDORS

Because many of the "historic" view *corridors* (rather than view *streets*) run through the West End, we join Goose Hollow Foothills League in asking for a review of appropriate heights and widths of the historic view corridors since they are affected by West End building heights. Views should include the arches of the Vista Bridge and the base/tree line of our volcanic peaks, not just the top few feet.

Reducing maximum heights in the West End to 100' would preserve the existing view corridors.

8. <u>PARKING/HISTORIC CHURCHES/CULTURAL VENUES/SMALL BUSINESSES</u>

As parking lots are developed, concern was expressed about the loss of parking available for church and cultural institutions and their supporters/clients/followers. Thank you for the language in the plan supporting the religious institutions in the West End. (p.46/Vol 1. Policy 2.WE-4 - Religious Institutions)

I along with other West End residents question the "no parking minimum requirement" since our future holds increases in both residential density and the number of visitors. (p.53/Vol 1. Policy 3.11 Parking) The plan should not go forward without an improved and detailed parking policy that supports these religious and cultural institutional needs as well as the needs of both small businesses and residents in the area. Without clearer policies and some consensus in a West End parking plan, the 24/7-active West End/Cultural District could see less activity because of frustrated non-residents, reluctant to come downtown from the suburbs because parking is too difficult. Without more public investment (increasingly unlikely?), the public transportation system remains inadequate. We cannot expect people of all ages and differing physical abilities to rely solely on either public transportation or bicycles. And residents/families looking to live in the West End will need a place to "store" a "family" car if we want to encourage families to relocate here.

9. <u>INCREASED DENSITY/SCHOOLS/CHILD-FRIENDLY OPEN SPACES/CITY OWNED BLOCK</u>

We welcome an increase in residential density in the West End (with mid-rise buildings). Along with that increase will be other needs that should have mention: open spaces, *schools and community centers*. Add policy language on p. 46/Vol 1. Housing & Neighborhoods.West End.

The city-owned block (the parking garage housing Mother Goose is, between Yamhill/Morrison + 9th/10th) should not be given away/developed prior to a public process to address needs for schools and "neighborhood" child-friendly, open spaces to accommodate the increase of approximately 3,000 new households. Leverage this city-owned block (cash in hand!) for a potential swap of a more "central" West End District block. (See map on p. 89/Vol 1 where one "central" location is identified.)

"City" parks such as the South Park Blocks do not serve the same purpose as "neighborhood" parks. Needed will be an open space where residents come to socialize instead of a "pass through" city park. Director Square is largely a pass-through space and is not well located for residential areas in the West End. Think of Jamison with lawns for mothers to sit on while children play, petanque, child friendly play areas. A block with an elementary school might have space for a children's playground.

Thank you for language in the draft recognizing some of these needs:

- p. 46/Vol 1. Policy 2.WE-1. Housing and Neighborhoods.West End: "Complete neighborhoods. Encourage the development of child-friendly play areas, a dog park and contemplative spaces."
- p.88/Vol 1. Vision for the West End: "…The West End hosts an attractive mixture of urban, **family friendly** residential development with a range of scales, types and amenities that accommodate a socio-economically diverse population...."

10. <u>CODE FOR BONUS LANDMARK TREES</u>

I recommend adding new policy language to Health and Environment 6.7 (p. 79-80/Vol 1). Allow for strengthening the code to protect Landmark-listed trees' root systems from new construction. Increased penalties should be on the table that would be commensurate with the loss of one of these priceless trees. There

are at least two Landmark trees at risk in the West End: the Burrell Elm (1870) and the Farrell's Sycamore (1880). There are others, both in the West End and throughout the city.

…(and two items not raised at the meeting due to lack of time)….

11. <u>BRIDGEHEAD BUILDING HEIGHTS/MARKET</u>

Impact of the proposed building heights will overwhelm waterfront park. More than shadow studies are needed to determine the true impacts of these tall buildings on the parks. It seemed that conflicts of interest impeded discussion of this during the SAC process.

12. <u>AIR QUALITY</u>

The 405 corridor which borders the West End/Goose Hollow/Northwest/Pearl has some of the worst air in the city, with extremely high particulate counts. This, while we plan to increase density in the area, including residential? Shouldn't there be some mention of this in the draft as an area needing attention?

<u>PART II - SUGGESTED SPECIFIC CHANGES</u>

1. P.37/Vol.1-Policy 1.WE-1 a. Change line 2: "…north of SW ~~Salmon~~ <u>Taylor</u> Street,…."

2. p.37/Vol.1 Add new policy, Policy 1.WE-4:
   <u>Economic viability</u><u>. Provide options for financial and regulatory incentives to allow for the productive, reasonable, and adaptive reuse of historic resources.</u>

3. p.44/Vol.1-Policy 2.5. Add: "<u>Livable</u> Mixed-Use Compatibility."

4. p.46/Vol.1-Policy 2.DT-3. Housing Diversity. Should "…and the South Park Blocks" be moved? Much of this side of the park blocks has either registered buildings/churches or quite new housing stock. Would this part of the goal fit better in South Downtown/University? Clarification might be useful.

5. p.46/Vol.1-Policy 2.WE-5. Change line 1: "….South of ~~Salmon~~ <u>SW Taylor</u> Street,…."

6. p.46/Vol.1-Policy 2.WE. Add a new policy 2.WE-6:
   <u>Community cohesiveness</u><u>. Support a cohesive, connected community. Create and enhance successful neighborhood-oriented retail/commercial areas</u>.

7. p.52/Vol.1-Policy 3.6. Change line 2: "….right-of-way and by integrating ~~high-~~ higher density uses."

8. p.64/Vol 1-GOAL 5.B: Change line 1: "…is composed of diverse, ~~high-density~~ dense districts that ……" (NOTE: *Human scale* as used in the next goal is parallel in theme with *dense*, not *high-density*. Density goals can be met with dense, new, mid-rise development. It would be good to avoid conflating density goals with building heights. After much discussion, *dense* was intentionally substituted for *high-density* in the earlier, original CC2035 plan.)

9. p. 66/Vol 1-Policy 5.3. Change the first word in the last sentence:
   "Require ~~Encourage~~ heights that preserve sunlight on public open spaces and parks."

10. p.66/Vol 1-Policy 5.6. Delete the last phrase in the last sentence: "….and adjacent neighborhoods~~ while highlighting key gateway locations~~." (NOTE: There was no consensus as to where these *gateways* might be. Without identifying specific sites, *gateways* become a moving target for disagreements.)

11. p.68/Vol 1 Historic Preservation: Change sentence 2 in description:
   "These policies support the protection, use and ~~preservation~~ rehabilitation of historic and culturally significant resources in the city as it….."

12. p.68/Vol 1-Policy 5.16. Change/add words:
   "Encourage the use, preservation, renovation and rehabilitation of historic resources ~~buildings~~." (Use the same language as that of Policy5. DT-5)

13. p.68/Vol 1 Add new policies after Historic Preservation Policy 5.17 from the Comp Plan amendments for historic presentation proposed by Hales/Restore Oregon/Chung and supported by Staff.
   a. 5.18. **Distinct identities**. Maintain and enhance the distinct identities of Central City Districts and their corridors. Use and expand existing historic preservation and design review tools to accommodate growth in ways that identify and preserve historic resources and enhance the distinctive characteristics of neighborhoods, especially in areas experiencing significant development *such as the West End and Goose Hollow.*
   b. 5.19. **Historic and cultural resources**. The Central City has several hundred designated historic landmarks resources, including landmarks and historic and conservation districts. These special places help create a sense of place, contribute to neighborhood character, and recognize Portland's history. Many of the Central City's buildings are over 50 years old, creating a vast pool of potentially significant properties that may be designated in the future. These policies support the identification, protection and rehabilitation of historic and culturally significant resources in a city that continues to grow and change.
   c. 5.20. **Protect defining features**. Protect and enhance defining places and features of Central City neighborhoods, including landmarks, natural features, and historic and cultural resources, through application of zoning, incentive programs, and regulatory tools.
   d. 5.21 **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.
   e. 5.22 **Cultural and social significance**. Encourage awareness and appreciation of cultural diversity and the social significance of both beautiful and ordinary historic places and their roles in enhancing community identity and sense of place.

14. p.69/Vol 1.Policy 5.WE-3. Change to read:
   "**Historic resources and Districts**. Retain the personality and character of the West End by identifying, protecting and encouraging the use ~~preservation~~ and rehabilitation of existing buildings and historic resources that represent a wide range of architectural styles and eras."

15. p.69/Vol 1. Add new West End policies after Policy 5.WE-3:
    a. Policy 5.WE-4. **Historic Resources Inventory**. Within statutory limitations, regularly update and maintain a Historic Resources Inventory to inform historic and cultural resource preservation strategies. (NOTE: the need to prioritize an updated inventory for the West End was called out in the West Quadrant Plan, Chapter 4, UD-7 and Chapter 5, UD-3. Goose Hollow is the only other area that was called out.)
    b. Policy 5.WE-5. **Resolution of conflicts**. Adopt and periodically update design guidelines for the West End. Refine base zoning to take into account the character of the historic resources in the district. (NOTE: Design guidelines for the West End are urgently needed and this need was called out in the West Quadrant Plan, Chapter 5, UD-7).)

16. p.79-80/Vol 1. Add a new policy about preservation/protection of Landmark or Historic trees from new development and examine increasing penalties for loss.

17. p.80/Vol 1. Add new policy under Building, Infrastructure and site development:
    Deconstruction. Encourage salvage and reuse of building elements when demolition is necessary or appropriate.

18. p. 89/Vol 1. Change word in line 1: "…residential character south of Taylor ~~Salmon~~ and a more mixed-use….

Dauphin, Derek

From: Hoy, Rachael
Sent: Friday, April 01, 2016 3:38 PM
To: BPS Central City 2035
Subject: FW: CCP 2035 Comments

From: Michael Harrison [mailto:harmicha@ohsu.edu]
Sent: Wednesday, March 30, 2016 5:03 PM
To: Raggett, Mark <Mark.Raggett@portlandoregon.gov>; Hoy, Rachael <Rachael.Hoy@portlandoregon.gov>
Cc: Brian Newman <newmanb@ohsu.edu>
Subject: CCP 2035 Comments

Hello Rachael and Mark,

Thank you for taking the time to meet with us earlier today. Per our discussion, here are our thoughts on the Discussion Draft of the 2035 Central City Plan:

1. We concur with BPS staff's assessment on page 140: the retail capacity of South Waterfront is saturated and the location of retail uses needs *"… to be more fluid and align with the evolving nature of development and densities in the [South Waterfront] district rather than a prescribed notion of where retail should be located based on assumptions of where and when development is desired to occur."* For the same reason BPS staff is recommending striking 33.510.251.D, we would also request staff modify 33.510.261.I.4.e(2) to require Ground Floor Active Uses in lieu of Retail Sales and Service or Office Uses.

2. Significant development/redevelopment has yet to occur in South Waterfront between SW Moody and SW Macadam. A significant challenge to future development in this area will be finding a way to successfully provide parking and loading access to these sites, given the State Highway to the west, the streetcar tracks to the east, and steep grades on all the east/west streets. Per our discussion, we encourage clarifying language to ensure that the prohibition included in 33.510.261.I.6(b)(6) only pertains to the street segments described in 33.510.261.I.6(b)(1-5) – in other words, that parking and loading access along SW Moody would be allowed, even if only allowed through a modification. Similarly, we encourage the 75' standard as envisioned in 33.510.261.I.6(c)(2) be clarified to read "75' from the centerline", to facilitate the development of parking and/or loading access on the steep east/west streets further from the fast moving and high volume traffic along SW Macadam.

Thank you for considering our comments. Please don't hesitate to contact me if you have any questions regarding our requests.

Michael Harrison
Government & Neighborhood Relations
Oregon Health and Science University
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(503) 381-8539 cell

Oregon

Department of Transportation
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March 30, 2016

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

SUBJECT: Central City Plan Testimony

The Oregon Department of Transportation is pleased to have the opportunity to offer our comments on the Discussion Draft of the Portland Central City 2035 Plan.

VOLUME 1, GOALS AND POLICIES:

ODOT is supportive of the Central City 2035 Goals and Policies. We are slightly confused by Policy 5.9, Street hierarchy and development character, which distinguishes between retail/commercial, boulevard, and flexible streets. It is not clear to us how these 3 street types relate to the street design classifications in the TSP. The definitions in the Glossary provide direction for transportation function and street design in the context of certain land use characteristics, but so do the TSP street design classifications. It would be helpful to clarify the purpose of Policy 5.9 and the street types.

VOLUME 2, TRANSPORTATION-RELATED AMENDMENTS TO THE COMPREHENSIVE PLAN: MMA, GOALS AND POLICIES

ODOT requests that Policy 9.50 be amended to add a sentence after the statement "Discourage through trips from using district streets", as follows: "Discourage local trips from using Regional Trafficways".

VOLUME 2, STREET DESIGN AND MODAL CLASSIFICATIONS

ODOT objects to the proposed "Civic Main Street" street design classification of part of Powell Blvd adjacent to the Central City. The classification is inconsistent with the Regional Transportation Plan (RTP) Design Classification of Regional Street, and with the City's Comprehensive Plan Urban Form designation of Powell Blvd as a Civic Corridor. We also have an issue with the characterization of part of Powell as a "Retail Commercial Street Type", and believe the Boulevard Street Type classification is more appropriate. ODOT has consistently indicated to the City (as part of the MMA, Comprehensive Plan, and S/SE Quadrant Plan processes) that the Central City boundaries and associated MMA boundaries should exclude the Powell Boulevard ROW. Basically, the highway itself should be outside the Central City and MMA. It is inconsistent with the Oregon Highway Plan (OHP) Policy 1B to designate 2040 Centers or Main

Streets to straddle a State Highway where the characteristics of a Center or Main Street are not in place or planned on both sides of the Highway.

ODOT concurs with the existing Major City Traffic Street, Major Transit Priority Street, Primary Emergency Route, and City Walkway designations. Is there a proposed change in the Freight classification for Powell Blvd.? Its current TSP Freight classification is Major Truck Street, which does not appear to be changed.

Regarding the Bikeway designation: ODOT wants to ensure that the City has a strategy in place for implementing a Bikeway classification on Powell while accommodating the demands on this US Highway by other modes (transit, auto, freight, and pedestrian). The strategy should include requiring property dedication as (re)development occurs. The Ross Island Bridge and the segment of Powell adjacent to the Central City from the Bridge up to SE 17th is not a designated regional bikeway in the RTP. The Ross Island Bridge would need new piers to widen the bridge to provide bike lanes, which would be very costly. ODOT requests that the Bikeway designation be removed from the Ross Island Bridge, and possibly from the segment up to SE 17th because of existing safety problems, physical constraints (i.e. the tunnel under the RR tracks), and the multiple competing demands on this section of Powell Blvd.

VOLUME 2, DRAFT CENTRAL CITY STUDIES LIST:

- Green Loop Concept Plan – Study should recognize that ODOT needs to preserve I-405, I-5, and I-84 right-of-way for potential future safety, seismic, and operations improvements.
- Morrison Bridge Westside Ramps Reconfiguration Study –Study must be coordinated with ODOT and must include traffic analysis to ensure any modifications do not negatively impact the safety and operations of I-5, and do not negatively impact freight access from the Central Eastside to I-5 southbound. Change the sentence "Consider the impacts to providing southbound freeway access from the Central Eastside" to "Maintain southbound freeway access from the Morrison Bridge for freight trips originating from the Central Eastside", consistent with the Staff Proposed Amendments to the Recommended Draft Southeast Quadrant Plan, dated 7/6/2015.
- Morrison Bridge Eastside Ramps Reconfiguration Study – Study must be coordinated with ODOT and must include traffic analysis to ensure the reconfiguration does not negatively impact the safety and operations of I-5.
- West Burnside / Couch Refinement Plan – Study must include coordination with ODOT and traffic analysis to ensure modifications do not impact the safety and operations of I-405.
- Naito Parkway Traffic Study – Study must be coordinated with ODOT and address impacts to safety and operations of other freeway ramps in the vicinity.
- US 26 Circulation Study: the narrative mentions exploring connections on and around I-405 rather than US 26; please clarify. Possibly consolidate this and the I-405 Safety Study into one study.
- I-405 Safety Study: consider adding feasibility of the I-405 trail (projects # 20171 and 20179) to the scope of this study.

VOLUME 2, DRAFT CENTRAL CITY 2035 CANDIDATE PROJECTS:
It is not clear if this project list reflects the latest TSP Major Projects and Other Agency Project Lists, nor whether the projects have been evaluated and assigned to either the Financially Constrained or "other" category of projects.
In general, ODOT wants to be clear that all projects on or affecting State Highways are subject to ODOT approval. Moreover, inclusion on the Portland TSP project lists does not constitute a

commitment on the part of ODOT to prioritize funding for the project. Specific project-related comments follow:

- Project 20027 – This project is no longer on the TSP Major Projects List, nor on the Other Agency Project List. Please delete. Estimated cost appears low.
- Project 20050 – Add "subject to ODOT approval" consistent with Staff Proposed Amendments to the Recommended Draft Southeast Quadrant Plan, dated 7/6/2015. ODOT Traffic opposes signalized eastbound left-turns on Powell at the 8th and Milwaukie intersections, but will consider alternative solutions.
- Project 20091 – ODOT likes the language: "This project will be coordinated with ODOT to address potential impacts to the I-405 overcrossings and ramps."
- Project 20097 - Project development must include traffic analysis and mitigation measures to ensure safe operations at the I-405 NB Exit Ramp at Everett Street and at the I-405 SB Exit Ramp at Glisan Street (see project # 20124). Please add same language as in project # 20091: "This project will be coordinated with ODOT to address potential impacts to the I-405 overcrossings and ramps."
- Project 20119 – Change 'Phase 1' to 'Planning and PE'
- Project 20120 – Change 'Phase 2' to 'Right-of-Way'
- Project 20121 – Change 'Phase 3' to 'Construction.' These 3 projects are on the "Other Agency Project List".
- Project 20124 – Improvement could cost more than $1 million. We are hoping the Flanders Street Bridge Project # 20097 will identify the improvement.
- Projects 20171 and 20172 – ODOT wants to preserve the I-405 right-of-way for future work to improve the safety and operations of the ramps along I-405 between the Marquam Bridge and Sunset Highway. The traffic signal at SW 4th / Lincoln may not have availability for a bicycle phase due to three different transit lines either having or requesting to have their own signal phase. The I-405 Safety Study would need to be completed before or expanded to consider whether a trail can fit on I-405 right-of-way.

VOLUME 5, BUREAU WORK PLANS AND ACTION CHARTS

Please revise the introductory text to reflect the fact that the action charts include actions assigned to outside Agencies such as ODOT and TriMet. The text should make it clear that listing ODOT as Lead or Partner Implementer for any Action Item on the list does not constitute a commitment on the part of ODOT to initiate or prioritize funding for those Action Items. At this time ODOT does not have these Action Items in our work plans and we do not have plans to initiate them, and we are concerned about creating a public perception that ODOT has agreed to take on these items. As always, ODOT will respond to requests for coordination and approval. Specific comments on the Action items are listed in the Attachments.

Again, ODOT is pleased to have this opportunity to comment on the Discussion Draft of the Central City 2035 Plan. We are happy to provide clarification on any of these comments,

Jon Makler, Region 1 Planning Manager
Oregon Department of Transportation

Meharg, Emily

From: Hartinger, Kathryn
Sent: Wednesday, March 30, 2016 11:54 AM
To: Neilsen Chris
Cc: Meharg, Emily
Subject: RE: Comment on 2035 plan

Chris,

Thanks for your comments!

Kathryn

From: Neilsen Chris [mailto:cneilsen47@gmail.com]
Sent: Wednesday, March 30, 2016 10:28 AM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>
Subject: Comment on 2035 plan

Dear Ms. Hartinger,

Thank you for making time to come to the Eliot Tower to educate us on the 2035 plan, it's impact, and the process for adoption.

And also for listening, especially when you were not feeling well. i hope you're doing better.

I favor increased density in the West End, and offer these thoughts about priorities that need to guide how that density happens.

For half a century the neighborhood has been a logical home to PSU students and will continue to be.

Through previous planning efforts, it also became a home for elderly adults of limited means, and others needing the support services that have been housed within the neighborhood. This will and should continue.

In the last decade the population in the neighborhood has grown and diversified, also prompted by planning efforts. This is healthy, and to be encouraged as the city seeks to plan for the next 20 years.

A dense West End (with perhaps up to 3,000 new housings units) must retain those characteristics that good neighborhoods have and develop those that are missing.

The first is being a place where families with children would reside.

Beyond that, those characteristics are parks, schools, walkable streets, open spaces and adequate light.

I believe parks and schools are critical. Plans indicate "open space" on Salmon and 11th. There is some mention of capping the freeways to create usable space. There may be the argument that we already have Director's Park.

This plan must not take the need for a neighborhood park lightly and rely on good intentions. Director's Park is not a neighborhood park. It attracts people who arrive in their cars or on public transit and have some fun, a bite to eat, and some shopping. Kids splash. No body knows anybody else.

A neighborhood park is designed to be a gathering spot, with activities possible. It has vegetation, providing relief from the hard surfaced environment. People see their neighbors.There are play places for children.

And of course the big winner would be if somehow within the plan it is possible to have an off-leash dog area. The dog population of downtown is overwhelming to the south park blocks, and there is no other place of relief.

But, the lovely South Park blocks are not a neighborhood park either. The trees and plantings soften the environment. With the exception of the extreme south end, there are no play features, and benches are attached, facing the central walkway. One takes a break, but doesn't congregate with the neighbors.

My thought on this is to better codify the language on p. 68, policy 5.15 to reinforce the need in the West End; to determine the ownership of the identified open space indicated on the map. If not City owned, perhaps a swap with the owner, or a condition of development could cause that to become a true neighborhood park. The need for this use could be called out on p. 69, WE section 5.WE.

The City has leverage with their ownership of the block between Yamhill/Morrison and 9th and 10th. Use of that block should be very carefully handled so that it contributes either through direct development, or negotiated development with meeting the needs I speak about.

Finally, I want to briefly comment on the need for an elementary school in the West End. **Nothing could more dramatically enhance the character of the neighborhood and the mix of residents here than the presence of an elementary school.** Chapman is overcrowded; students are being moved from Ainsworth to make room for overflow. A new elementary school on the west side is needed now and that need will only grow as the population grows. Smart planning encourages a mix of residents. Currently the West End mix is short on families with children. While the City does not control that decision, PPS does not operate in a vacuum, and encouraging the development of a neighborhood elementary school in the West End, would be the best possible addition to the neighborhood.

Thank you for your time.

With best regards,

Chris Neilsen
1221 SW 10th Avenue #1604 Portland OR 97205

Dauphin, Derek

From: Vanessa Keitges <vanessa@columbia-green.com>
Sent: Wednesday, March 30, 2016 3:26 PM
To: BPS Central City 2035
Subject: Supporting the Proposed Green Roof Requirement

To Whom It May Concern:

I want to thank the City for taking a bold step for requiring green roofs in downtown. This is a big step in the right direction in leading the Country again in innovative “green building” policy. This is incredibly important due to the fact that, Portland after years of global recognition for innovative green building policies has fallen significantly behind as a guiding example of green building infrastructure.

Portland’s outdated “green roof” policy has left us lagging behind our NW neighbor Seattle, and even small cities such as Milwaukee WI and Nashville TN which have green roof incentives and requirements. And, while these cities are innovating in the “green roof” sector to meet the $2B market opportunity in N. America, Portland’s green roof installation dropped by 90 percent installing the same amount of green roof in 2015 as we did in 2000.

Therefore, I want to announce my support for the proposed green roof requirement for downtown Portland in the Central City 2035 Plan.

It is important that the City of Portland put into effect the proposed green roof requirement and implement green roof incentives. These incentives would include, reinstating the $5 per sq foot of green roof for 5 years and the green roof incentive for retrofits of existing buildings. Other changes we would like to see would be as follows:

• After the exemptions (e.g. areas of the roof with HVAC are not required to have a green roof) require 50- 100% roof top coverage.
• Consider including solar with green roofs.
• Reduce the threshold at which the requirement kicks in from 20,000 gross sq feet to a footprint of 5,000 sq. feet or less.
• Should we not do a mandate, we should implement other incentives like cities across the USA: move ahead of the permitting line with green roof, FAR bonuses with green roofs, stormwater credits, landscaping credits, etc.

Lastly, this needs to apply to the entire city and not just the downtown. This will help address not only the “rich” areas of Portland, but apply to other areas of Portland, so others can reap the benefit of “green” even affordable housing. Currently the City doesn’t offer incentives to low-density residential neighborhoods and only in the high-density Central City. The proposed green roof policy must be applied City wide for Portland to once again become a leader in green building and innovation.

Sincerely,
Vanessa Keitges
President & CEO
Columbia Green Technologies

Vanessa Keitges
President
Columbia Green Technologies
www.columbia-green.com
o 503 327 8723
vanessa@columbia-green.com

Executive Assistant
Janelle Cameron
d. 503 327 8723 c. 415 847 3437
e. janellec@columbia-green.com

James Beard
PUBLIC
MARKET

March 30, 2016

Portland Bureau of Planning and Sustainability
ATTN: Central City Team
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201

Re: Central City 2035 Discussion Draft

Dear Central City Team:

The Historic Portland Public Market Foundation, dba James Beard Public Market ("JBPM"), commends the Bureau of Planning and Sustainability on developing the Central City 2035 Discussion Draft ("CC2035"). CC2035 offers a sound approach to accommodate Portland's growing population.

JBPM will soon build a year-round public market at the west end of the Morrison Bridge in partnership with MMDC Company. The Public Market will showcase our region's fresh foods and food products, promote sustainable agricultural practices, encourage healthy eating, and provide entrepreneurial opportunities for those who produce and sell the food we eat. Many of the improvements proposed in CC2035 will work to help transform the area at and around the west end of the Morrison Bridge. The transformative changes will enhance the neighborhood and serve the Market's future patrons well.

A number of the specific policy objectives proposed in CC2035 closely align with JBPM efforts. We highlight these objectives here:

Transportation and Livability

JBPM embraces the policies[1] that support a downtown core that encourages walking and bicycling through improved connectivity and safety. Such infrastructure improvements are particularly needed at the west end of the Morrison Bridge. The high speed on and off ramps at the Morrison Bridge are relics of Portland's 1950s' Harbor Drive Freeway. These high speed ramps inhibit safe pedestrian crossing at Morrison St. and Stark St. along Naito Parkway, threaten bicyclists, and block easy access to Governor Tom McCall Waterfront Park.

JBPM urges the City to raze the south entry ramp and modify the north off ramp at the west end of the Morrison Bridge. The razing of the south ramp and reconfiguration of the north ramp are needed to allow for pedestrian and bicycle crossings that are safe, comfortable, and convenient for people of all ages and abilities. By closing access gaps and encouraging active transportation, this improvement would enhance connectivity between downtown, Governor Tom McCall Waterfront Park, and the Willamette River.

[1] JBPM supports the following specific policies as detailed in CC2035 Vol. 1, pages 52-53: Policy 3.3 Optimized street network, Policy 3.4 Transportation system management, Policy 3.7 Walking, and Policy 3.8 Bicycling.

222 SW Washington St. Portland OR 97204 (503) 208 2071 jamesbeardmarket.com

Height and Views

JBPM supports retaining policies[2] that encourage development at the west end of the Morrison Bridgehead through increased building height maximums. Developing the blocks currently used as a surface parking lot will concentrate density within the central city and catalyze revitalization and preservation of the nearby historic districts where heights remain unchanged. Increasing building heights on these Morrison Bridgehead parcels will support the CC2035 goals of creating economic vitality, encouraging walking and bicycling in the central city, and strengthening connections to the Willamette River.

Willamette River and Governor Tom McCall Waterfront Park

JBPM shares the CC2035 goal to link downtown and the inner eastside to and through the Willamette River. JBPM embraces the numerous policies that reflect this goal.[3] The future Public Market will be located adjacent to Governor Tom McCall Waterfront Park. The Public Market will draw residents, workers, and visitors to the riverfront and link east- and west-side districts. JBPM will be a dynamic destination and will be a cornerstone of a unique riverfront market district spanning from the Public Market to the Saturday Market. As a cultural and community space along the river, JBPM will strengthen the physical, visual, and cultural connections between the river and the rest of the Central City.

We recommend retaining the aforementioned policy objectives, as currently drafted, for consideration by the Bureau of Planning and Sustainability Commission. These policy objectives promote the same community and economic benefits we envision for the James Beard Public Market, which include promoting economic vitality in Portland's central city, strengthening connections within and to downtown, activating the adjacent riverfront, and enhancing pedestrian and bicycle safety while closing access gaps. The revitalization of the Morrison Bridgehead with the James Beard Public Market will catalyze the vision of a prosperous, healthy, equitable, and resilient central city.

Thank you for the opportunity to submit these comments and for the effort exerted by so many to develop CC2035. Please call on James Beard Public Market if we may assist the City in these efforts.

Very truly yours,

Fred Granum
Executive Director

---

[2] JBPM supports the following specific policies as detailed in CC2035 Vol. 1, pages 61 and 66: Policy 4.10 Bridgehead redevelopment, Policy 5.3 Dynamic skyline and Policy 5.5 Large site development.

[3] JBPM supports the following specific policies as detailed in CC2035 Vol. 1, pages 34, and 60-61: Policy 1.5 Destination Willamette River, Policy 4.1 Portland's Commons, Policy 4.3 Prosperous and vibrant Willamette River waterfront, Policy 4.6 Connections to the Willamette River, Policy 4.8 Relationship to the river, Policy 4.9 Commercial development, Policy 4.10 Bridgehead redevelopment, and Policy 4.DT-1c Improvements.

Meharg, Emily

From: Bischoff, Debbie
Sent: Thursday, March 31, 2016 8:37 AM
To: Will Levenson; Edmunds, Sallie
Cc: Meharg, Emily
Subject: RE: 2035 Comments related to the Willamette River

Thank you Willie for Human Access Project's comments on the CC2035 Plan Discussion Draft. We will review your comments and consider changes as we produce the next draft of the CC2035 Plan, that will be available for public review around May 10.

Thanks for your interest and participation as always,

Debbie

From: Will Levenson [mailto:willie@humanaccessproject.com]
Sent: Wednesday, March 30, 2016 3:37 PM
To: Edmunds, Sallie <Sallie.Edmunds@portlandoregon.gov>; Bischoff, Debbie <Debbie.Bischoff@portlandoregon.gov>
Cc: Kilduff, Kevin <Kevin.Kilduff@portlandoregon.gov>; bsallinger@audubonportland.org; 'Micah Meskel' <mmeskel@audubonportland.org>; 'Belleque, Janine' <janine.belleque@state.or.us>
Subject: FW: 2035 Comments related to the Willamette River

Sallie and Debbie – please accept the feedback below from Human Access Project which mainly speaks to the Goals and Policies section.

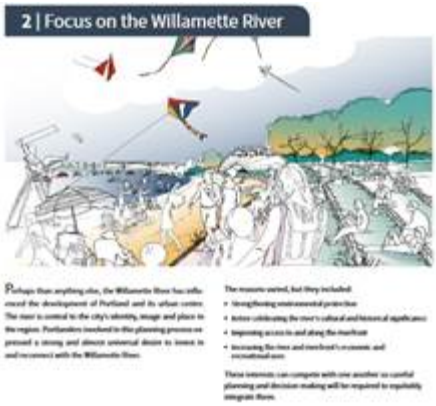
I have copied Kevin Kilduff of the Portland Waterfront Alliance, Bob Sallinger of Audubon, and Janine Belleque of the Oregon State Marine Board. I am doing this in the spirit of collaboration and transparency of what we are advocating for in hopes it will help direct these other parties feedback.

To everyone that is copied, please call me anytime for any reason if you care to collaborate on any of this issues I put forward, particularly if you disagree with anything in my comments. I may be making these comments because I don't understand your point of view well enough and I would like to understand it and collectively advocate for it – I imagine we agree more than we disagree on most things related to the rivers use.

Summary: Every district that is adjacent to the Willamette River should have an opportunity to get to the river's edge. The Willamette River is Portland's largest public open space and it is owned by the citizens of Oregon. Presently only 5% is accessible according to Portland Parks and Recreation. The treatment of the Willamette River is not consistent from District to District. However, there is pretty even treatment of habitat in every district. It would be helpful to address creating a balance of habitat restoration and human access to the water's edge these two items have potential for conflict although I do not believe it is inevitable. Why not provide some direction in the document now to help avoid the collision between habitat and human access. This could be a broad statement, could be incorporated into the habitat paragraph or could be its own standalone policy.

Policy needs to be in place for every district to fulfill the pretty drawing of the Big Idea - "Portlanders involved in this planning process expressed a strong and almost universal desire to invest in and reconnect with the Willamette River." People connect to the Willamette River by being able to get to the river's edge and touch it.

Urban Design Concept – point number one is Reconnecting with the Willamette River. Let's be sure the document does this.



"Portlanders involved in this planning process expressed a strong and almost universal desire to invest in and reconnect with the Willamette River.
We need to assure that this is more than just a pretty drawing, we need to be sure there is meat in this document that allows this big idea to happen.

Other notes:
- We believe a 50 foot setback is the absolute minimum threshold of acceptability. We feel like this setback should be closer to 100 feet.
-We feel like any retail in Tom McCall Bowl should be seasonal (food carts). There is a limited amount of green space here we are completely against any new physical structures in this park.
-Best practices in developing habitat that discourages geese from hanging out needs to be integrated into any area with grass by the water. Good sources for this would be Audubon, Geese Guys (a company that specializes in human Geese Mangagement and Nick Atwell Wildlife Manager from Port of Portland – please let me know if you would like any of there resources)
-We feel strongly that a master plan for the water's edge of the Willamette River be created so that work done is not piecemeal and individual projects don't try to do everything (Habitat, access, trails, boating needs, docks, etc). The South Waterfront project in our opinion was a failure principally because it did try to do it all and we wound up with a viewing platform. It would be helpful if staff could make this recommendation if staff agrees.

Comments:
GOALS AND POLICIES – 4. WILLAMETTE RIVER (Page 58)

1) First Paragraph addition of the word "Waterfront"
The Willamette River Waterfront supports a broad array of uses….

2) Policy 4.1 exchange the word "Promote" to "Ensure"
Portland's commons. ~~Promote~~ Ensure improvements and activities on the riverfront a

Ensure is a defined term and is stronger than the word promote. We are looking to achieve the Big Idea with this document not hope it happens through promotion.

3) Policy 4.2 exchange the word "Provide" to "Maintain, expand and improve", after the word Enhance in second paragraph add "and expand"
Willamette River recreation. ~~Provide~~ Maintain, expand and improve ~~for~~ safe, enjoyable and valuable recreational experiences for all users on, along and in the river. Enhance and expand the interconnected….

4) Policy 4.4 add language to address safety for recreational boating and river transportation. Such as:
Promote safe speed limits within the Central Reach and develop transportation routes that are not in conflict with recreational users.

5) Policy 4.6 – what is the intent of this language? "Improve physical and visual connections between the districts and the Willamette River"

6) CENTRAL CITY POLICIES: WILLAMETTE RIVER Page 61 Update Policy 4.2 recommended re-write
River access, greenway and recreation*. Provide for safe, enjoyable and valuable recreational experiences for all users on, along and in the river. Enhance the interconnected system of parks, trails, docks, natural areas and destinations adjacent to and within the river. Encourage improvements along the Willamette River in to enhance resident, employee and visitor access to and enjoyment of the river for activities such as contemplation, recreational boating, swimming and fishing.*

This was borrowed and slightly modified from the South Waterfront District and merged with current language of section 4.2

7) Page 61: Use same statement above from 4.2 and incorporate into EVERY DISTRICT to fulfill the Big Idea goal of connection. EVERY District that is adjacent to the Willamette River should have an opportunity to get to the rivers edge. Habitat has received this treatment, human access deserves equal placement. Again this could be an opportunity to discuss the potential conflict of these two by integrating the statements together such as

River access, greenway, recreation and watershed health*. Provide for safe, enjoyable and valuable recreational experiences for all users on, along and in the river. Enhance the interconnected system of parks, trails, docks, natural areas and destinations adjacent to and within the river. Encourage improvements along the Willamette River in to enhance resident, employee and visitor access to and enjoyment of the river for activities such as contemplation, recreational boating, swimming and fishing. Maintain and enhance in-water and riparian habitat and replace invasive, non-native plants with native plants on the river banks. In all cases a proper balance of access to the river's edge and restoration must be balanced.*

This, or something like this must be in every district or the Big idea is just a pretty picture. On an idea that just serves select neighborhoods. Big ideas effect a lot of people.

8) URBAN DESIGN Page 64)
GOAL 5.A:
The Willamette River is the Central City's defining feature, framed by a well-designed built environment that celebrates views and water's edge access to the larger surrounding landscape, encourages east-west access and orientation and supports a range of river uses.

Add language that supports the Big Idea of access and improved connection to the Willamette River.

9) THE CENTRAL CITY DISTRICTS (Page 84-106)

No substantive discussion of discussion of the Willamette River in regards to access to the rivers edge, recreation or habitat.

Yours for the Willamette River,

Willie Levenson
Ringleader
Human Access Project
humanaccessproject.com
PDX, ORE
Cell: 503.936.6920

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Mark your calendar for The Big Float VI - July 10, 2016!

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Meharg, Emily

From: Hartinger, Kathryn
Sent: Thursday, March 31, 2016 10:44 AM
To: Meharg, Emily
Subject: FW: West End - 2035 Plan

From: Zehnder, Joe
Sent: Wednesday, March 30, 2016 7:34 PM
To: SueNeedlework@aol.com
Cc: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>
Subject: Re: West End - 2035 Plan

Thanks Sue. I will add your email to the testimony. Thanks for taking the time to review the plan and comment.

From: SueNeedlework@aol.com <SueNeedlework@aol.com>
Sent: Wednesday, March 30, 2016 7:28 PM
To: Zehnder, Joe
Subject: West End - 2035 Plan

Dear Joe:

Thank you for your presentation to West End residents last week at the Eliot Tower Condominium. Prior to the meeting I had only had the opportunity to read through the 2035 Plan, concentrating on the West End. I hope that you and your staff realize how beneficial it was to the area residents to hear Planning's comments on the draft plan.

I am writing to add my voice to the comments emphasizing the need for a maximum building heights of 100' in the West End. I am not a developer or owner of property susceptible to development. I live in the Cultural District. This district is made up of a mix of residence (affordable and market rate), small business, historic and non-historic mid-level buildings, and cultural institutions. There is a "personality" recognized in the draft Central City 2035 Plan. I feel strongly that there should be further public review and discussion on West End building heights. This is appropriate given the City Auditor's Ombudsman findings regarding the lack of transparency on the part of "stakeholders" on the SAC "advisory" committee.

Sincerely yours,

Sue Horn-Caskey

Dauphin, Derek

From: Plein Air Brooks <brooks.hickerson@gmail.com>
Sent: Wednesday, March 30, 2016 7:25 PM
To: BPS Central City 2035
Subject: Crosswalk at NW 10th and NW overton

NW 10 and NW Overton is the direct path from the trolly stop at NW 10th and Northrop and the Fields Park. I see kids and parents walk the route hundreds of times a day. Please change the designation so we can safely walk from the trolly to Fields park.
thanks
Brooks Hickerson
1255 NW 9th Ave. #309
Portland Or. 97209
http://pleinairbrooks.org
http://pleinairbrooks.blogspot.com/

Brooks Hickerson
"the mind is a chaos of delight" - Charles Darwin

FORTIS
CONSTRUCTION INC.

1705 SW TAYLOR STREET
SUITE 200
PORTLAND, OR 97205

P> 503+459+4477
F> 503+459+4478
CCB# 155766

March 30, 2016

Kathryn Hartinger, PhD, AICP
Portland Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
kathryn.hartinger@portlandoregon.gov

RE: CC2035
Goose Hollow Neighborhood

I am the president of Fortis Construction, Inc. and usually one to avoid politics and just keep my head down and focus on my own business. However, I feel that if I don't weigh in, you will hear the shouting from a vocal minority of residents and little from the business professionals who work here and provide the economic engine.

First, I support the 2035 plan in its entirety and commend the Bureau of Planning and Sustainability for putting forward a plan that appropriately addresses population growth with updated policies and approaches that accommodate it in a responsible way. Careful deliberation and process is uniquely Portland and the results of many years of work is found in this plan.

Fortis Construction, Inc. has been headquartered for 11 years at SW 17th and Taylor Streets in the Goose Hollow Neighborhood and Stadium District. During that time, we have grown from 25 to over 160 employees. We are the 3rd largest commercial contractor in Portland and #3 on the list of 100 Best Companies to Work For list. We are proud of our success and our Portland lineage. We work all over the state and country for the world's best known companies.

When we moved into our office building, I was fairly confident I would see development and improvements in our nice pocket of the City. We have seen very little and it's disappointing because there is so much potential to be added here that would enhance the vibrancy of Portland. Having more active business in this neighborhood should be a goal. To promote that and make redevelopment feasible, I support the plan recommendation that removes the residential overlay. This is not necessary to keep the neighborhood safe and it restricts well planned office developments.

I also support the view corridor recommendations put forward in this plan. Adjusting allowable heights to limits that do no more harm to current views but will promote development interest along a mass transit corridor (a City goal) seems like what we in business call a "no-brainer."

Please help this neighborhood continue to evolve responsibly and more rapidly. I can't wait for more good business neighbors and for Goose Hollow to be the next cool part of Portland. Please adopt the CC2035 plan as put forward without amendments.

Very truly yours,
Fortis Construction, Inc.

Jim Kilpatrick
President

Printed on 100% recycled paper, including 30% post-consumer fiber. Printed with soy-based inks.

Meharg, Emily

From: Hartinger, Kathryn
Sent: Wednesday, March 30, 2016 2:09 PM
To: Judy Bell
Cc: Spencer-Hartle, Brandon; Meharg, Emily
Subject: RE: Landmark Trees West End CC 2035 Plan

Judy,

Thanks for your comments,

Kathryn

From: Judy Bell [mailto:jbell1125@comcast.net]
Sent: Wednesday, March 30, 2016 1:58 PM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>
Cc: Spencer-Hartle, Brandon <Brandon.Spencer@portlandoregon.gov>
Subject: Landmark Trees West End CC 2035 Plan

I attended the meeting held at The Eliot about CC2035 Plan last week and agreed with the suggestions made by those who made comments. I would like to comment on the Landmark trees issue.

I request/recommend adding language to Health and Environment policy 6.7 about Landmark trees and their preservation and strengthening the code to protect Landmark-listed trees' root systems from new construction. I am not sure just what the penalty is for a Heritage tree violation. I found a City of Portland site with Charter, Code and Policies and it states that there is a restoration fee that the city may require a person to pay into the city's Urban Forestry Fund, and that the fee doubles for a Heritage fee. It does not say what that fee is or give an indication about how seriously violations are taken. Brandon is getting that information for me but in the meantime I want to make the following suggestion before the comment phase of the study ends. I think these rare works of nature require special rules of their own, and would suggest that before a building permit is given to a developer where such a tree exists, a considerable amount of money should be required and held in escrow through construction and after, until it is determined by an arborist that the danger of damage to the root system has passed. If the penalty is not commensurate with the violation of an historic treasure, it is too easy for a developer to be cavalier about damage.

Thanks for your consideration,

Judy Bell
West End Resident

Meharg, Emily

From: Starin, Nicholas
Sent: Wednesday, March 30, 2016 10:51 AM
To: Meharg, Emily; BPS Central City 2035
Cc: Dauphin, Derek; Hoy, Rachael
Subject: FW: [Approved Sender] Re: Central City Plan

More Irvington comments.
Thanks

- Nicholas T. Starin, City Planner
- Portland Bureau of Planning & Sustainability
- nicholas.starin@portlandoregon.gov
- TEL 503.823.5837

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From: jim.barta@yahoo.com [mailto:jim.barta@yahoo.com]
Sent: Wednesday, March 30, 2016 9:40 AM
To: Starin, Nicholas <Nicholas.Starin@portlandoregon.gov>
Cc: Elmore-Trummer, Camille <Camille.Trummer@portlandoregon.gov>; Dean P. Gisvold <deang@mcewengisvold.com>
Subject: [Approved Sender] Re: Central City Plan

Mr. Starin-

I want to add some comments for the record to Dean Gisvold's request for amendments to the Central City Plan. (CC Plan)

I agree with Dean's request that maps 510-2, 510-3 and 510-4 need to be revised to show reduced FAR of 2 to 1, and maximum allowed height of 50 ft. in the portion of the Central City Plan District that is in the Irvington Historic District.

The proposed building height and density in the current draft of the CC Plan are not compatible with the residential zones in the Historic District to the north of the CC Plan area.

Any new development in the Irvington Historic District is required to comply with the criteria in section 33.846.060(G) of the Portland Development Code. Future development using the proposed building height and FAR in the current draft of the CC Plan will have difficulty complying with the criteria in section 846.060(G).

Thank you in advance for including my comments in the record.

Jim Barta
ICA Land Use Committee
2317 NE 12th Ave.

On Monday, March 28, 2016 9:48 AM, "Starin, Nicholas" <Nichol as.Starin@portlandoregon.gov> wrote:

Thanks. They are in the record.

N.

- Nicholas T. Starin, City Planner
- Portland Bureau of Planning & Sustainability
- nicholas.starin@portlandoregon.gov
- TEL 503.823.5837

To help ensure equal access to City programs, services and activities, the City of Portland will provide translation, reasonably modify policies/procedures and provide auxiliary aids/services/alternative formats to persons with disabilities. For accommodations, translations, complaints, and additional information, contact me, call 503-823-5837, City TTY 503-823-6868, or use Oregon Relay Service: 711.

From: Dean P. Gisvold [mailto:deang@mcewengisvold.com]
Sent: Sunday, March 27, 2016 1:36 PM
To: Starin, Nicholas <Nicholas.Starin@portlandoregon.gov>
Cc: Steve Dotterrer (kradot@hevanet.com) <kradot@hevanet.com>; Barb Christopher <barbfc@comcast.net>; Bob Dobrich <bobedh@me.com>; Brad Perkins <perkinsrealty@comcast.net>; Dean P. Gisvold <deang@mcewengisvold.com>; Donald Wood <bendoreg@msn.com>; Ed Abrahamson <endanseur@comcast.net>; James Heuer <jsheuer@easystreet.net>; Jeff Jones <jcjones@pacifier.com>; Jim Barta <jim.barta@yahoo.com>; Meryl Logue <meryllogue@comcast.net>; Mickey Bishop <mikefbishop@gmail.com>; Nathan Corser <nathan.corser@ch2m.com>; Nikki Johnston <ndjz@yahoo.com>; Peter O'Neil <peteroneil@cbseal.com>; Sean <saetas@me.com>; Stephen Doubleday <stephendoubleday@me.com>; Steven Cole <stevencole86@gmail.com>; Tiffanie Shakespeare <tshakesp@gmail.com>; William Archer <archerwilliam26@gmail.com>
Subject: Central City Plan

Nicholas

The following are the amendments Irvington would like to see in the Central City Plan (CCPlan). Please enter this email into the public record. If you want me to send this email to anyone else to make sure it is in the record, please advise. **We understand that all comments are due by close of business on March 31, 2016, and they can be sent to you via email.**

Thanks for providing me with Volumes 1 and 2 of the proposed Plan.

As you know, Irvington is involved in the CCPlan solely because of what I call the "Broadway Strip", the 9 block strip of the Irvington Historic District from 7th to 16th, between Broadway and Schuyler, which is part of the northern boundary of the CCPlan. The following comments and requests relate only to the Broadway Strip.

Proposed Changes:

1. Please amend Map 510-2 (map 1 of 2) page 343, volume 1 of the CCPlan to show an FAR of 2 to 1 rather than the proposed 4 to 1.

2. Please amend Map 510-3 (map 1 of 3), page 347, volume 1 of the CCPlan to show a maximum height of 50 feet rather than the proposed 75 feet.

3. Please amend Map 510-4 (map 1 of 3), page 353, volume 1 of the CCPlan to show a maximum height, including eligible height increases, of 50 feet rather than the proposed 75 feet.

See attachments for maps and commentary from Volume 2 of the CCPlan.

Rationale for Changes:

4. Overall, the CCPlan evidences much more sympathy for historic preservation than did the original Comp Plan. For that we thank you. However, for the Irvington Historic District, they do not go far enough. The above changes will make the FAR and height limitations in the Broadway Strip compatible with the Irvington Historic District and the criteria which govern new construction. These changes will assure that new construction in the Broadway Strip is compatible with the transition to the residential portion of the neighborhood.

5. The Broadway Strip contains RH and CX zoning, neither of which are compatible with the Historic District. However, we know that the CCPlan was not intended to change zoning, but it does control FAR and height.

6. The current height for the Broadway Strip is a base zone of 50 feet with possible bonuses of 75 feet more for a total of 125 feet. The CC plan proposes a 75 foot maximum height with no potential for bonuses, which translates to an up zoning of the base zone, from 50 to 75 feet. The elimination of bonuses is appropriate for the historic district, which we support. However, to insure real compatibility with the historic district criteria in the City Code**, the base zone must be kept at 50 feet and the FAR reduced to 2 to 1.**

7. As noted in prior staff memos, there is more than enough density capacity in the current zoning to handle the growth anticipated between 2015 and 2035, **even before the changes contemplated by the Comp Plan and CCPlan take effect.**

8. Since all of the historic districts comprise only 3 percent of the property in the Comp Plan area (and I suspect that the Broadway Strip property is way less than half of one percent of the CCPlan area), the above changes are in fact de minimis.

9. These changes better reflect and are justified by the proposed policies regarding historic preservation, which are found in Volume 2 of the CCPlan, which we also support.

Thank you for your consideration, and for your presentations to the ICA Board and the Historic Preservation Coalition, of which Irvington is a member.

Dean Gisvold
ICA Land Use Chair
2225 NE 15th

Dean P. Gisvold | Attorney at Law | Senior Partner
McEwen Gisvold llp - Est. 1886
1600 Standard Plaza, 1100 SW Sixth Avenue, Portland, Oregon 97204
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Website: http://www.mcewengisvold.com

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Meharg, Emily

From: Hartinger, Kathryn
Sent: Tuesday, March 29, 2016 10:56 AM
To: Amy Veranth; Spencer-Hartle, Brandon
Cc: Meharg, Emily
Subject: RE: West End Plan

Amy,

Thanks for your comments. Hope you're enjoying the sunshine!

Kathryn

From: Amy Veranth [mailto:a.veranth@gmail.com]
Sent: Tuesday, March 29, 2016 10:45 AM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>; Spencer-Hartle, Brandon <Brandon.Spencer@portlandoregon.gov>
Subject: West End Plan

Please consider these comments to the draft Central City 2035 Plan.

1. Maximum building heights. Reduce maximum building heights in the West End to 100 feet. This height limit is important throughout the West End in order to retain its personality and character and to preserve the existing historic view corridors. Also both sides of the South Park Blocks need to have reduced height to ensure that the park's sunlight and trees are protected.

2. Demarcation between North and South West End. Designate the residential-commercial border at Taylor rather than Salmon and change the height and zoning maps to reflect that.

3. Landmark Trees. Strengthen the protection of Landmark-listed trees' root systems from new construction.

Thank you.

Amy Veranth
1221 SW 10th Ave
Portland, OR 97205

To Portland Planning Bureau Staff regarding the Central City 2035 Plan:

We have read the draft of the Central City 2035 plan and we appreciated the overall vision of a plan which will protect historically significant sites and buildings, create new parks, playgrounds, land for schools, and open spaces. And accomplish all this while creating living spaces for the thousands of new residents who will be arriving over this period.

We lived in the Pearl 10 years ago when people were flocking to this interesting new area. Developers were experimenting with new building techniques and creating interesting architecture. The Pearl was a neighborhood 10 years ago. Unfortunately today, it seems overly developed with the focus more on density than interesting architecture and character.

We remember South Waterfront when it was initially developed. We saw an interesting display of unique towers highlighting the beautiful Willamette. Today we see a hodgepodge of apartments strung along a line.

We currently live in the West End, a historically significant neighborhood, full of beautiful old churches, historical significant buildings and parks. Given the fact that many if not most of the residents living in these historic buildings are low income, we are also the most diverse neighborhood in terms of income mix. And while a few year's back city planners considered our neighborhood "blighted" and desperately in need of urban renewal, it now seems to recognize it as a beautiful historical neighborhood with lots of space available for further development.

l. **So given what planners have done with the previously mentioned neighborhoods, how are you going to protect access and views of these historically significant buildings while making use of nearby surface lots to increase density?_ We support a building height maximum of 100 feet for sights near historic buildings to guarantee such protection.**

We are also concerned with the loss of nearby surface parking lots, as many church supporters, contributors, and volunteers drive in from suburban areas not well served by public transportation and park nearby. How are you going to protect the viability of the historic churches? **P. 46 Policy 2.we-4** "Religious institutions: support the district's unique concentration of places of worship".

West End Churches not only serve as places of worship for congregants, they also serve as a gathering place for neighborhood events (lectures, concerts, classes, and food and medical outreach for the poor).

2. Would the proposed code change requiring drivers to park several blocks away and/or leave church events every two hours to put more money in their meters, discourage Church attendance and support, effectively closing them down? Do we want to find out the hard way? We strongly urge city planners to

alert Church Boards as well as museums and concert halls who rely extensively on nearby public parking to potential loss of existing parking lots and to engage them in planning for alternatives.

Another area of concern is the rise of maximum heights to 400 + feet along the Park Blocks. Living in this West End neighborhood, we often walk through the Park Blocks seeing people of all ages enjoying the green space lined by beautiful historic buildings. There are many tour groups who are brought to the Park Blocks to admire the Lincoln Statue, the historic buildings along the way and are impressed by the forward thinking of our early city planners who believed that public parks providing sunlight and a green space for residents were an essential part of city neighborhoods.

Current city planners seem to agree as **chapter 33.510 pg 186 Vol 2** states "buildings that include or are immediately adjacent to public parks are required to demonstrate the proposed building massings will allow the public park spaces to have access to light and air."

Pg 187-part 2 on the Central City Master Plan states "developers shall demonstrate how development on site will not have a negative impact due to excessive blocking of air and shade"

Studies of bird populations in city centers with dense high tower buildings show inadequate spacing has a negative impact on the health of bird viability.

3. How is it possible that buildings of 400+ heights would not have a negative impact on light, air and birds? We recommend a maximum building height of 100 feet along both sides of the South Park blocks to preserve sunlight and air flow.

Thank you for consideration of our concerns.

Sincerely,

Sheila and Gary Seitz

Portland State
UNIVERSITY

Office of the President

Post Office Box 751
Portland, Oregon 97207-0751

503-725-4411 tel
503-725-4499 fax

March 29, 2016

Susan Anderson, Director
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201

RE: Comments on Central City 2035

Dear Director Anderson:

Thank you for the opportunity to comment on the CC2035 Discussion Draft. We continue to be impressed by the amount of effort, creativity and passion that your staff have shown for the Central City and the incredible array of ideas that are reflected in Discussion Draft. The following represent PSU's primary comments on the CC2035 Discussion Draft. I understand that some less significant comments have been communicated directly to your staff.

Floor Area Ratio

In my letter to you dated February 10, 2016, PSU requested that the base FAR is increased for a number of locations in and around the University District. It is my understanding that not only is there no known opposition to our request, there is likely consensus among the City of Portland, TriMet and private property owners that the FAR we have suggested better aligns with the goals of all parties for the intensity of development that should occur along the Transit Mall and in south downtown.

We want to reemphasize that request given the significant changes to the FAR bonus program in the DRAFT CC2035 Code Updates. The elimination of most bonuses and the requirement to pay into the affordable housing fund to obtain the first 2:1 bonus FAR essentially prevents PSU from building more than the base FAR. This change, if the base FAR is not increased, will negatively impact the partnership building we are planning for the southwest corner of SW 4th and Montgomery. This new commercial condominium building will house PSU's Graduate School of Education, at least 30,000 sq. ft. of City of Portland uses, and a regional non-profit. This is the type of building that is encouraged in numerous CC2035 policies. We would like to increase the size of this building beyond the allowed 6:1 FAR to either include more PSU or City space or another partner. However, none of the building partners can afford to purchase additional FAR and carving out funds to do so would only reduce the program in the building, thus negating the need for the additional floor area. If the base FAR is not increased as we have suggested, we request that either an exception be given to PSU or all public agencies and institutions or that transfers within ownership be allowed by right.

University District
The CC2035 Discussion Draft eliminates the University District and creates a new South Downtown/University District. The University District has been important for PSU's identity since the plan district was created in 1995. PSU's University District Framework Plan, developed in 2010 in collaboration with BPS and PDC, called for the expansion of the University District to include the blocks on the east of 4th Avenue. We believe PSU should be included in discussions about changes to the University District that are different than was agreed upon in the 2010 framework plan. Eliminating the University District also eliminates a small, but key section of the zoning code, section 33.510.114.B. This section exempts PSU from conditional use permits where uses those uses are associated with the University. We request this section of code be reinstated.

Central City Master Plan
We believe that the addition of the Central City Master Plan section, 33.510.225, is a good addition that will allow development flexibility on larger sites in the central city. However, we request that a provision be added allowing property owners to elect to utilize this section on sites of three acres or more. This addition would allow PSU to potentially use this tool when we begin the process of redeveloping the University Place Hotel property.

Transportation Demand Management
PSU is proud of its work around TDM. This work helped us achieve the League of American Bicyclists' designation as a Platinum Bike Friendly University, only one of five in the country. PSU has a non-SOV mode split of 79% for students and 70% for employees. Given our work in this area we are supportive of the City's movement to require TDM plan for new buildings. However, as the details of this section are crafted we request that staff work with PSU to make sure the requirements make sense in our campus context.

Thank you for your consideration and please contact Dan Zalkow, Associate Vice President for Planning, Construction and Real Estate at 503-725-5466 or zalkowd@pdx.edu, or me directly if you would like to discuss our request.

Sincerely,

Wim Wiewel
President

March 29, 2016

TO: Kathryn Hartinger, Associate Planner
Central City 2035 Staff
Portland Bureau of Planning and Sustainability

FROM: Northwest District Planning Committee

RE: Central City 2035 Discussion Draft: Scenic Resources

The Northwest District Planning Committee is writing in support of the Goose Hollow Foothills League's (GHFL) letter of March 17, 2016. Of particular concern are the following:

Policy 5 Urban Design

We support adding a new Policy 5.GH-5, Historic resources and districts, that addresses the preservation of historic resources and, we would include, views of them. Policy 5.GH-2 should also be expanded to include views of natural features.

Upland Views

We support GHFL's position relating to the views from and to the Vista Bridge. The views as currently designated should be protected, not the more restricted views proposed in the CC2035 Discussion Draft – Volume 2. The GHFL letter makes very convincing arguments relating to the history of and rationale for protecting these views as fully or more fully than they are today.

Meharg, Emily

From: Al Jubitz <al@jubitz.org>
Sent: Tuesday, March 29, 2016 7:08 AM
To: BPS Central City 2035
Subject: Green Roofs

Please support the most progressive green roof requirement you can. We must lead not follow and we have fallen way behind other cities.

Al Jubitz
Co-founder, Rotarian Action Group for Peace
President, Jubitz Family Foundation
Investing in Children, the Environment and Peace
221 NW 2nd Avenue
Suite 204
Portland, OR 97209
Phone: 503-799-8499
Fax: 503-297-3172

Meharg, Emily

From: Sara Hoversten <sara@greensportsalliance.org>
Sent: Tuesday, March 29, 2016 7:18 AM
To: BPS Central City 2035
Subject: Support for the Proposed Green Roof Requirement for Downtown Portland

To Whom It May Concern:

I want to thank the City for taking a bold step for requiring green roofs in downtown. This is a big step in the right direction in leading the Country again in innovative "green building" policy. This is incredibly important due to the fact that, Portland after years of global recognition for innovative green building policies has fallen significantly behind as a guiding example of green building infrastructure.

Portland's outdated "green roof" policy has left us lagging behind our NW neighbor Seattle, and even small cities such as Milwaukie WS and Nashville TN which have green roof incentives and requirements. And, while these cities are innovating in the "green roof" sector to meet the $2B market opportunity in N. America, Portland's green roof installation dropped by 90 percent installing the same amount of green roof in 2015 as we did in 2000.

Therefore, I want to announce my support for the proposed green roof requirement for downtown Portland in the Central City 2035 Plan.

It is important that the City of Portland put into effect the proposed green roof requirement and implement green roof incentives. These incentives would include, reinstating the $5 per sq foot of green roof for 5 years and the green roof incentive for retrofits of existing buildings. Other changes we would like to see would be as follows:

- After the exemptions (e.g. areas of the roof with HVAC are not required to have a green roof) require 50- 100% roof top coverage.
- Consider including solar with green roofs.
- Reduce the threshold at which the requirement kicks in from 20,000 gross sq feet to a footprint of 5,000 sq. feet or less.
- Should we not do a mandate, we should implement other incentives like cities across the USA: move ahead of the permitting line with green roof, FAR bonuses with green roofs, stormwater credits, landscaping credits, etc.

Lastly, this needs to apply to the entire city and not just the downtown. This will help address not only the "rich" areas of Portland, but apply to other areas of Portland, so others can reap the benefit of "green" even affordable housing. Currently the City doesn't offer incentives to low-density residential neighborhoods and only in the high-density Central City. The proposed green roof policy must be applied City wide for Portland to once again become a leader in green building and innovation.

Sincerely,

Sara Hoversten

Sara Hoversten
Director of Operations | Green Sports Alliance
sara@greensportsalliance.org
Office: 646.434.1375 | Cell: 307.751.4763
greensportsalliance.org | @sportsalliance



March 29, 2016

Re: Comments and concerns on proposed Central City 2035

From: Jeanne Galick, member of West Quad SAC and greenway advocate
(galick@europa.com), 7005 SW Virginia Ave.,Portland 97219

There are some wonderfully innovative concepts in this document. The Green Loop , the increased greenway setback and robust tree canopy are particularly noteworthy. These are ideas that will improve livability and human and environmental health. They deserve to be fully supported and funded.

Unfortunately, due to limited time and capacity, my remarks are restricted to those ideas and regulations which cause concern.

Goals & Policies

After two years of West Quad committee meetings and hearings, some policy concerns may sound familiar but are still troubling.

Policy 4, Willamette River
Portland Audubon wrote the following which I agree with:

Goals: The goals have been substantially softened since earlier 2013 drafts. Recommend that two earlier goals should be restored. 1) Sustain the quality of Portland's environment by preserving natural resources and focusing development in already built areas" and 2) "consider cumulative effects of decisions on the environment." In addition the goals should explicitly reference protecting and restoring biodiversity.
The action verbs throughout the section have been substantially weakened to maintain and enhance rather than enhance and restore ecosystem health. We would urge the city to restore the "protect, enhance and restore" verbiage and make it explicitly clear that the goal is not just improvement but achieving ecological health in each of the target areas.

Policy 4.5 Change maintain and improve to protect, enhance and restore

Policy 4.10 All three minority reports protested overturning the long-standing policy of stepping building heights down to the river. No compelling reasons were given for the change as Ron Paul told our committee his future market was not dependent on additional height. It seems in direct conflict with Policy 1DT-1, "…with largest buildings near the Transit Mall" Height does not necessarily equate to dynamism.

Policy 6.4 Green infrastructure. Add "implement bird-friendly design"

Volume 2 Zoning Code and Map Amendments

Measuring top of bank along the Willamette Greenway (pages 147, 425, 705)
Delete formula set in 33.910.030 and 33.910.150
Replace with City's LIDAR or use actual top of bank as illustration in Figure 475-1 and 475-3 (where land becomes level)
Determining the greenway setback, in particular where top of bank is located, has been a long-standing, frustrating issue. Riverbanks are naturally sloped. The formula in 33.910.030 for top of bank starts the GW setback where a percent of the slope decreases, resulting in a setback that often starts far down the slope, leaving little level, usable land for the trail and/or landscaping. It is also dependent on the developer to measure, which can mean even less level land that can be used by the public. Failing that, the setback should increase at a minimum to 50' outside of South Waterfront to compensate for level usable land.

Top of bank needs to be where the land is level. While LIDAR has been limited to date, it could be required on a site-by-site basis (particularly because there are not a lot of sites still to be developed).

Example of development in the south reach showing how close even a narrow temporary trail is to both the edge of the slope and the building:





Map 475-3
Change beach designation to resource enhancement area on all but 2 or 3 sites. Natural resource sites should have fish and wildlife habitat as the top objective (with attendant required landscaping) but not preclude passive recreation such as walking and wildlife viewing and opportunities for education.

All sites that were earmarked as having the best potential for fish and wildlife habitat restoration during the West Quad meetings and charettes have now been co-opted as public beaches. This means no landscaping requirements. At best, this is seasonal recreational use and not necessarily dependent on beaches (see Portland Tribune letter for repurposing the Duckworth Dock). At most, only 2 to 3 sites should be designated as beaches and the rest designated as resource enhancement sites with fish and wildlife habitat as a primary objective

33.475.220C Remove beaches from landscaping exemptions
Reduce number of public beaches (see above). Alternate landscaping like this example from Seattle could work for beaches (tall trees and shrubs planted along the perimeter)



Table 475-1 Require a minimum of one tree from each size category
One look at the current greenway landscape proves planting and getting ANY tree to maturity is nearly impossible. To achieve a mix of tree types, densities and heights, require a more inclusive planting formula with at least all different tree sizes represented.

33.475.420 C7. Remove "if practicable".
"Beaches and shallow water play important roles in the life cycle of aquatic species, including salmon, and impacts to these areas should be avoided when practicable and mitigated if the impact can't be avoided." Loophole language.

33.475.430.10.a.1 (10a and 33.475.440J (1, 2 a-g)) Remove exemptions or require immediate replanting that brings property into landscaping compliance.
These exemptions have the unintended consequence of actually encouraging invasives. It becomes a popular tactic for keeping views unobstructed in the South Reach. Condos allow blackberries and other invasives to cover the bank. They are then annually mowed down because they present a) nuisance or b) fire hazard. Cottonwood saplings fall into this category too. Little wonder much of the south reach is denuded. Immediate replanting requirements would end this cycle.

33.475.4304 Remove or rewrite #4 exemption from River Environmental development standards (Alterations to buildings that do not change the building footprint….)
Greenway setback and planting are triggered by new development and major remodeling. A big loophole exists that allows a new building to rebuild *inside* the greenway setback —even when only a small remnant of the old building remains. The greenway will never be complete if these grandfathering exemptions remain. Either remove completely or demand that at least X% of the old structure is repurposed. The building example below was allowed to rebuild within the setback, on a hazardous corner of the trail because a corner of the old foundation was kept.



Inconsistent /negligible enforcement of greenway landscaping requirements. Unfortunately, this is the state of the greenway today. The few properties which have had to come into compliance feel victimized because their neighbors have unobstructed views and they don't. **Remove exemptions and/or require replanting**.

Exemptions aren't the only problem for achieving healthy landscape along the river. There needs to be a mechanism that requires existing properties to come into compliance within a certain time period. For example, all properties –– including existing, older properties –– need to come into compliance within the xx number of years, starting from 2016. This could remedy large barren sections of the greenway.

Tom McCall Waterfront Park
Severely limit both number (2) and size (less than 500')
of any commercial enterprise within the park. See current master plan with smaller, more intimate subareas for plantings, picnicking and recreation.

When does a park stop being a park and becomes a commercial opportunity? Waterfront Park was a major concern for the West Quad SAC. Consensus was for the park to be more usable throughout the year and less of a fairgrounds.

The committee was assured by staff that new commercial activity would be extremely small and limited in number (think coffee cart). It is outrageous that up to 10 permanent, 2000 square foot each, commercial buildings might be allowed within the park. It is co-opting the park.
Rethink this! Encourage more activity on adjacent Naito (west side).

Final questions/concerns

The North Macadam Plan called for 3 parks in the district including a significant park around the Zidell inlet. This doesn't appear on any maps. This is concerning as the area continues to intensify in use and residents. The greenway is not and cannot function as a park. Willamette Park has less land for recreation due to the pump house and new dog park.

It is difficult to see any greenway setback on the North Pearl map.

Meharg, Emily

From: Hartinger, Kathryn
Sent: Tuesday, March 29, 2016 10:57 AM
To: Tduryea@aol.com
Cc: Spencer-Hartle, Brandon; Meharg, Emily
Subject: RE: Comments of CC 2035 Plan

Terry,

Thanks for coming last week – and thank you for your comments both at the meeting, and below. Much appreciated.

Kathryn

From: Tduryea@aol.com [mailto:Tduryea@aol.com]
Sent: Tuesday, March 29, 2016 10:47 AM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>
Cc: Spencer-Hartle, Brandon <Brandon.Spencer@portlandoregon.gov>
Subject: Comments of CC 2035 Plan

Hello Dr. Hartinger,
I appreciate the time you and your staff gave to meet with a group of West End residents at The Eliot on March 23. I made some general comments on density and height and then had some questions on, and spoke about, the bonus/transfer system.

I've documented my comments in written form in this email.

I moved to the West End almost 10 years ago when I moved into the Eliot. It's the first time I've ever lived in a large central city and I enjoy it very much.

I understand and appreciate the need to increase density in the West End to enhance vibrancy and to support our small businesses. As such, I agree we need to promote contextually sensitive infill and development on vacant land and surface parking lots.

I also appreciate the need for open skies given the Northwest weather, and when available, access to the sun.

I agree with your Policy 5.WE-3 "Historic resources and districts". I believe we need to preserve the personality and character of the West End. By preserving our historic resources, we allow people to stay connected to the past. Preserving these resources offers a perspective on history that serves as a reference point to allow us to value the present and envision our future possibilities.

Accordingly, I believe we need to limit West End building heights, and make accommodations in Plan 2035 to preserve the West End's historic resources (historic churches, and classic buildings, and cultural attractions). I will speak to both of these in more detail.

Preservation of Historic Resources:
As I commented on March 23, I endorse simplifying the current bonus/transfer program from the 18 current options. Furthermore, I support changing the proposed city staff recommended FAR transfer to 3:1 and not allow further FAR bonuses beyond that.

In addition, instead of the FAR bonus benefits going only to affordable housing, given the West End's rich architectural fabric, the 3:1 bonus should be divided between affordable housing and historic preservation in a ratio of 2/3rd and 1/3rd This would result in 2:1 for affordable housing and 1:1 for historic preservation.

The historic preservation bonus funds could go to a restricted fund for refurbishment and seismic upgrading of our "historic resources" in the West End.

I would also clarify the definition of "historic resources" *to include* [rather than "may" include as written currently] "structures, places, and object that are included in historical inventories" [quoted as in the current draft".] This will eliminate any ambiguity.

In addition, the plan should not provide for height bonus transfers in the West End to/for use on properties listed on the National Register or the 1984 Historic Resources Inventory. Additional heights increase land value and incentivize landowners to delist and demolish historic resources.

West End Building Heights:
To support the Policy 5.WE-3 to retain the personality and character of the West End, maximum building heights should be limited to 9 or 10 stories. This also supports affordable housings "No Net Loss" policy.

Accordingly, the plan should include code language that reflects the goal to "promote contextually sensitive infill development on vacant surface parking lots."

Adding 9 to 10 story buildings in all the parking lots will increase the density without risking the "personality and character of the West End."

A public review of West End building height and density goals is requested before approving the related maps. **The review is especially appropriate given the Ombudsman's finding of undisclosed conflicts of interests on the WQ SAC, resulting in property owners voting on heights from which they would profit.**

Access to Open Skies and Sun:
The "shadow test" as defined is sufficient to ensure access to open skies. It can be easily manipulated be picking the time of year the test is performed. The location of the sun in the sky is much different in the winter months than the summer months and will therefore create different building shadows based on a building's location and orientation. Furthermore, the definition is too narrow as it measures for sunlight only a few hours a day.

Within the West End, the new maps indicate 400' building heights along the South Park Blocks, one of the larger parks in the area. The South Park Blocks from SW Salmon to SW Market are lined with historic resources that contribute to the character of the park. This includes historic museums, historic churches and historic multi-family residential buildings. Currently, their human-scale heights provide plenty of daytime sunlight for healthy trees, gardens and people.

Protecting the park's sunlight, gardens and trees should be paramount. What would happen to our beautiful rose garden near the Art Museum if it was surrounded by 300' plus buildings?

You should change the last sentence in the Urban Design Policy, Dynamic Skyline, 5.3 to "require heights that preserve maximum sunlight on public open spaces and parks."

Landmark Trees:

I don't believe we had time to explore this point at the March 23 session. I recommend language in Plan 2035 to protect landmark-listed trees' root systems from new construction. This could take the form of a significant financial penalty, e.g. 10% of the total cost of the proposed development, if the trees/root systems are not protected.

Without the significant financial penalty, any policy to protect our landmark trees is useless.

Areas Not Addressed in Plan 2035:
Schools & Child-Friendly Open Spaces (relates to Policy 2.WE-1 Housing and Neighborhood West End)
During the meeting, I learned that the proposed plan had not addressed the need for additional schools to support the 3,000 anticipated West End family units (in mid-rise buildings).

The plan should not go forward without addressing the future needs for schools, community centers and open space.

Parking—Increased Density, Churches and Attendees to Cultural Events (relates to Policy 2.WE-1 Housing and Neighborhood West End)
It also appears that the plan assumes that the current open air parking lots will be replaced by buildings, which is understandable. What is not understandable is the plan does not present a solution to support the parking needs for the additional family units, as well as the loss of parking available for church and cultural event attendees other than increasing the use of existing private parking structures.

The plan should not go forward without an improved and detailed parking policy that supports the current institutional needs as well as the needs of both small businesses and residents in the area.

Conclusion:
I conclude with a quote from Zach Dudas, the editor of Portland Monthly Magazine. "Great cities revel in change and keep their essential soul. Let's do that."

Respectfully,

Terry Duryea
The Eliot #1301
Portland

Meharg, Emily

From: Peggie Cooke <peggie.cooke@gmail.com>
Sent: Tuesday, March 29, 2016 1:23 PM
To: BPS Central City 2035
Subject: Overton's designation

Please remove the emergency route designation on Overton so that there can be a crosswalk installed at 10th and Overton to allow children and adults and dogs and baby carriages and old people walk safely from one side of the street to the other. Thank you. Peggie Hickerson

Meharg, Emily

From: iboyle@pdx.edu on behalf of Rani Boyle <pdnalut@gmail.com>
Sent: Tuesday, March 29, 2016 2:52 PM
To: BPS Central City 2035
Subject: Transportation Comments

Team! Thanks for presenting to the Downtown Neighborhood Association!

Non-map-app comments:

The Downtown Neighborhood Association opposes bike traffic on the Riverplace Esplanade, because of consistent conflicts with pedestrians and commercial activity. There just isn't enough space. This area shouldn't be listed as a bikeway on the bike classification map.

The Downtown Neighborhood Association has discussed the potential to ban "Right on Red" turns at downtown intersections. Although the neighborhood association hasn't taken an official stance, we'd like to see a future study of this potential change called out in the plan.

Thanks again!

-Rani Boyle
Board member of the Portland Downtown Neighborhood Association
Chair of the PDNA Land Use and Transportation Committee

Meharg, Emily

From: Ernest Tipton <tiptone@pdx.edu>
Sent: Monday, March 28, 2016 4:18 PM
To: BPS Central City 2035
Subject: CC2035 Feedback

I applaud the Green Loop concept and strategies. It will improve downtown livability and help to address transpiration capacity and conflicts. The concept has been successfully implemented in cities across the US and abroad.

I think the Innovation District concept still needs a lot of work. The concept and strategies don't seem to show a clear understanding of the land-use organizational structures and policies that support synergistic mixing of academic research, gazelle industries, NGO's and the city. Moving to Cx is a good first step, but more density and flexibility is needed to nurture urban creator/maker villages. Bonuses serve as a carrot to target and bring together creative out of the box innovators. Why should innovation come to Portland if other cities are more willing to work with them? Does urban renewal and tax structuring support them, or are there extra fees and government restrictions? Does design review and base zone regulations hamper product development and testing of new technologies or make it easier? Does the transportation network make it easy to receive materials and get ideas to market? Is the data, power and other infrastructure available to grow the R & D of an Innovation District? Is there a waste management strategy, R & D waste isn't your standard office waste. Innovation Districts are unique places with unique needs. What does Portland's Innovation District do to attract cutting edge researchers and innovators?

--
Ernest Tipton, Architect
Assist. Dir. Facilities Planning & Campus Design
Campus Planning Office
Portland State University
(503) 725-4318

Meharg, Emily

From: Joshua J Schwartz <jschwartz@kiddermathews.com>
Sent: Monday, March 28, 2016 9:58 AM
To: BPS Central City 2035; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; Commissioner Fritz; Hales, Mayor
Subject: Bring Greenery Back to Portland!!!!!

To Whom It May Concern:

I want to thank the City for taking a bold step for requiring green roofs in downtown. This is a big step in the right direction in leading the Country again in innovative "green building" policy. This is incredibly important due to the fact that, Portland after years of global recognition for innovative green building policies has fallen significantly behind as a guiding example of green building infrastructure.

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Therefore, I want to announce my support for the proposed green roof requirement for downtown Portland in the Central City 2035 Plan.

It is important that the City of Portland put into effect the proposed green roof requirement and implement green roof incentives. These incentives would include, reinstating the $5 per sq foot of green roof for 5 years and the green roof incentive for retrofits of existing buildings. Other changes we would like to see would be as follows:

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- Consider including solar with green roofs.
- Reduce the threshold at which the requirement kicks in from 20,000 gross sq feet to a footprint of 5,000 sq. feet or less.
- Should we not do a mandate, we should implement other incentives like cities across the USA: move ahead of the permitting line with green roof, FAR bonuses with green roofs, storm water credits, landscaping credits, etc.

Lastly, this needs to apply to the entire city and not just the downtown. This will help address not only the "rich" areas of Portland, but apply to other areas of Portland, so others can reap the benefit of "green" even affordable housing. Currently the City doesn't offer incentives to low-density residential neighborhoods and only in the high-density Central City. The proposed green roof policy must be applied City wide for Portland to once again become a leader in green building and innovation.

Sincerely,
Joshua Schwartz

Joshua J. Schwartz
Senior Associate
KIDDER MATHEWS
One SW Columbia Street Suite 950, Portland, OR 97258
T 503.221.2284 | **F** 503.221.2277 | **C** 360.904.7071
jschwartz@kiddermathews.com | kiddermathews.com

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Discussion Draft Central City 2035 Plan – Public Comment Form

How will my comments be used?

Your written comments on the Discussion Draft will be reviewed by City staff and inform the creation of the Proposed Draft. Staff cannot reply directly to comments, but all comments will be carefully considered and a report summarizing the input received and staff decisions published online. **This optional Word template will help you format your comments to make them easy for staff to review.**

Commenter Information

Name	**Mary E. Roberts**
Organization (if representing one)	
Address (optional)	**121 Southeast 12th AVE**
Email or phone #	**Maryelizabeth.roberts0@gmail.com**
Today's date	**March 28**

Comments – Please be as specific as possible!

	Volume	Page #	Topic (choose at least one or delete all that don't apply)	Comment/Issue	Proposed Change
1	CE	100-101	☐ Livability & Public Realm ☐ Transportation & Parking ☐ Height & Views ☐ Historic Resources & Seismic Upgrades	12th and 11 AVENUES need a mixture of buildings – residential and small storefront retail. HEIGHT restrictions need to be enforced to no more than 35-50 feet to maintain livability, and character of historic elements present.	
2		III-26	☐ Livability & Public Realm ☐ Bonuses, Transfers, Affordable Housing ☐ Transportation & Parking ☐ Height & Views ☐ Historic Resources & Seismic Upgrades	Generally, it is a positive to enforce ground floor windows to promote small retail intermixed with residential or commercial/lobby usage. **No drive-though designs or heights exceeding 50 feet should be allowed. NO bonuses. Natural light should be present on both sides of the street. Emphasis on Pedestrians is positive.**	Boulevard design scape on SE 11th and 12th AVENUES

Please send us your comments by March 31, 2016

Mail: Discussion Draft CC2035 Plan,
Bureau of Planning and Sustainability,
1900 SW 4th Ave, Suite 7100, Portland, OR 97201

Email: cc2035@portlandoregon.gov
Comment using the Map App:
https://www.portlandmaps.com/bps/mapapp/
Call us: 503-823-4286

Discussion Draft Central City 2035 Plan: Public Comment Form (Continued)

	Volume	Page #	Topic (choose at least one or delete all that don't apply)	Comment/Issue	Proposed Change
3			☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing ☐ Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment		
4			☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing ☐ Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment		
5			☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing ☐ Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment		
6			☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing ☐ Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment		
7			☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing ☐ Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment		
8			☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing ☐ Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment		

Discussion Draft Central City 2035 Plan: Public Comment Form (Continued)

	Volume	Page #	Topic (choose at least one or delete all that don't apply)	Comment/Issue	Proposed Change
9			☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing ☐ Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment		
10			☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing ☐ Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment		
11			☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing ☐ Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment		
12			☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing ☐ Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment		
13			☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing ☐ Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment		
14			☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing ☐ Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment		

Meharg, Emily

From: Brenda Keitges <keitgesbrenda@gmail.com>
Sent: Monday, March 28, 2016 2:49 PM
To: BPS Central City 2035
Subject: Green roofs and sustainability

To Whom It May Concern:

I want to thank the City for taking a bold step for requiring green roofs in downtown. This is a big step in the right direction in leading the Country again in innovative "green building" policy. This is incredibly important due to the fact that, Portland after years of global recognition for innovative green building policies has fallen significantly behind as a guiding example of green building infrastructure.

Portland's outdated "green roof" policy has left us lagging behind our NW neighbor Seattle, and even small cities such as Milwaukie WS and Nashville TN which have green roof incentives and requirements. And, while these cities are innovating in the "green roof" sector to meet the $2B market opportunity in N. America, Portland's green roof installation dropped by 90 percent installing the same amount of green roof in 2015 as we did in 2000.

Therefore, I want to announce my support for the proposed green roof requirement for downtown Portland in the Central City 2035 Plan.

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Sincerely,

Brenda L Keitges

March 28, 2016

Kathryn Hartinger
Bureau of Planning and Sustainability
City of Portland
1900 SW 4th Avenue
Portland, OR 97201

Comment on Draft CC2035 – Goose Hollow

Dear Ms. Hartinger,

As a long time, active participant in the Goose Hollow Foothills League and former Board Member, I wish to comment on the CC2035 draft and those changes most recently proposed by the current GHFL board.

I am one of dozens of residents who participated in the CC2035 planning process over several years. During that process representatives of your agency and the GHFL actively engaged neighbors and business owners in a thorough discussion of neighborhood priorities and goals. Collectively we helped craft a compelling vision for Goose Hollow and the Central City, one that is largely reflected in the CC2035 draft.

I am troubled that the outcome of that thoughtful and democratic process is now being challenged by a handful of individuals who come late to the party and whose private interests may conflict with the needs and aspirations of our larger community. To my mind the current board's assertions are revisionist history and do not reflect the desires of neighbors and other stakeholders at large. In the absence of a thoughtful and intentional process to re-solicit neighbors' input, how would we even know if the current board is on track in its sundry, eleventh-hour demands to alter the CC2035 Plan?

Ms. Prince (the current GHFL Chair) was a Goose Hollow resident and active member of the GHFL during the period of public outreach and engagement for the 2035CC Plan - yet she never attended a GHFL Vision Realization Committee meeting so she might contribute her thinking to the GHFL about the Plan. That is true of several current board members.

The GHFL Board's most recent letter in opposition to the 2035CC draft focuses on various view corridors, including SW Jefferson. Ms. Prince and her husband, who was recently appointed GHFL Planning Chair by Ms. Prince, live nearly adjacent to the Vista Bridge in a home with spectacular views of downtown. I suspect that any high or even mid-rise development along Jefferson could substantially impact their views. In fact, fully half of GHFL's current board enjoys views through the Jefferson corridor to downtown, the bridge and/or the West hills from their residences.

I get it because I also live along the Jefferson St. corridor and see both the bridge and downtown from my home. I understand that future development will almost certainly alter my view. And over six years ago, I came together with other neighbors, business owners and yes, developers to discuss this very issue - along with density, livability, pedestrian safety and parking. We wrestled with the potential disadvantages of future development and weighed them against the hoped for benefits from growth and density, including enhanced public and private services, increased diversity, better access to adjoining neighborhoods, improved

environmental quality and better schools for our kids. And at the end of the day, we helped shape a Plan that is firmly rooted in our shared civic interest and our belief in a dynamic urban future.

The truth is that development – the world class, stand-the-test-of-time kind – is expensive. Desired investments in public spaces and shared services often require density, including some taller buildings, in order to be financially viable. Many of us in the Hollow understand that. However our current board simply does not see why we can't just have it all: cute little million dollar townhomes and low-rise assisted living centers; fabulous restaurants and boutiques, and beautiful public spaces, all in three stories or less. Ah yes – and if only this goose would lay golden eggs.

Change is hard and even our best laid plans will in practice turn out a bit different than we anticipate. But that really isn't a very good reason for maintaining the status quo, and it certainly has not served the community of Goose Hollow particularly well over the past 20 plus years. I understand why Ms. Prince and others on the board would prefer to keep their views at the cost of our collective future, but I sincerely hope you will decide otherwise, to the greater benefit of both our city and my community.

Thank you, Ms. Hartinger, and please extend our appreciation to your team for their many years of work on the Plan. Very nicely done.

Adrienne Hill
2178 SW Kings Court
Goose Hollow
Portland

Meharg, Emily

From: Derek Edwards <dedwards@solterra.com>
Sent: Monday, March 28, 2016 4:17 PM
To: BPS Central City 2035; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; Commissioner Fritz; Hales, Mayor
Cc: Vanessa Keitges
Subject: Business Community Support for Proposed Green Roof Requirements

To Whom It May Concern:

I want to thank the City for taking a bold step for requiring green roofs in downtown. This is a big step in the right direction in leading the Country again in innovative "green building" policy. This is incredibly important due to the fact that, Portland after years of global recognition for innovative green building policies has fallen significantly behind as a guiding example of green building infrastructure.

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Sincerely,

Derek Edwards

Vice President

SOLTERRA
m | 503-709-3244
o | 503-360-1109
f | 800-865-0045
www.SolTerra.com
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Meharg, Emily

From: David Chen <chen@eq-cap.com>
Sent: Monday, March 28, 2016 11:16 AM
To: BPS Central City 2035; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; Commissioner Fritz; Hales, Mayor
Subject: Pushing the Fight to make they city lead on green again!! Thanks

TO: Cc2035@portlandoregon.gov

Commissioner Nick Fish: 503-823-3589 | nick@portlandoregon.gov
Commissioner Steve Novick: 503-823-4682 | novick@portlandoregon.gov
Commissioner Dan Saltzman: 503-823-4151 | dan@portlandoregon.gov
Commissioner Amanda Fritz: 503-823-3008 | amanda@portlandoregon.gov
Mayor Charlie Hales: 503-823-4120 | mayorcharliehales@portlandoregon.gov

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Sincerely,

dave chen

Meharg, Emily

From: Hartinger, Kathryn
Sent: Tuesday, March 29, 2016 9:10 AM
To: Meharg, Emily
Subject: FW: CC 2035 - Excessive Building Heights

From: Rgrahm@aol.com [mailto:Rgrahm@aol.com]
Sent: Sunday, March 27, 2016 9:21 PM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>
Subject: CC 2035 - Excessive Building Heights

The huge proposed increase in building heights threatens the character of Portland. The central downtown core's towers are an established fact, but don't let cancer spread.

- the river front height increases completely throw out what has been a long standing policy to protect the river front with significant step downs from the downtown core (the new County Courthouse location is aesthetic and traffic insanity).

- allowing buildings over 100 feet in the West End will undermine all the other goals set forth in the plan: affordable housing, livability, historic preservation, sustainability, re-purposing, etc. All these would be sacrificed for height. Increased density can be achieved without excessive heights. Excessive heights serve only one goal - developers' profits.

One looks at the composition of the West Quadrant SAC, with all those undisclosed conflicts of interests of developers who packed the Committee. When the city's planning process is turned over to the developers so much of the CC 2035 lofty goals have to be seen as just window dressing.

Richard Rahm
1221 SW 10th Avenue, #1001
Portland, OR 97205
503/227-8527

Meharg, Emily

From: Iain MacKenzie <i.f.mackenzie@gmail.com>
Sent: Sunday, March 27, 2016 10:53 PM
To: BPS Central City 2035
Subject: Central City FAR limits

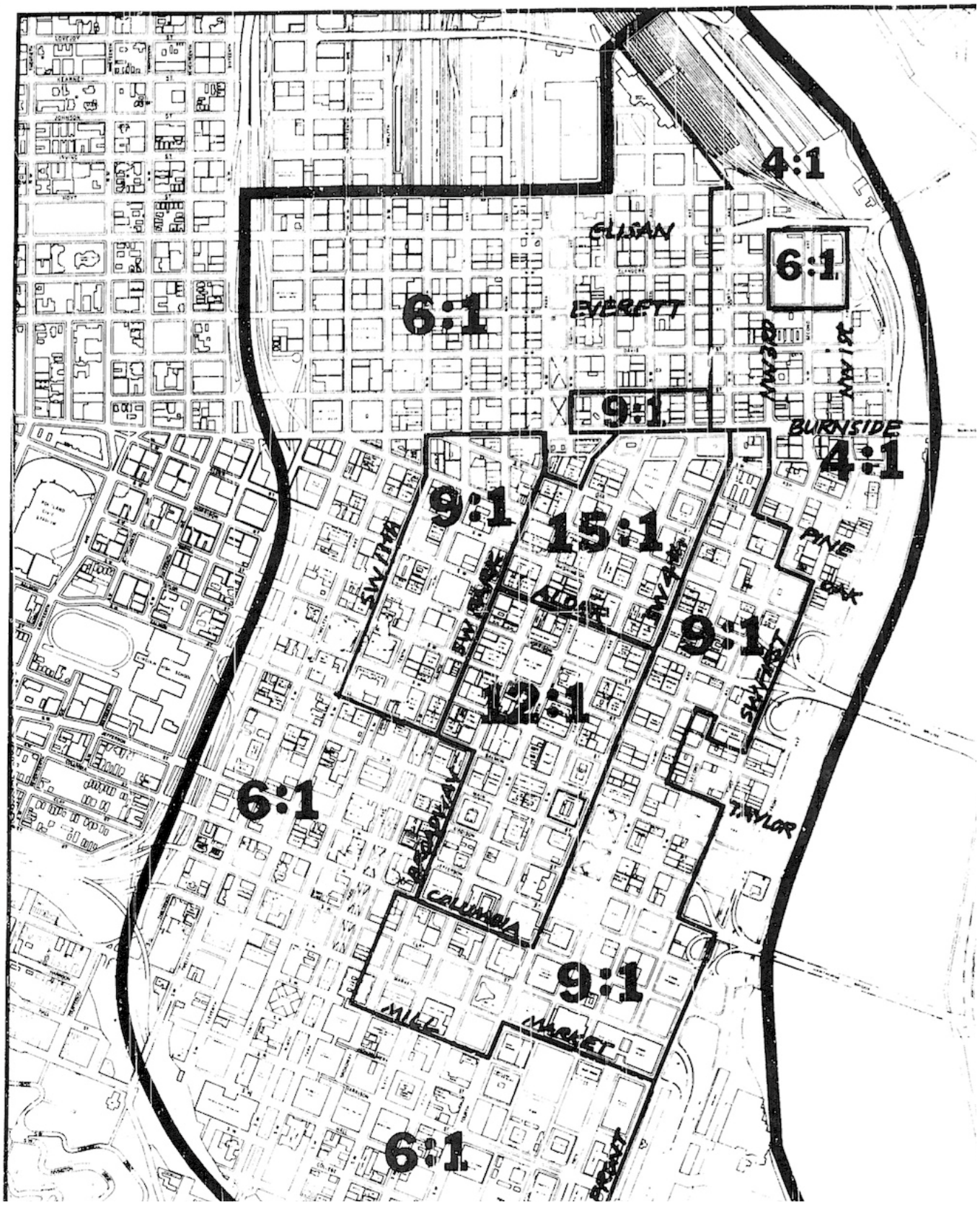
The base FAR limits shown on Map 510-2 are too low. In many sites the base FAR limits are no greater than what was allowed by the Z Downtown Development Overlay Zone in 1979 (map attached). In ordinance 147240, which established the current 460' maximum height limit, the council found that "high building densities should be permitted on property close to the Fifth-Sixth Transit Mall". At the time the transit mall only ran between SW Madison and W Burnside, which is the original reason for the concentration of 15:1 and 12:1 FAR along that corridor.

Since 1979 the transit mall has been extended north to Union Station and south to PSU, we have built five MAX lines that converge in Downtown, and completed the streetcar loop first envisioned in the 1988 Central City Plan. This represents billions of dollars of investment, that does not seem to be represented in the new zoning code. While the logic of extending the 460' height limits south to PSU along the transit mall makes sense, it makes little sense to do so without any corresponding upzoning. In particular the 6:1 base FAR south of Mill makes very little sense given the new height limits. Even with 3:1 in bonuses it would be extremely unlikely that a developer would build a 460' tall building with only 9:1 of FAR. While there is the potential to transfer FAR to a site, the need to purchase it from another property only makes development more expensive.

I would encourage the Central City team to look at where it might be appropriate to increase the FAR allowances to make them commensurate with the proposed height limits.

Thank you,

Iain


4:1
6:1
GLISAN
6:1
EVERETT
9:1
BURNSIDE
4:1
9:1
15:1
PINE
OAK
9:1
12:1
6:1
TAYLOR
9:1
6:1

Meharg, Emily

From: Starin, Nicholas
Sent: Monday, March 28, 2016 10:01 AM
To: Meharg, Emily; Dauphin, Derek; Hoy, Rachael
Subject: FW: Supporting My Neighborhood

Are we entering this kind of comment?

- Nicholas T. Starin, City Planner
- Portland Bureau of Planning & Sustainability
- nicholas.starin@portlandoregon.gov
- TEL 503.823.5837

To help ensure equal access to City programs, services and activities, the City of Portland will provide translation, reasonably modify policies/procedures and provide auxiliary aids/services/alternative formats to persons with disabilities. For accommodations, translations, complaints, and additional information, contact me, call 503-823-5837, City TTY 503-823-6868, or use Oregon Relay Service: 711.

From: Pam and Larry Levy [mailto:pamlarrylevy@yahoo.com]
Sent: Sunday, March 27, 2016 3:17 PM
To: Starin, Nicholas <Nicholas.Starin@portlandoregon.gov>
Subject: Supporting My Neighborhood

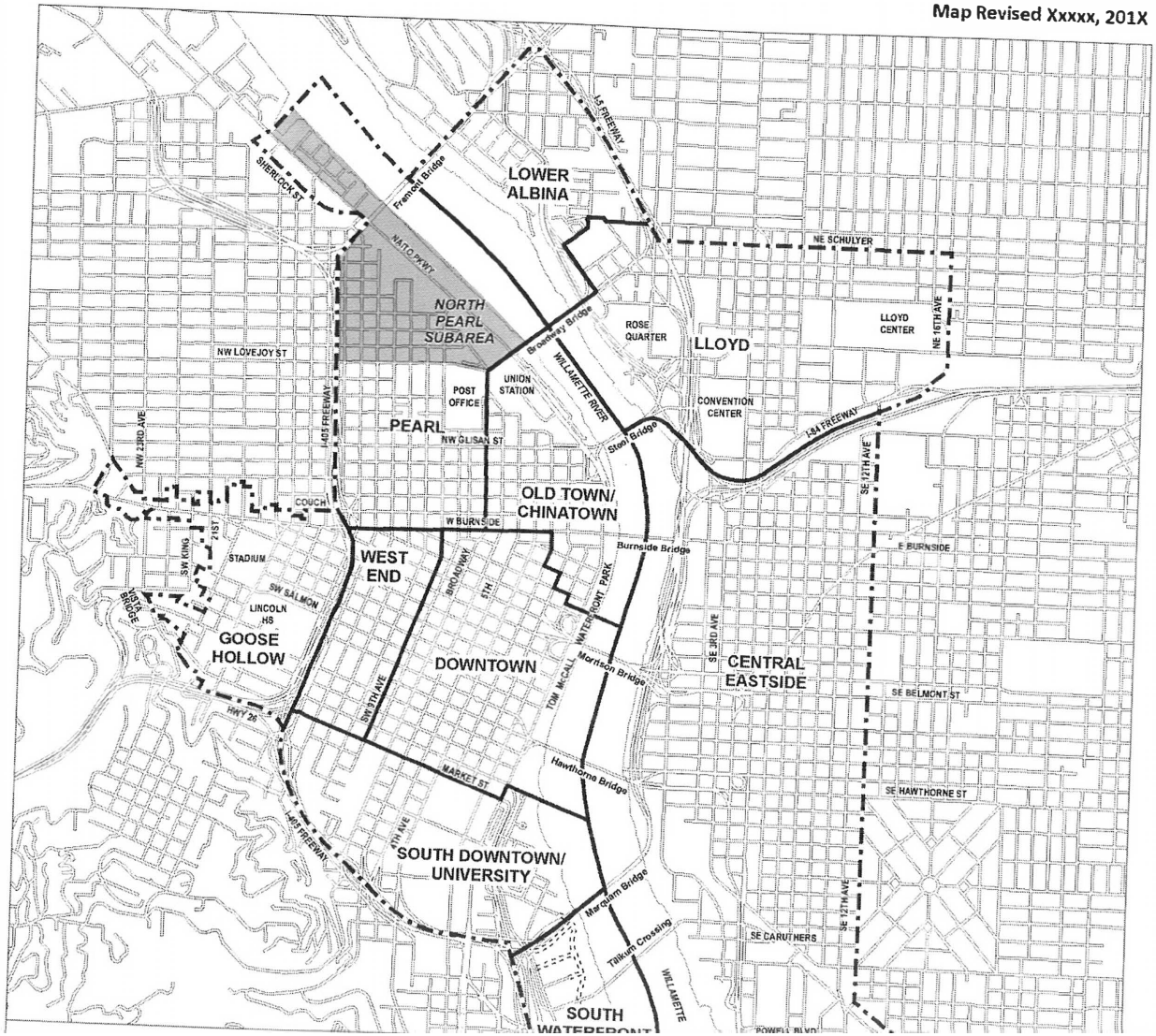
Dear Sir,
I fully support the items listed in the email you received from Dean Gisvold, Land Use Chair, Irvington Community Association.

Pamela Lindholm-Levy, ICA Board Member

Draft Central City Plan District and Subdistricts

Map 510-1

Map Revised Xxxxx, 201X



Draft Maximum Floor Area Ratios

Map 510-2

Map 1 of 2

Map Revised Xxxx XX, 201X



Legend

- Central City Plan District boundary
- Maximum FAR area boundary

X:Y Maximum FAR

X = Gross square foot of building

Commentary

Map 510-3 Maximum Heights
The existing 510-3 map has become two maps:

- Map 510-3 shows maximum height allowed by right with hatching in areas where height increases through bonuses or transfers are possible.
- NEW: Map 510-4 Maximum Heights including Eligible Height Increases shows the ultimate height possible with bonuses and height transfers included.

Additionally, the "OS performance standard" feature has been moved from Map 510-3 to Map 510-4 and is now called "Areas where a shadow analysis is required." More details about this change can be found in the commentary for Map 510-4.

Height and the Central City Scenic Resources Protection Plan Update
The Central City 2035 Plan also includes an update to the Central City Scenic Resources Protection Plan and height limits have been updated to reflect this work. A small number of publicly accessible views have been identified and protected by moderating height allowances within designated view corridors. Most properties are not affected by this work, but for properties that lie within a view corridor, height limits on a property may have changed in one of the following ways:

- Where existing height limits would allow for a new building or redevelopment that would project into a view corridor, these have been reduced to the maximum height possible without impacting the view.
- Within a view corridor, Map 510-4 Maximum Height including Eligible Height Increases shows the maximum height possible without impacting a view.

New Map 510-20 View Corridors shows these areas. Review the Central City Scenic Resources Protection Plan for more information about these changes.

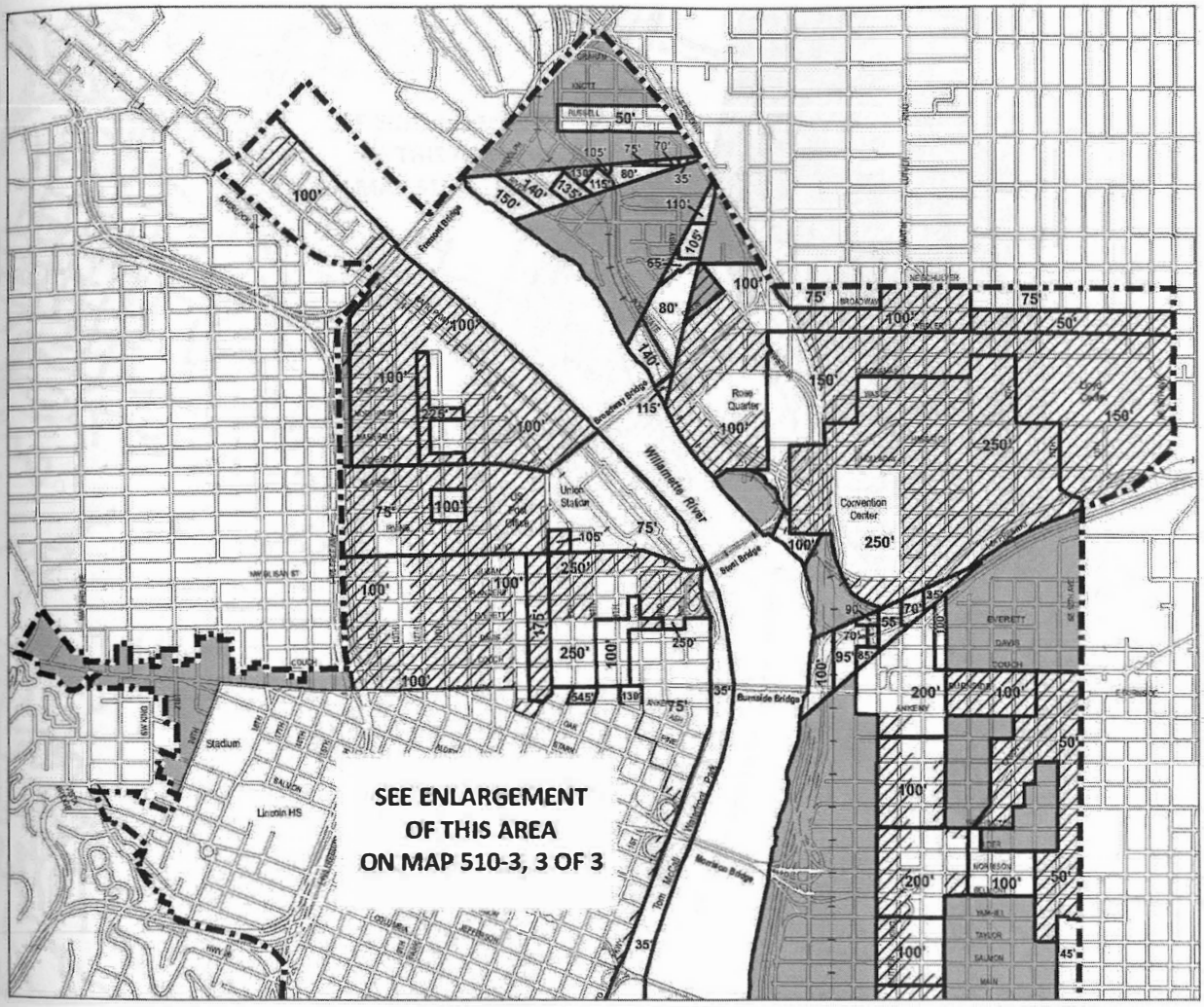
Height in Historic Districts
To enhance preservation efforts and the retention of important historic structures, staff propose that heights in historic districts be capped at those shown on Map 510-3 with no option to gain more height. For this reason, these areas are not within the "Area eligible for height increase" and the height on Map 510-4 has been set to match heights on Map 510-3. The ability to gain more FAR will be retained but it will have to be used within the height limits. This limitation should be viewed in combination with new provisions that allow historic property owners to transfer development rights throughout the Central City as opposed to within opportunity areas as allowed by existing code.

Draft Maximum Heights

Map 510-3

Map 1 of 3

Map Revised Xxxxx XX, 201X



Legend

- Central City Plan District boundary
- X' Maximum building height
- Areas where maximum height is determined by base zone
- Area eligible for height increase
- Maximum height limit of 75' for first 125 feet from top of bank
- Proposed right-of-way
- Proposed accessways

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Commentary

Map 510-4 Maximum Height including Eligible Height Increases (New)
This new map includes the ultimate height possible with bonuses and transfers and reflects the update to the Central City Scenic Resources Protection Plan that is part of the Central City 2035 Plan process. As noted in the commentary for Map 510-3, additional height beyond what is shown on Map 510-3 is not allowed in Historic Districts.

Changes to the OS Performance Standard
The "OS performance standard" feature from Map 510-3 has been moved to this map and is now called "Areas where a shadow analysis is required." The code language has been changed as well. New development or redevelopment of properties in this area that utilize bonuses or other transfers to exceed the height on Map 510-3 may do so up to the height shown on this map, but they are required to undertake a shadow analysis to show that the structure will not cast more shadow on the adjacent open space than required by the standards of the code.

Please refer to the code language and commentary in Section 510.210 for more details.

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 1 of 3

Map Revised Xxxxx XX, 201X



Legend

- Central City Plan District boundary
- X' — Maximum building height including eligible height increases
- Areas where maximum height is determined by base zone
- Proposed right-of-way
- Proposed accessways
- Areas where a shadow analysis is required
- UL — Unlimited height allowed

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Note: See Map 510-16 for additional height opportunity areas in the North Pearl subarea and South Waterfront subdistrict.

2/8/2016

Discussion Draft Central City 2035 Plan
Chapter 33.510, Central City Plan District

Commentary

Map 510-8 Ground Floor Windows (New)
This a new map created to identify streets where higher levels of glazing are required based on the Street and Development Character concept for the Retail Core. This map shows all streets where sites with frontage must have 60% glazing. All other streets must meet the ground floor windows standards of the base zone.

Draft Ground Floor Windows

Map 510-8

Map 1 of 2

Map Revised Xxxxx X, 201X



Legend

- Central City Plan District boundary
- 60% ground floor window requirement
- Proposed right-of-way
- Proposed accessway

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Commentary

Map 510-9 Ground Floor Active Use Areas (Previously Map 510-7)
This map has been updated based on the Street and Development Character Concept to incorporate Retail Street designations from the Street and Development Character concept from the quadrant plans (summarized below). For consistency and to improve clarity, the existing mix of areas and lines to depict Ground Floor Active Use areas have been converted to lines to apply to sites with frontage on these streets.

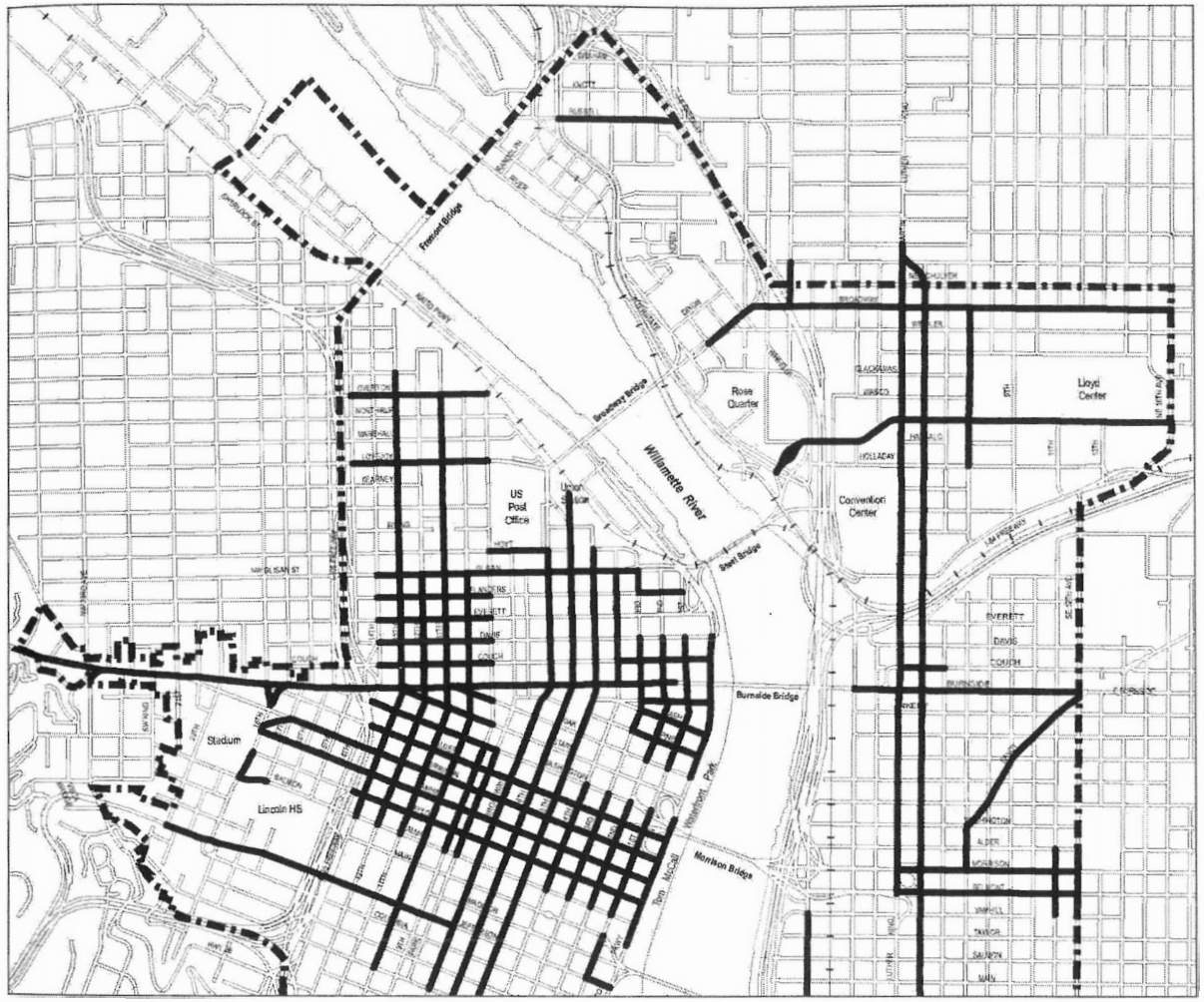
Retail Streets
These are busy, continuous streets with retail activity throughout the day, evenings and weekends. Ground-floor retail uses are required or strongly encouraged. Some of these street corridors are "civic" scaled – those that are major corridors beyond the boundaries of the Central City.

Draft Ground Floor Active Use Areas

Map 510-9

Map 1 of 2

Map Revised Xxxxx X, 201X



Legend

Central City Plan District boundary

Meharg, Emily

From: Starin, Nicholas
Sent: Monday, March 28, 2016 9:52 AM
To: Edmunds, Sallie; Hoy, Rachael; BPS Central City 2035; Meharg, Emily
Cc: Dauphin, Derek; Spencer-Hartle, Brandon
Subject: FW: Central City Plan
Attachments: Maps and commentary for Broadway Strip.pdf

Comments from Irvington NA. Emily, can you enter into DB

- Nicholas T. Starin, City Planner
- Portland Bureau of Planning & Sustainability
- nicholas.starin@portlandoregon.gov
- TEL 503.823.5837

To help ensure equal access to City programs, services and activities, the City of Portland will provide translation, reasonably modify policies/procedures and provide auxiliary aids/services/alternative formats to persons with disabilities. For accommodations, translations, complaints, and additional information, contact me, call 503-823-5837, City TTY 503-823-6868, or use Oregon Relay Service: 711.

From: Dean P. Gisvold [mailto:deang@mcewengisvold.com]
Sent: Sunday, March 27, 2016 1:36 PM
To: Starin, Nicholas <Nicholas.Starin@portlandoregon.gov>
Cc: Steve Dotterrer (kradot@hevanet.com) <kradot@hevanet.com>; Barb Christopher <barbfc@comcast.net>; Bob Dobrich <bobedh@me.com>; Brad Perkins <perkinsrealty@comcast.net>; Dean P. Gisvold <deang@mcewengisvold.com>; Donald Wood <bendoreg@msn.com>; Ed Abrahamson <endanseur@comcast.net>; James Heuer <jsheuer@easystreet.net>; Jeff Jones <jcjones@pacifier.com>; Jim Barta <jim.barta@yahoo.com>; Meryl Logue <meryllogue@comcast.net>; Mickey Bishop <mikefbishop@gmail.com>; Nathan Corser <nathan.corser@ch2m.com>; Nikki Johnston <ndjz@yahoo.com>; Peter O'Neil <peteroneil@cbseal.com>; Sean <saetas@me.com>; Stephen Doubleday <stephendoubleday@me.com>; Steven Cole <stevencole86@gmail.com>; Tiffanie Shakespeare <tshakesp@gmail.com>; William Archer <archerwilliam26@gmail.com>
Subject: Central City Plan

Nicholas

The following are the amendments Irvington would like to see in the Central City Plan (CCPlan). Please enter this email into the public record. If you want me to send this email to anyone else to make sure it is in the record, please advise. **We understand that all comments are due by close of business on March 31, 2016, and they can be sent to you via email.**

Thanks for providing me with Volumes 1 and 2 of the proposed Plan.

As you know, Irvington is involved in the CCPlan solely because of what I call the "Broadway Strip", the 9 block strip of the Irvington Historic District from 7th to 16th, between Broadway and Schuyler, which is part of the northern boundary of the CCPlan. The following comments and requests relate only to the Broadway Strip.

Proposed Changes:

1. Please amend Map 510-2 (map 1 of 2) page 343, volume 1 of the CCPlan to show an FAR of 2 to 1 rather than the proposed 4 to 1.

2. Please amend Map 510-3 (map 1 of 3), page 347, volume 1 of the CCPlan to show a maximum height of 50 feet rather than the proposed 75 feet.

3. Please amend Map 510-4 (map 1 of 3), page 353, volume 1 of the CCPlan to show a maximum height, including eligible height increases, of 50 feet rather than the proposed 75 feet.

See attachments for maps and commentary from Volume 2 of the CCPlan.

Rationale for Changes:

4. Overall, the CCPlan evidences much more sympathy for historic preservation than did the original Comp Plan. For that we thank you. However, for the Irvington Historic District, they do not go far enough. The above changes will make the FAR and height limitations in the Broadway Strip compatible with the Irvington Historic District and the criteria which govern new construction. These changes will assure that new construction in the Broadway Strip is compatible with the transition to the residential portion of the neighborhood.

5. The Broadway Strip contains RH and CX zoning, neither of which are compatible with the Historic District. However, we know that the CCPlan was not intended to change zoning, but it does control FAR and height.

6. The current height for the Broadway Strip is a base zone of 50 feet with possible bonuses of 75 feet more for a total of 125 feet. The CC plan proposes a 75 foot maximum height with no potential for bonuses, which translates to an up zoning of the base zone, from 50 to 75 feet. The elimination of bonuses is appropriate for the historic district, which we support. However, to insure real compatibility with the historic district criteria in the City Code**, the base zone must be kept at 50 feet and the FAR reduced to 2 to 1.**

7. As noted in prior staff memos, there is more than enough density capacity in the current zoning to handle the growth anticipated between 2015 and 2035, **even before the changes contemplated by the Comp Plan and CCPlan take effect.**

8. Since all of the historic districts comprise only 3 percent of the property in the Comp Plan area (and I suspect that the Broadway Strip property is way less than half of one percent of the CCPlan area), the above changes are in fact de minimis.

9. These changes better reflect and are justified by the proposed policies regarding historic preservation, which are found in Volume 2 of the CCPlan, which we also support.

Thank you for your consideration, and for your presentations to the ICA Board and the Historic Preservation Coalition, of which Irvington is a member.

Dean Gisvold
ICA Land Use Chair
2225 NE 15th

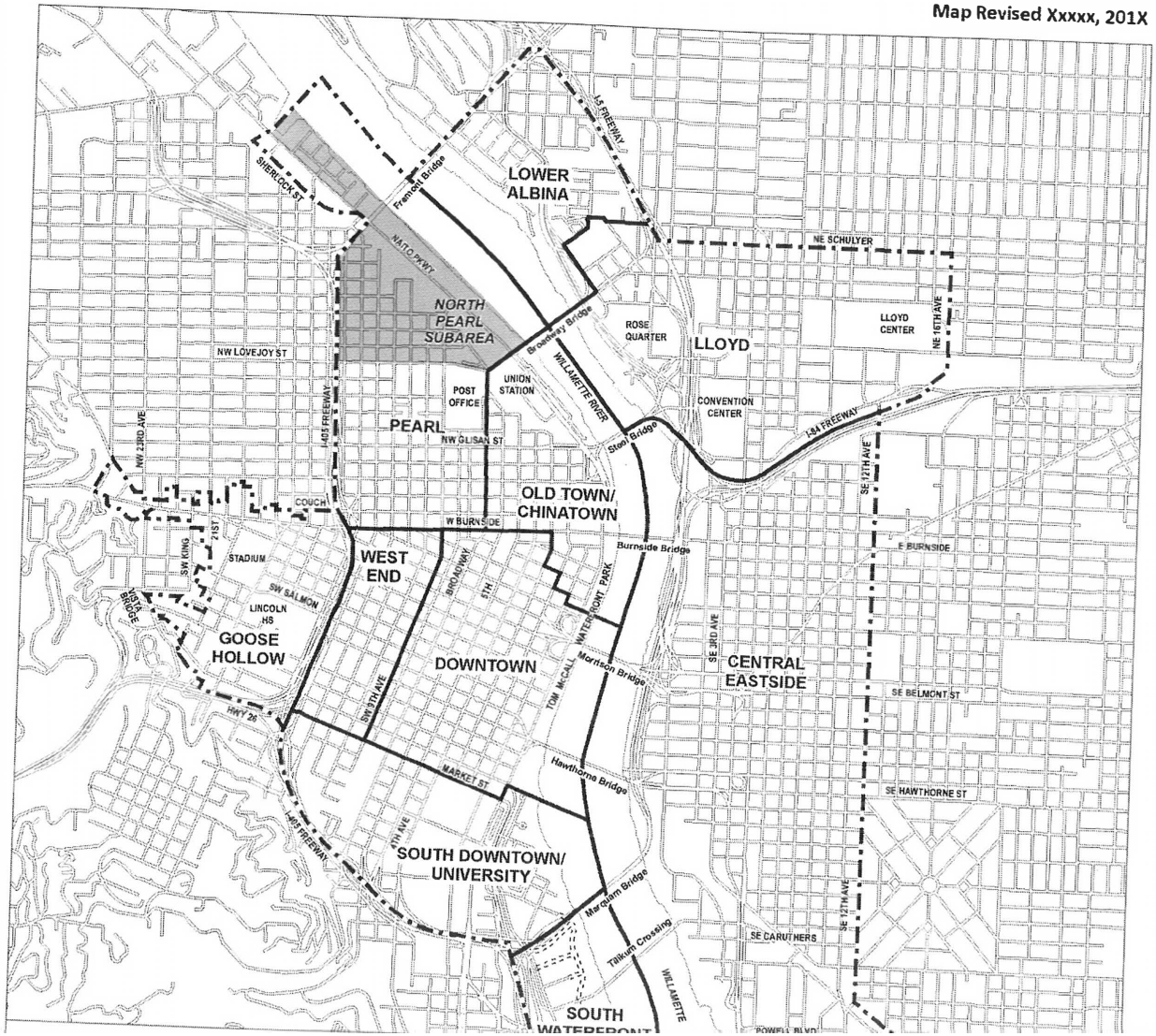
M[C]EWEN GISVOLD LLP - EST. 1886
1600 Standard Plaza, 1100 SW Sixth Avenue, Portland, Oregon 97204
Direct: 503-412-3548 | Office: 503-226-7321 | Fax: 503-243-2687
Email: deang@mcewengisvold.com
Website: http://www.mcewengisvold.com

This message may contain confidential communications and/or privileged information. If you have received it in error, please delete it and notify the sender.

Draft Central City Plan District and Subdistricts

Map 510-1

Map Revised Xxxxx, 201X



Draft Maximum Floor Area Ratios

Map 510-2

Map 1 of 2

Map Revised Xxxx XX, 201X



Legend

- Central City Plan District boundary
- Maximum FAR area boundary
- X:Y Maximum FAR
- X = Gross square foot of building

Commentary

Map 510-3 Maximum Heights
The existing 510-3 map has become two maps:

- Map 510-3 shows maximum height allowed by right with hatching in areas where height increases through bonuses or transfers are possible.
- NEW: Map 510-4 Maximum Heights including Eligible Height Increases shows the ultimate height possible with bonuses and height transfers included.

Additionally, the "OS performance standard" feature has been moved from Map 510-3 to Map 510-4 and is now called "Areas where a shadow analysis is required." More details about this change can be found in the commentary for Map 510-4.

Height and the Central City Scenic Resources Protection Plan Update
The Central City 2035 Plan also includes an update to the Central City Scenic Resources Protection Plan and height limits have been updated to reflect this work. A small number of publicly accessible views have been identified and protected by moderating height allowances within designated view corridors. Most properties are not affected by this work, but for properties that lie within a view corridor, height limits on a property may have changed in one of the following ways:

- Where existing height limits would allow for a new building or redevelopment that would project into a view corridor, these have been reduced to the maximum height possible without impacting the view.
- Within a view corridor, Map 510-4 Maximum Height including Eligible Height Increases shows the maximum height possible without impacting a view.

New Map 510-20 View Corridors shows these areas. Review the Central City Scenic Resources Protection Plan for more information about these changes.

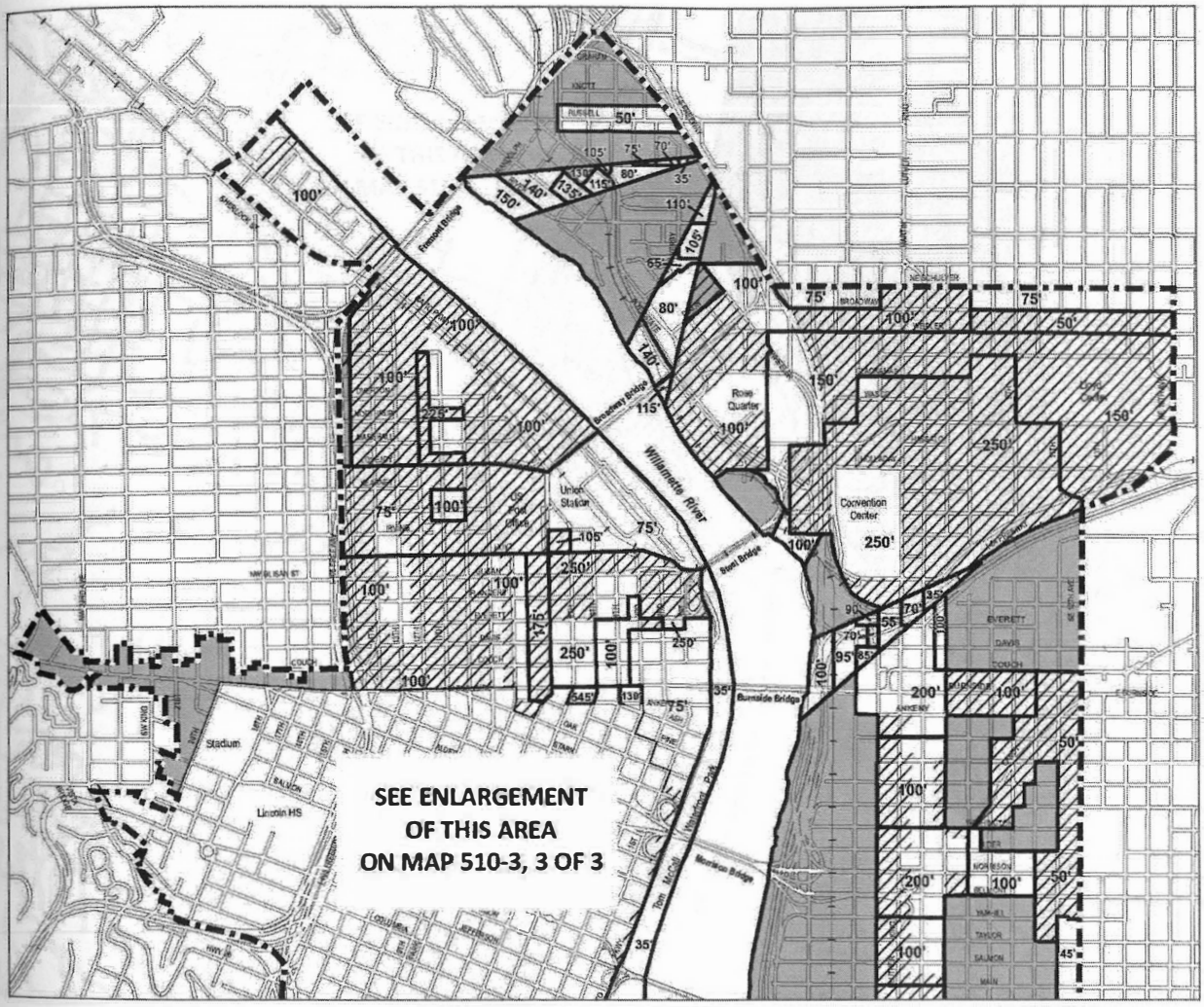
Height in Historic Districts
To enhance preservation efforts and the retention of important historic structures, staff propose that heights in historic districts be capped at those shown on Map 510-3 with no option to gain more height. For this reason, these areas are not within the "Area eligible for height increase" and the height on Map 510-4 has been set to match heights on Map 510-3. The ability to gain more FAR will be retained but it will have to be used within the height limits. This limitation should be viewed in combination with new provisions that allow historic property owners to transfer development rights throughout the Central City as opposed to within opportunity areas as allowed by existing code.

Draft Maximum Heights

Map 510-3

Map 1 of 3

Map Revised Xxxxx XX, 201X



Legend

- Central City Plan District boundary
- X' Maximum building height
- Areas where maximum height is determined by base zone
- Area eligible for height increase
- Maximum height limit of 75' for first 125 feet from top of bank
- Proposed right-of-way
- Proposed accessways

Bureau of Planning and Sustainability
Portland, Oregon

Commentary

Map 510-4 Maximum Height including Eligible Height Increases (New)
This new map includes the ultimate height possible with bonuses and transfers and reflects the update to the Central City Scenic Resources Protection Plan that is part of the Central City 2035 Plan process. As noted in the commentary for Map 510-3, additional height beyond what is shown on Map 510-3 is not allowed in Historic Districts.

Changes to the OS Performance Standard
The "OS performance standard" feature from Map 510-3 has been moved to this map and is now called "Areas where a shadow analysis is required." The code language has been changed as well. New development or redevelopment of properties in this area that utilize bonuses or other transfers to exceed the height on Map 510-3 may do so up to the height shown on this map, but they are required to undertake a shadow analysis to show that the structure will not cast more shadow on the adjacent open space than required by the standards of the code.

Please refer to the code language and commentary in Section 510.210 for more details.

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 1 of 3

Map Revised Xxxxx XX, 201X



Legend

- Central City Plan District boundary
- X' — Maximum building height including eligible height increases
- Areas where maximum height is determined by base zone
- Proposed right-of-way
- Proposed accessways
- Areas where a shadow analysis is required
- UL — Unlimited height allowed

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Note: See Map 510-16 for additional height opportunity areas in the North Pearl subarea and South Waterfront subdistrict.

Commentary

Map 510-8 Ground Floor Windows (New)
This a new map created to identify streets where higher levels of glazing are required based on the Street and Development Character concept for the Retail Core. This map shows all streets where sites with frontage must have 60% glazing. All other streets must meet the ground floor windows standards of the base zone.

Draft Ground Floor Windows

Map 510-8

Map 1 of 2

Map Revised Xxxxx X, 201X



Legend

- Central City Plan District boundary
- 60% ground floor window requirement
- Proposed right-of-way
- Proposed accessway

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Commentary

Map 510-9 Ground Floor Active Use Areas (Previously Map 510-7)
This map has been updated based on the Street and Development Character Concept to incorporate Retail Street designations from the Street and Development Character concept from the quadrant plans (summarized below). For consistency and to improve clarity, the existing mix of areas and lines to depict Ground Floor Active Use areas have been converted to lines to apply to sites with frontage on these streets.

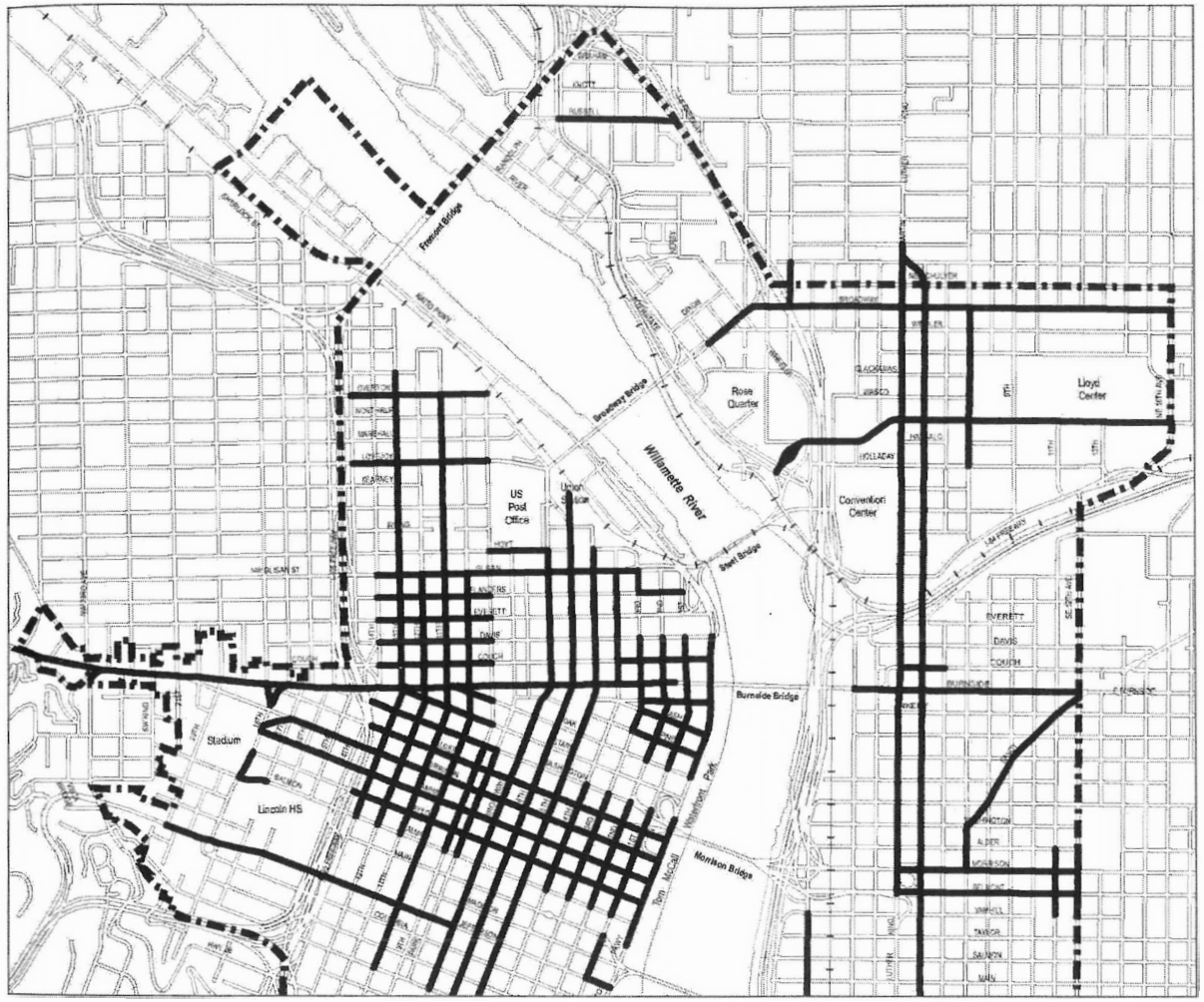
Retail Streets
These are busy, continuous streets with retail activity throughout the day, evenings and weekends. Ground-floor retail uses are required or strongly encouraged. Some of these street corridors are "civic" scaled – those that are major corridors beyond the boundaries of the Central City.

Draft Ground Floor Active Use Areas

Map 510-9

Map 1 of 2

Map Revised Xxxxx X, 201X



Legend

Central City Plan District boundary

Meharg, Emily

From: Luke Gilmer Personal <lukegilmer@gmail.com>
Sent: Sunday, March 27, 2016 4:49 PM
To: Ryan Fedie; BPS Central City 2035
Cc: Nancy Seton; Sean Baioni; Hurley, Peter; Ian Stude; Tracy J. Prince Ph.D.; Felicia Williams
Subject: Central City 2035 Discussion Draft, Goals & Policies | March 31 comment deadline
Attachments: PastedGraphic-1.tiff; Map Sketch Green Loop Cn Rpt annotated.tiff

Ryan, thanks for the heads up.

I'm also sending this feedback to the CC2035 email provided on their web page (cc2035@portlandoregon.gov).

I've read through the Central City 2035 Draft Goals and Policies document, for the sections relating to 'South Downtown/University', coded "SD" throughout the document (https://www.portlandoregon.gov/bps/article/561910). This is the downtown area around which our SWHRL and Goose Hollow neighborhoods wrap. The draft document is light on written content. It is a better on conceptual 'map' design, i.e. pointing out possibly areas for new buildings, and highlighting 'The Green Loop' within the SD area (http://www.portlandoregon.gov/bps/65670). I've included their SD Concept Diagram within this email.

As my 'summary', there is little mention of SWHRL and Goose Hollow neighborhoods across the 'I-405' street from SD. The SW 13th and Montgomery neighborhood, the final South Park Blocks neighborhood (where I live), and Lair Hill neighborhood are missing in the written discussion. The Concept Diagram, as opposed the the written material, fortunately does show a few lines of connection. It is really important to state, though, that our SWHRL and Goose Hollow neighborhoods house many professionals and students, and services (schools, stores, and restaurants) … all that are vital to the success of SD development. My specific comments are below. The draft needs to looks outward, more so than currently, to neighboring areas that attach, and how to work collaboratively. We will all be much more successful planning and working together … SD, SWHRL and Goose Hollow together.

Best, Luke

Luke Gilmer
lukegilmer@gmail.com
503-342-2222

My Specific Comments to CC2035 Draft Goals and Policies Document:
1) Chapter 2: Policy 2.SD-1 Complete neighborhoods; and Policy 2.SD-2: Community Cohesiveness (pg 49): These sections mentions the development of SD community, without realizing the high density, historic SWHRL and Goose Hollow neighborhoods already tightly linked to SD, artificially separated by a I-405 and Hwy-26 dividing lines. Every since Portland's first urban renewal occurred around the South Auditorium

Project, these neighborhoods where the ONLY remaining residential neighborhoods that supported SD. This historic neighborhood linkage will only grow stronger over time.

2) Chapter 3: Transportation: Policy 3.SD-2 Portland State University, and Policy 5.SD-3 Montgomery Green Street (pg 57):
Other than Montgomery as a feeder into The Green Loop, the written draft ignores pedestrian and bike connections to adjacent neighborhoods, focusing instead on linking the University district with bike and pedestrian to south Auditorium District, RiverPlace and South Waterfront (on Moody Ave). These SD areas are already well connected with roads, bike paths, sidewalks, street car, and now Max. The written document focuses almost totally 'within the SD boundary'. It is heavily inward focused.

For SD to thrive, however, the transportation draft needs, instead, to look outward, past the boundary, and make multiple high-value connections to adjacent SWHRL and Goose Hollow neighborhoods, beyond only Montgomery. SD will find the need to better connect with bordering communities and commuters into SD using Cardinell, Broadway, Terwilliger Blvd, and Barbur Blvd. This is particularly true for bike and pedestrian linkages.

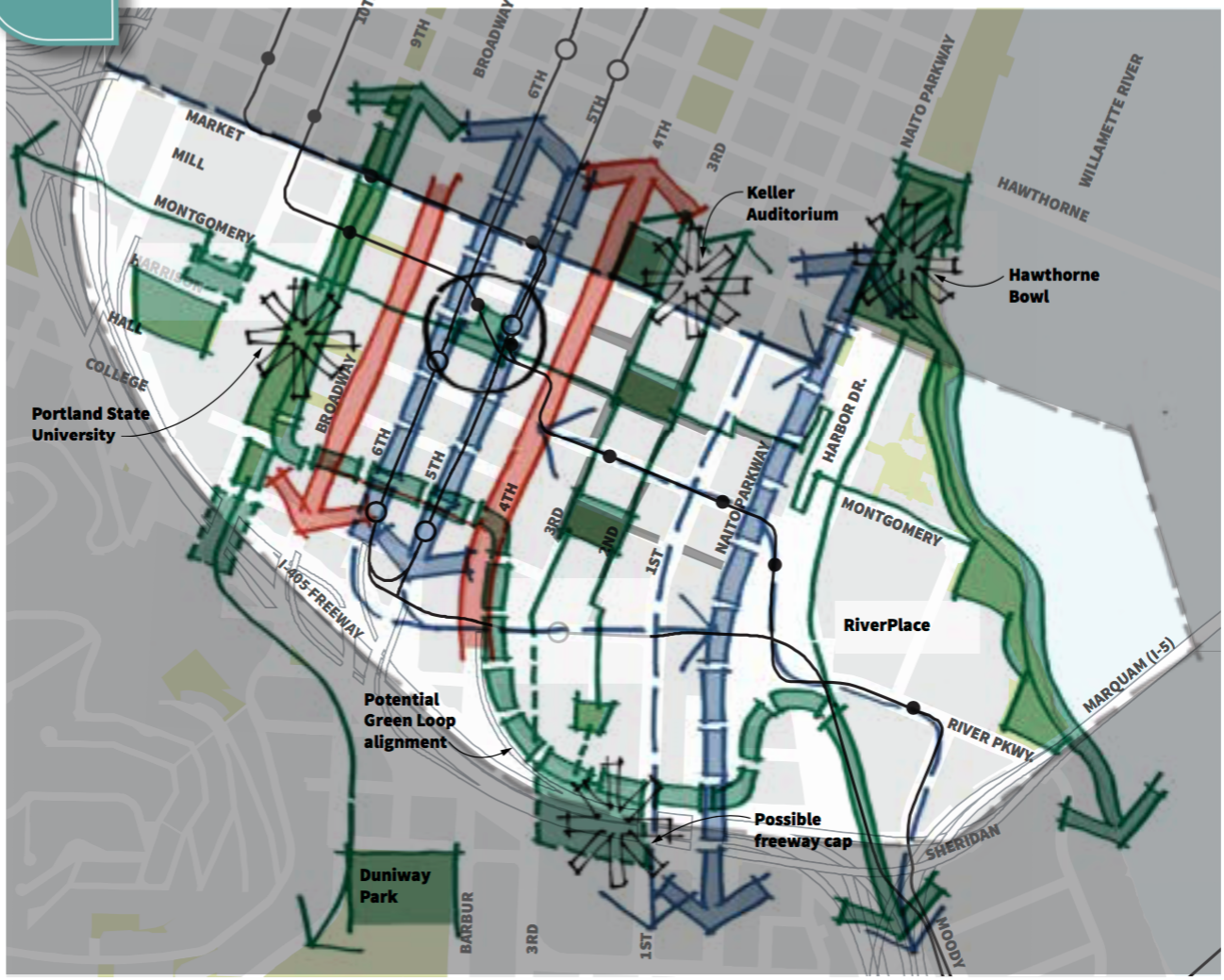
The "Lower-I-405 Trail" for bikes and pedestrians, for which we're been advocating (TSP project 20171), is a valuable asset in helping SD achieve its non-auto transportation goals. I've included a map of this proposed trail. Notice that this trail is a valuable part of The Green Loop into SD, and will likely be a more important link into The Green Loop than the Montgomery connection, due to it's ability to bypass one-way downtown streets with heavy auto traffic, and to bypass heavily used pedestrian malls within the PSU campus and South Park Blocks. For PSU students, this path will be their major bike path to all other areas of the City, except going north into lower downtown.

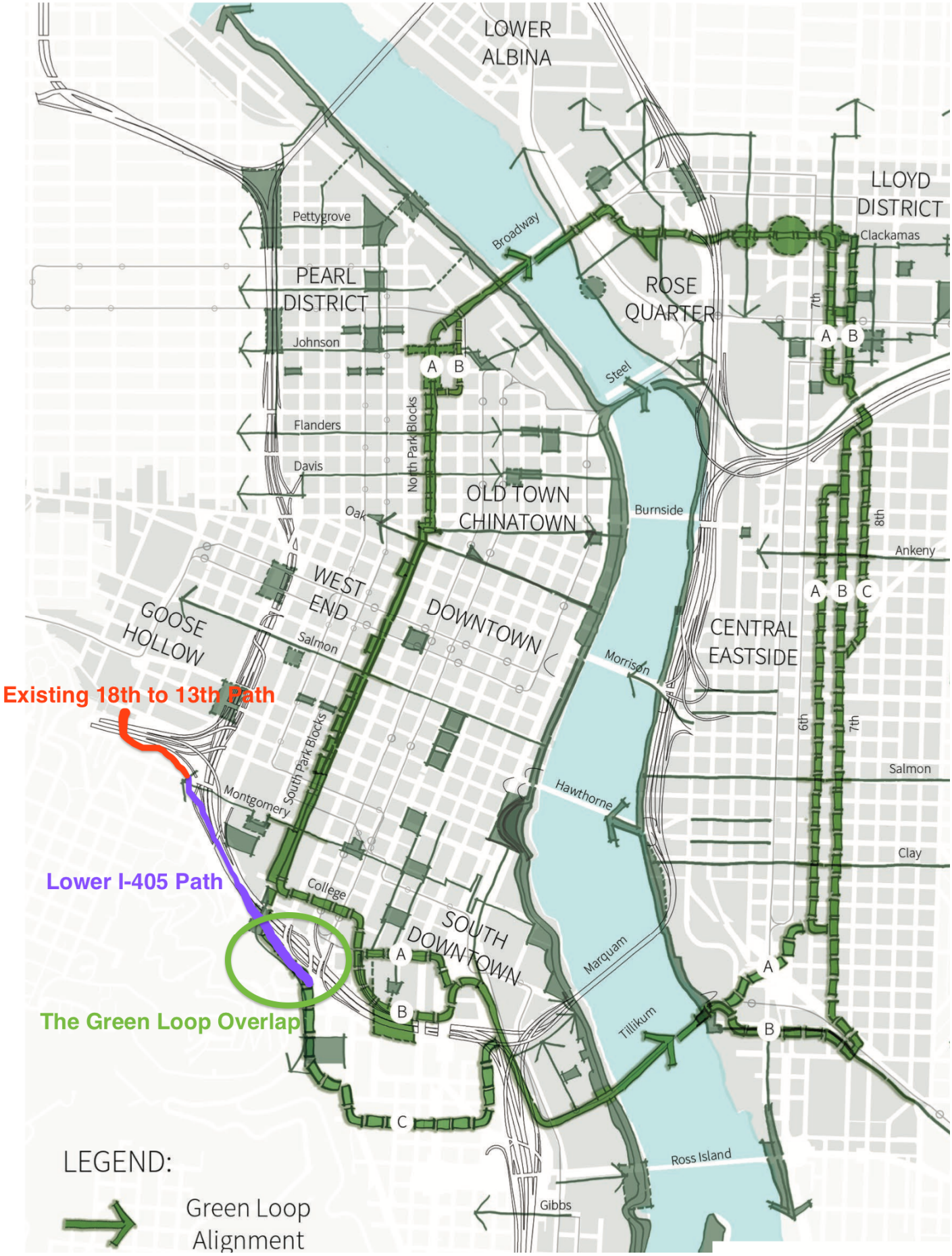
As I've mentioned earlier, the Concept Diagram is better at showing possible connections to SWHRL. But, again, nothing in the written draft mentions these connections, or supports efforts with SWHRL or Goose Hollow to make these synergistic connections a reality.

3) Chapter 5: Urban Design: Policy 5.SD-1 Portland State University Character (pg 73):
There is discussion of making the PSU University district pedestrian oriented. This won't happen without better handling of the growing bike traffic that is currently using campus pedestrian malls. SD needs the "Lower I-405 Trail" within SWHRL and Goose Hollow to pull bike transportation pressure off the campus. Trying to use auto streets in SD, alone, to handle growing bike traffic around the campus will be difficult.

4) Chapter 6: Health and Environment: Policy 6.SD-1 High Performance University Campus (pg 83):
This section discusses PSU as an urban laboratory promoting energy efficiency and green building and sustainable site design. PSU can not do this as an island, it is going to have to do this within the reality of it's physical SWHRL and Goose Hollow residential neighbors where a growing number of its students and teachers live.

SD URBAN DESIGN CONCEPT DIAGRAM




LOWER ALBINA
LLOYD DISTRICT
Clackamas
Pettygrove
Broadway
PEARL DISTRICT
ROSE QUARTER
7th
Johnson
A
B
Steel
Flanders
North Park Blocks
Davis
OLD TOWN CHINATOWN
Burnside
8th
Oak
Ankeny
WEST END
GOOSE HOLLOW
DOWNTOWN
A
B
C
CENTRAL EASTSIDE
Salmon
Morrison
Existing 18th to 13th Path
6th
7th
South Park Blocks
Montgomery
Hawthorne
Salmon
Clay
Lower I-405 Path
College
SOUTH DOWNTOWN
Marquam
A
B
Tillikum
The Green Loop Overlap
C
Ross Island
LEGEND:
Green Loop Alignment
Gibbs

On Mar 25, 2016, at 4:29 PM, Ryan Fedie <rtfedie@gmail.com> wrote:

> See below for upcoming comment deadlines for central city plan.

Nancy- I'll try to write swhrl comments before deadline. Important to me we have strong connection to central city and improve walk/bike/transit connectivity.

> Luke- assume you're interested in green loop, freeway capping and other transportation items that impact you.
>
> Begin forwarded message:
>
> > To view this email online, paste this link into your browser:
> > https://t.e2ma.net/message/gkvtqbb/w4d2qqc
> >
> > www.portlandoregon.gov/bps
> > (https://t.e2ma.net/click/gkvtqbb/w4d2qqc/shxeam=
> > e)
> >
> > Central City 2035 Update - March 25, 2016
> >
> > Reminder: Deadline for comments on the Discussion Draft

Meharg, Emily

From: Hartinger, Kathryn
Sent: Tuesday, March 29, 2016 9:09 AM
To: william galen
Cc: Meharg, Emily
Subject: RE: WEST END AND CC2035 DRAFT

William,

Thanks for your comments,

Kathryn

-----Original Message-----
From: william galen [mailto:billgalen@comcast.net]
Sent: Sunday, March 27, 2016 4:04 PM
To: wwrahm@aol.com
Subject: Fwd: WEST END AND CC2035 DRAFT

> Dear Kathryn and Brandon,
> I have read the proposed draft and want to share my concerns with you.
> 1. Maximum building heights should be reduced to100' (9-10 stories) to retain the personality and character of the West End. Map 510-4 indicates building heights of 400' + heights are possible along the South Park blocks. Blocking sunlight would impair the health of the trees and destroy the feeling of the neighborhood.
> 2. Do not change the zoning of the West End from RX to CX. Help protect the historic resources and neighborhood character.
> 3. The residential RX and commercial CX border should be at Taylor street not Salmon street.
> 4. Historic View Corridors that run through the West End should be preserved to include arches of the Vista Bridge and the tree line of our volcanic peaks.
> I would appreciate your help in preserving the feelings of Portland.
> William Galen, MD
> 1221 SW 10th Ave
> Portland, Oregon 97205

Meharg, Emily

From: Hartinger, Kathryn
Sent: Tuesday, March 29, 2016 9:10 AM
To: Tom Neilsen
Cc: Meharg, Emily
Subject: RE: West End and CC2035 Draft Concerns and Input

Tom,

Thanks for your comments,

Kathryn

From: Tom Neilsen [mailto:tomneilsen@mac.com]
Sent: Saturday, March 26, 2016 10:18 AM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>
Subject: West End and CC2035 Draft Concerns and Input

I would like to comment on two aspects of the Draft West End and CC2035 report.

CHANGE OF ZONING FROM RX TO CX (Maps p. 715. 716 Vol 2)
Support greater mixed use in the West End and increased uses of office and retail on the ground floor, allowing for more mixed use floor space, but do not support the extra heights from bonuses allowed by CX zoning. Therefore, recommend not changing existing RX zones in the West End to CX to help protect historic resources and neighborhood character.

Consideration must be given to lowering the FAR for the entire West End District. (p.343/Vol 2)

Encourage re-adaptive use of historic resource buildings in the West End to add to the stock *of affordable commercial* properties. This should be a top priority rather than the creation of new tall buildings for both economic and sustainability reasons.

TAYLOR STREET DEMARCATION VERSUS SALMON STREET
The demarcation between north and south West End seems to be one of commercial zoning (CX) versus residential (RX). Yet imposing this border is artificial. SW Taylor Street is a more appropriate commercial-residential "border." Buildings on precisely those blocks running east-west between SW Taylor and SW Salmon are more typical of residential/social/cultural areas than commercial ones. For example, two historic multi-family (affordable)residential buildings – Fountain Place and Gentry Apartments--, the National Registered First Baptist Church, the Multiple Property Listing's first Portland Women's Club (now the West End Theater), a National Registered early tire company (now a violin-making shop), one National Registered parking facility and one Historic Resource Inventory listed parking facility, but only one National Registered 10-story commercial office building.

Instead designate the residential-commercial border at Taylor rather than Salmon, and change height and zoning maps to reflect that. In addition, historic resource buildings currently zoned for social or cultural uses

should not lose that designation in either zone without a public process. (Regional Center Policy 1.WE-1, p.37/Vol 1)

Tom Neilsen
1221 SW 10th Ave. #1604
Portland, OR 97205
tomneilsen@mac.com

Meharg, Emily

From: Hartinger, Kathryn
Sent: Friday, March 25, 2016 10:25 AM
To: 'Bob Wright'
Cc: Meharg, Emily
Subject: RE: Central City 2035 Plan

Bob,

Thanks for your comments. Great to see you Wednesday night – have a great weekend!

K

From: Bob Wright [mailto:wright-stuff@comcast.net]
Sent: Thursday, March 24, 2016 2:00 PM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>
Subject: Central City 2035 Plan

Dear Dr. Hartinger,

I am a Portland native and have lived in the West End for 10 years. The purpose of this e-mail is to provide formal input and recommendations as regards the Central City Plan 2035 (CC2035) as drafted March 2016.

Current and proposed maximum building heights (with or without bonuses) for the West End are inconsistent with the following policy statements in Volume 1, Goals and Policies.

Page 68, POLICY 5.17 **Historic resources and districts**. Enhance the identity of historically, culturally and architecturally significant buildings and places, while promoting contextually-sensitive infill and development on vacant land and surface parking lots.
Page 69, POLICY 5.WE-3 **Historic resources and districts.** Retain the personality and character of the West End by encouraging the preservation and rehabilitation of existing buildings and historic resources that represent a wide range of architectural styles, scales and eras.

Over the last decade, a few high-rise residential, mixed-use buildings have been built in the West End. Another is being built. While they have enabled an increase in the urban resident population, with attendant neighborhood vitality, they have also changed the personality and character of the West End and are certainly not sensitive to its historical context. Much less intrusive are so-called mid-rise buildings (on the order of 100 feet). Such structures are a much better fit in the West End allowing it to keep its basic personality and character while providing necessary infill and densification. Good examples are residential buildings now in construction on/near SW Market Street.

Many buildings in the West End are listed on the National Register of Historic Places and many more are significantly historic by virtue of their age and architecture. High-rise buildings, up to their code (plus bonuses) maximum heights, near historic structures, are the most contextually insensitive, especially as regards scale.

I strongly recommend that the absolute maximum building height in the West End, by code, be 100 feet. With proper design with respect to its ground plane area, such buildings can not only enhance the character and livability of the West End, they can also enable densification on par with

narrower high-rise buildings. The cities of Paris and Madrid are successful testimony to this urban design concept.

The December 2014 Draft West Quadrant Plan has a very good description of the personality and character of the West End supplemented by three tables containing the ages and heights of current buildings and historic resources. I suggest that this description, with tables, be included in CC2035, Volume 1, Goals and Policies. For uniformity, the same should be done for the other districts; Goose Hollow, The Pearl, Old Town/China Town, etc.

In the upcoming public hearings on CC2035 there should be a specific agenda item regarding building height and density goals relative to the desired personality and character of the West End.

Sincerely,

Robert Wright
(503) 222-6874

Meharg, Emily

From: Hartinger, Kathryn
Sent: Friday, March 25, 2016 10:29 AM
To: Meharg, Emily
Subject: FW: CC2035
Attachments: CompPlan.Amendments.CC2035additions..docx

From: Wwrahm@aol.com [mailto:Wwrahm@aol.com]
Sent: Thursday, March 24, 2016 5:12 PM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>; Spencer-Hartle, Brandon <Brandon.Spencer@portlandoregon.gov>; Zehnder, Joe <Joe.Zehnder@portlandoregon.gov>; Brooks, Mindy <Mindy.Brooks@portlandoregon.gov>
Subject: CC2035

Hi Kathryn, Brandon, Mindy and Joe,

Thank you again for staying so late to allow most all the questions to be aired. Since this was the first time we have had a real discussion about the West End from a resident's perspective, I'm grateful you hung on. So was everyone else, especially after they heard you had expected to go home at 8:30. I hope you left with some fresh perspectives on the district. I look forward to seeing what you do with the next version.

I was a little disappointed with the turnout: 39. Last time we had 60. I mentioned earlier my concern about turnout because cynicism has grown as the process rolled along with so little to show for the West End residents. But last night most had a sense of being heard which was good for us and for you.

As promised, I am attaching the comp plan amendments about historic preservation that I hope you consider including in the CC2035 plan (revised from what I gave you last night). As you will see, I include my suggestion where each comment might go. They are all recommended by staff for the comp plan-- good to know.

Please let me know where to address emails for feedback. I will let people know though some may have already sent you something. I will email in coming days as many of the points raised as possible, especially if I agree they were important points for the West End. The elephant in the room remains the building heights and densities, and many other concerns would be resolved with those coming down. To be continued.....

Thank you all again.
Best,
Wendy Rahm
503-227-8527
wwrahm@aol.com

Meharg, Emily

From: Hartinger, Kathryn
Sent: Friday, March 25, 2016 10:30 AM
To: 'Ellen D Levine'
Cc: Meharg, Emily
Subject: RE: Saving Portland Views

Ellen,

Thank you for your comments. Hope you have wonderful weekend,

Kathryn

From: Ellen D Levine [mailto:edlevine2@gmail.com]
Sent: Thursday, March 24, 2016 6:11 PM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>
Cc: board@goosehollow.org
Subject: Saving Portland Views

I am writing to express my concern regarding the lack of protection for scenic and iconic views in the draft of the Central City 2035 plan. As a long-time visitor and now, a new resident in the city of Portland, I am well aware of the importance and value of the mountains and greenery that surrounds us. The view of Mt. Hood is symbolic of why Portland isn't just another urban space, but rather a small city sitting like a jewel in its natural setting. Portland has great restaurants, museums, music and plays, but many cities offer the same array of entertainment. When we have guest visit us, some of them coming to Oregon for the first time, they always remark on the beautiful integration of nature and urban life that Portland offers. Because we live in Goose Hollow, we like to take a short hike up to the Vista Bridge, and then to Washington Park, where the views are stunning. That's the sort of thing that makes tourists return, but it's also has made me proud to live in a city that values its iconic views.

I understand that the criteria for allowing greater building heights is based on economic analysis of the cost of future developments. But high-rise development isn't always appropriate. There are places where views should be protected. The analysis should be reconsidered to include the economic benefit of tourism dollars. I would add that it's also no small thing that the citizens of Portland feel pride in their city. A continued balanced blending of urban development and natural beauty should be of great importance to city planners.

Ellen Levine
1234 SW 18th Avenue, #209
Portland OR 97205

Meharg, Emily

From: Hartinger, Kathryn
Sent: Tuesday, March 22, 2016 12:13 PM
To: Kathryn Scribner
Cc: Meharg, Emily
Subject: RE: Building Height Restrictions - Save the views

Kathryn,

Thanks for your comments. Hope you're having a great week!

Kathryn

-----Original Message-----
From: Kathryn Scribner [mailto:kkscribner@comcast.net]
Sent: Tuesday, March 22, 2016 11:27 AM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>
Subject: Building Height Restrictions - Save the views

Hi Kathryn,

We are writing to voice our opinion regarding protecting the views of Mt Hood from the Vista Bridge. Please do not allow the raising of the heights of buildings so that they would block the view of the Mt Hood timberline from the bridge.
The city is already encroaching on the best parts of Portland's scenic beauty, and to block the view of any more of Mt Hood is just wrong. It was bad enough when the ugly fence was put up on the Vista Bridge to discourage suicides….
Please also keep the view corridor to the Vista Bridge from Jefferson St., and do not allow any new buildings to block the views of the beautiful arches of the bridge.

Thank you,
Sincerely

Kathryn and Daniel Scribner
2707 SW Homar Ave
Portland OR 97201

Meharg, Emily

From: Jim Labbe <jlabbe@urbanfauna.org>
Sent: Tuesday, March 22, 2016 11:04 AM
To: BPS Central City 2035
Subject: Central City Plan Ecoroof Requirment.

Central City Plan Staff,

Thank you for proposing an ecoroof requirment for the Central City Plan.
This is a big step in the right direction and should be a step toward including a similar requirement in the Mixed Use Zone and eventually city-wide.

I would support going farther to require 100% roof top coverage after the proposed exemptions.

I urge you to integrate solar and ecoroof requirements, they are not in conflict. In fact studies show that PV solar cells function more efficiently in the cooler roof top environments created by ecoroofs.
Moreover solar cells can increase the habitat value of ecoroofs by creating areas of partial shade.

I also urge the City to reinstate the incentive of $5 per sq foot. The ending of this subsidy has contributed to a drop off of ecoroof construction in Portland to the point that Portland is no longer in the top 10 Cities in the United States ranked in terms of growth in ecoroofs.
We need to reverse this trend with both renewed incentives and new ecoroof requirements.

Sincerely,

Jim Labbe
6325 N. Albina #2
Portland, OR 97217

To: **Portland Planning & Sustainability Commission**

CC: **Leah Treat, Portland Bureau of Transportation**
Art Pearce, Portland Bureau of Transportation
Susan Anderson, Portland Bureau of Planning and Sustainability
Joe Zender, Portland Bureau of Planning and Sustainability

From: **Kathryn Doherty-Chapman, Go Lloyd**
Owen Ronchelli, Go Lloyd
Date: **March 22, 2016**

Re: **Comprehensive Plan TSP Update Stage 2 Comments**

Go Lloyd is a 501(c)(6) nonprofit business and transportation management association that has been active in the Lloyd neighborhood for more than 20 years. Go Lloyd creates a thriving environment for business and community by building partnerships, delivering targeted transportation programs, and fostering economic vitality. We are pleased to have the opportunity to provide our comments on the Transportation System Plan updates.

In addition to our comments below, we are pleased to see the following amendments:

Council Amendments

Chapter 9 of Comp Plan #P91 after 9.8. We strongly support this new policy to design an accessible transportation system. It is imperative to address the need of all Portlanders to get around safely. Thank you to Commissioners Novick and Fish for including this policy.

TSP Project list
TSP Id 40116, NE 7th/9th Ave Neighborhood Greenway & TSP ID # 20122 NE 9th Ave Bikeway

We support the change to 7th Avenue as the greenway route in Lloyd and as a connection to other neighborhoods.

Section 4 Bicycle Classification Descriptions Bicycle Objectives

We strongly support the following objectives:

6.7.A-D Objective Major City Bikeways

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 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 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.

To achieve mode split goals for 2030, Go Lloyd believes it will take continued investment in biking and walking infrastructure, as well as outreach and education programs designed to encourage people to choose these options. It is also important to calm traffic and fix networks gaps to get the “interested but concerned” members of our community riding. Finally, as ensuring equity in all policies and programs is critical to building a safe and healthy city, we strongly support this addition to the bicycle objectives.

Section 6 Street Design Classifications

Go Lloyd supports the amended language about complete streets and context sensitive design. We also support the added language about creating safe connections for all modes across freeway interchanges. The freeway is both a transportation asset and a barrier for our neighborhood, and getting those connections right for people walking and biking is a big priority for us.

Bicycle Classifications

Go Lloyd supports the bicycle district designation and generally most of the street classifications as they are consistent with the following notes:

1. **NE 7th Avenue.** Go Lloyd supports changing NE 7th to a Major City Bikeway classification between NE Schuyler Street and the proposed bike/pedestrian crossing of I-84. This is consistent with past support for 7th as the major bikeway by Lloyd and by neighborhoods to the north, including Eliot, King, and Irvington. This street is a more direct and conflict-free route for bicyclists in and through our neighborhood.
2. **NE Clackamas Street.** We support the new connection over I-5 on NE Clackamas Street and the addition of Clackamas as a City Bikeway. Closing gaps in the network such as this is vital to attracting new riders.
3. **7th Ave Bike/Pedestrian Bridge.** We strongly support this new connection over I-84. Currently there are limited options for people riding bicycles southbound out of the neighborhood. Both NE Grand Avenue and NE 12th Avenue require significant additional travel and are uncomfortable and unsafe. A new bike/pedestrian crossing will significantly increase the safety and comfort of people accessing our neighborhood.
4. **NE Broadway and Weidler Streets.** These streets are designated as Major City Traffic Streets, Major City Bikeways, *and* Major Transit Priority Streets. We are concerned about the City's ability to implement the treatments necessary to make them Bikeways and Transit Priority Streets if they are classified as all three.

Pedestrian Classifications

Go Lloyd supports the Pedestrian District designation, as a quality pedestrian environment is fundamental to high transit use. We generally support most of the street classifications as they are consistent with the following notes:

1. **Broadway/Weidler Streets.** We support the addition of NE Broadway and Weidler Streets between the Broadway Bridge and NE Grand or 7th Avenue as City Walkways, but why stop at Grand or 7th? We support continuing their classification as Walkways further east.
2. **NE Clackamas Street.** See above for our support for this added connection.
3. **7th Ave Bike/Pedestrian Bridge**. See above in Bicycle designations for our support for this added connection.

Section 14 TDM Code

While the intent and purpose behind requiring new developments to adopt TDM plans and programs is noble, we are concerned about the City's ability to effectively monitor and enforce these plans and performance targets. We support the expansion of TDM programs if they are done thoughtfully and flexibly. We are interested in participating in the development of Administrative Rules to implement the Title 17 TDM provisions, or at least in having the opportunity to comment on a more detailed TDM code requirement proposal in the future.

Section 15 Parking Code

Go Lloyd strongly supports the proposed parking code changes in Title 33, especially the new parking maximums on residential zones and increased flexibility in sharing of parking facilities between users and properties. Parking management is one of the most important and effective transportation demand tools for affecting travel choices. Parking is often over supplied and we believe these changes will greatly reduce the amount of space dedicated to private vehicle storage, which can then be put to better and more equitable uses.

TSP Project List

There are many worthy projects in the TSP capital projects list. We have identified our top ten priority projects for the Lloyd neighborhood.

Top 10 Lloyd TSP Capital Projects

1. **# 20077 Inner Eastside Pedestrian/Bicycle Bridge NE 7th to 8th Ave, (over I-84); NE/SE 8th Ave, (Glisan-Ankeny) $9,000,000**
    a. Go Lloyd strongly supports this new connection to our neighborhood for people walking and bicycling. This closes a large gap in the bike/pedestrian network and will help attract new riders by providing a pleasant and safe route between North and Northeast Portland to Southeast. This project will also demonstrate that the city and the Lloyd neighborhood prioritize people walking and bicycling and are committed to providing high-quality infrastructure.
2. **# 20112 Portland NE Multnomah Protected Bikeway Improvements Multnomah St, NE (Interstate-16th) $2,000,000**
    a. Multnomah Street was one of the City's first protected intersections, and through the pilot phase of the treatment we learned about implementing protected bicycle treatments. It is now time to design and implement a more permanent protected bikeway that is attractive and sustainable in terms of maintenance. Getting Multnomah to a permanent design is a top priority for us, and we have committed funds to jumpstart the design process.
3. **# 20078 Portland Lloyd District Streetscape Improvements 7th/9th Ave, NE (Lloyd-Broadway) $5,000,000**
    a. Both 7th and 9th are important north-south connections for people walking in Lloyd, and this project will greatly enhance the pedestrian environment for businesses and for current and future residents.
4. **# 20186 NE 7th Ave Bikeway Improvements 7th Ave, NE (Lloyd-Tillamook) $100,000**
    a. As 7th Avenue is the main north-south bike route through our neighborhood and will hopefully connect to a new I-84 crossing, this is also an important project to make our transportation system function more efficiently.
5. **#20079 Portland Lloyd Blvd Ped/Bike Improvements Lloyd Blvd, NE (Grand-12th) $2,000,000**
    a. NE Lloyd Boulevard connects people to the river, the Eastbank Esplanade and the rest of the city. It is currently not a comfortable route for the interested but concerned demographic, and improving this street will go a long way towards closing network gaps, creating safe and comfortable biking and walking routes, and meeting the Central City 2035 Plan goals of improving engagement and connections to the river. There is also the potential to use excess capacity on this wide street to add car parking, allowing parking to be removed on other streets to create safety improvements.
6. **# 20113 NE Broadway Corridor Improvements, Phase 1 Broadway/Weidler, N/NE (Broadway Bridge-24th) $9,000,000**
    a. The Broadway-Weidler Alliance already stated their case for improving the NE Broadway corridor in a TSP comment letter from last March. We reiterate their urging to dedicate the necessary resources to improve the street. Because of high

traffic speeds, limited signal crossings, and insufficiently marked crosswalks, Broadway and Weidler have been identified as barriers to connectivity and to travel by walking and biking. The resulting poor access and street-level environment have hurt businesses and made for a much less livable community.

7. **# 20188 Lloyd District Grand / MLK Traffic Signals Grand / MLK, NE (Lloyd-Broadway) $1,750,000**
    a. Updating signals is fundamental to improving transit and traffic flow with appropriate signal timing. With so many people using different travel modes at these intersections, including freight, streetcar, and bicyclists, this is a vital project for us.
8. **#20189 Oregon / Grand Streetcar Turnaround Oregon / Grand, NE $750,000**
9. **20190 Grand / Weidler Streetcar Turnaround Grand / Weidler, NE $500,000**
    a. Streetcar needs to work as well as it can, and these turnaround improvements will help all road users get around more quickly and safely.

10. **# 20191 Portland Freeway Underpass Improvements Lloyd Blvd / Multnomah St / Holladay St / Oregon St / Russell St, N/NE (under I-5) $100,000**
    a. This project will help people better access transit, bikeways, and cultural amenities such as the Moda Center and the river. It will also help meet the Central City 2035 Plan goals of improving river access.

Thank you for reviewing our comments.

Sincerely,

Kathryn Doherty-Chapman
Go Lloyd Bicycle Program Manager

Owen Ronchelli
Executive Director

Meharg, Emily

From: Jay Sherrerd <jaysher@gorge.net>
Sent: Friday, March 18, 2016 9:03 PM
To: BPS Central City 2035
Subject: Electric Car Charging Stations?
Attachments: CC2035_ Discussion-Draft_Comment-Form_2015-02-25.pdf

Please see comments attached. Summary: NW Portland and the Pearl in particular are surprisingly devoid of electric car charging stations, despite their relative prevalence elsewhere (like the popular “Electric Avenue" at PGE on SW Salmon Street.

The city should encourage electric car use by installing or incentivizing private installation of charging stations in the Pearl District. (Current locations can be seen online on plugshare.com or on their app.)

Thanks,
Jay Sherrerd

Meharg, Emily

From: Hartinger, Kathryn
Sent: Thursday, March 17, 2016 9:20 AM
To: Andrew Rome
Cc: Meharg, Emily
Subject: RE: Goose Hollow/Vista Bridge other scenic View Points: Re Central City 2035 plan

Andrew,

Thanks for your comments. Hope you're enjoying the sunshine!

Kathryn

From: Andrew Rome [mailto:andrewwrome@gmail.com]
Sent: Thursday, March 17, 2016 8:50 AM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>
Cc: board@goosehollow.org
Subject: Goose Hollow/Vista Bridge other scenic View Points: Re Central City 2035 plan

Good morning Ms. Hartinger:

Thank you in advance for taking time to read not only my email but also the multiple others that I believe your office has received from concerned neighbors and members of the Goose Hollow Foothills League.

My name is Andrew Rome and while I serve on the GHFL Board of Directors I write to you with my own personal opinion (and that of my wife's).

We love Goose Hollow- in fact we knew we only wanted to move to Goose Hollow and thus it took over 8 months for us to find our "perfect home." Part of the reason we love Goose Hollow (and Portland) are the various beautiful scenic view points and corridors. While we understand the city is growing and current city code permits more density within Goose Hollow we feel there should be an appropriate balance of growing in a "Portland way" while still welcoming future residents without degrading the "Portland experience" for our future new neighbors and community members.

A big piece of that we believe, are the various view points around the city. Specifically:

> the **Vista Bridge** should stay as a protected view point which in our mind should include the iconic archways and the entire span of the bridge. **We feel the extra density and profit for a few developers to build a few stories higher with higher height limits do not equal sufficient and necessary justification to take away the view from the public. Thus we request this stays as a protected view corridor.**

> **Mt Hood**, one of the most iconic images of the Pacific NW should be protected at the current codified levels to include not only protecting the very top but also the iconic timberline. Something that is currently available to see and enjoy. **Thus, we request current level of protections are maintained and not lowered. Again we do not feel the extra feet in increase height limits provides the necessary or sufficient justification for taking away the current site lines.**

> **Salmon Springs Fountain,** near the water front also gives the public an iconic view of Mt. Hood. I would argue this spot is one of the most popular and diverse gathering spots of all of Portland- from successful

business men/women to clerical staff, to artists to day laborers, old and young, long term residents to guests visiting from near or far. I would hope that the city would agree there is a public interest in protecting this viewpoint. **Thus, we request heights are lowered to protect this gathering spot for all of Portland. If Mt. Hood is blocked at this point I feel this location will loose its ability to pull together such a diverse and wonderful set of Portland residents, guests and businesses.**

In summary thank you for your full consideration of these opinions. We look forward to protecting Views to the Visa Bridge, Views to Mt Hood from the Vista Bridge, Views of Mt Hoot from Salmon Springs Fountain. I do think if the public was more informed as if these additional height limits are written into the 2035 plan how much:

> more money would developers stand to make with the added heights to their buildings
> more people would actually have housing
> would the current above views be obscured

there would be even more groundswell of opposition from residents and visitors to these iconic views.

Respectfully Submitted,
Andrew and Ami Rome
1724 SW Clay Street
Portland, OR 97201

GOOSE HOLLOW FOOTHILLS LEAGUE

2257 NW RALEIGH STREET PORTLAND, OR 97210 503-823-4288

Portland Bureau of Planning and Sustainability
Attn: Kathryn Hartinger, Associate Planner
1900 SW 4th Avenue
Portland, OR 97201

March 17, 2016

Dear Kathryn,

RE: GHFL's comments on the Draft CC2035 Plan

I. The Goose Hollow Foothills League (GHFL) supports the heights that have been lowered in various Goose Hollow locations in the current draft Central City 2035 plan. We support the Planning staff's efforts to protect various view corridors by lowering these heights. Thank you!

GHFL requests the following changes to the draft CC2035 plan.

In the Goose Hollow section:

II. **A. Add new POLICY 5.GH-5 to page 70 in Goals and Policies**
POLICY 5.GH-5 Historic resources and districts. Retain the personality and character of Goose Hollow by encouraging the preservation and rehabilitation of existing buildings and historic resources that represent a wide range of architectural styles, scales and eras.

B. Add GH historic preservation reference to Policy 5.17 (page 68).
Rationale: The West End, Old Town/Chinatown, Downtown, Pearl, Lower Albina, and Central Eastside all have this policy to protect historic resources and districts, yet Goose Hollow does not. Goose Hollow has many historic buildings that need protecting. Goose Hollow should have a similar policy.

III. **Change all mentions of "the Hollow" to "the area near I-405"** since all of our lower elevations at the base of the hills are part of the Hollow, and the area now referenced is much smaller. We apologize for our previous mistake on this point.

IV. **West End**—GHFL supports the efforts of West End residents to advocate for better protection of the incredible historic architecture in the West End than the current draft provides and for lowered heights along the Park Blocks.

V. **In the View Corridors section:**
A. SW 10 International Rose Test Garden – near garden store, south point and
SW 12 Washington Park Zoo Train Station
On both, focal points should be changed to include downtown skyline, with Mt. Hood in distance. These have been view corridors for the downtown skyline and Mt. Hood for over a century. The vegetation blocking the view of downtown can and should be managed, even though the slope is steep. These are historically and visually significant views of the downtown skyline and are primary places for tourists and Oregonians to visit. Historically, overgrown

vegetation has never been a sufficient reason for removing views from protection. It is shocking that overgrown vegetation is given as the reason for removing longstanding view protections at multiple places throughout Portland. Staff should change the criteria for protecting views. Managing vegetation is an easy step that should be taken to protect views throughout Portland. On SW 10 and 12, these protected view corridors should remain protected and the vegetation should be managed to view the downtown skyline.

B. SW 14 SW Market at 20th should have a limit recommendation because it is at the top of a well-used public staircase. Other public staircases have the limit recommendation at the top. This heavily used public staircase provides lovely city and Mt. St. Helens views and should have the same view protection.

C. SW 19 and SW 21 –SW Montgomery Drive. Both should be changed to limit prohibit. Vegetation on a steep slope is not reason enough to lose iconic view corridors. These views can easily and should be preserved by managing the vegetation. Frank L. Knight "park" west of the extension of SW 19th is dedicated public parkland and can be appropriately managed to provide stunning near views of Portland's central city and Mt. St. Helens beyond.

D. SW 17 Salmon Springs should be a protected view corridor. Heights should be reduced to protect this iconic view of Portland. This site is visited by thousands of tourists and residents. The economic value of such an important and heavily used tourist site should have far more weight in the analysis than staff has given. This is an incredibly important view of Mt. Hood. The draft claims that future development of buildings is economically more important than protecting this view. This rationale is flawed. This rationale gives developers huge profits while permanently stripping away the public amenity of this iconic Portland view. The Planning Bureau should alter its view analysis methods to include the enormous financial benefit (tourists) and cultural benefit (Portland's sense of place) of the public amenity of this iconic Portland view. Noted local architect George Crandal argued forcefully for protecting this view in front of Council during adoption of the 1991 plan. George also argued for the protection of the views of downtown from the bridges, invoking the language of the Portland Design guidelines with respect to the importance of a sense of arrival and depth of field on entering downtown from the East.

VI. **Upland Views**

A. The Vista Bridge view corridor to Mt. Hood—The draft's rationale for blocking more of the view of Mt. Hood from the Vista Bridge is that some of the view has already been blocked, so the Planning Bureau will adjust the heights to block even more. This rationale is flawed. Buildings already blocked the view in 1991 when the view corridor was first preserved. **This view corridor was protected in 1991 to prevent further destruction of the view of Mt. Hood from the Vista Bridge.**

Having only the very top of Mt. Hood's peak protected is an inadequate protection of this view corridor. The bottom elevation should not be based on the height of existing buildings, and the view corridor should not be narrowed to reflect buildings already blocking part of the view. This rationale gives developers huge profits while permanently stripping away the public amenity of this iconic Portland view. The Planning Bureau should alter its view analysis methods to include the enormous financial benefit (tourists) and cultural benefit (Portland's sense of place) of the

public amenity of this iconic Portland view. The view from the Vista Bridge is so iconic that it has come to stand for all of Portland. The most recent example is on the hit TV show *Portlandia*, where this view is the title shot. The draft's proposed view corridor changes DO NOT protect the view of Mt. Hood. The bottom elevation and the view corridor to the north should remain as is in current code, with non-conforming buildings noted as irregularities that should be prohibited in the future.

History—Views from the Vista Bridge are historically important since the vistas from the Vista Bridge and SW Vista Ave were designed by the Olmsted brothers in the 1920s. Preservation of these important views has been embraced by a century of Portlanders. Also, SW Jefferson/Canyon Rd. (which the Vista Bridge spans) was "The Great Plank Road," first planked in the 1850s and an important entry and exit from downtown Portland for 166 years.

Recommendation: Keep strong view corridor protection of Mt. Hood from the Vista Bridge. View corridor should be made wider to honor the goals of the 1991 protection of this view. Heights should be restricted in this view corridor to keep the current views of the Mt. Hood timberline. Remove language in the draft (page 73) that states that timberline can't be seen. This is incorrect, since the timberline can be seen.

B. Views toward the Vista Bridge—The massing images on page 72 show dramatically increased heights in Goose Hollow. This is incorrect. The view corridor of the Vista Bridge is currently protected and should remain protected. Additionally, Planning staff told Goose Hollow repeatedly in public meetings and on emails that Goose Hollow's heights will not increase. The massing from Vista Bridge to I-405 should be reduced in the proposed massing image.

Preserving the view corridor to the Vista Bridge has been addressed in the Adopted West Quadrant Plan has as one of its five urban design policies to "elevate the presence, character and role of significant public view corridors (e.g. Vista Bridge, West Hills) which define the district." And Goose Hollow's vision principles, adopted by the GHFL board after years of public input, includes "enhancing the scenic corridor to Vista Bridge" along Jefferson. http://www.goosehollow.org/images/ghvision20110317.pdf

The 1991 Scenic Resources Protection Plan required even lower heights near the Vista Bridge– with 15' beside the bridge, then 20', 30', 35', 40', then finally 45' at Jefferson and SW 17th. GHFL proposes staying with the current lowered heights (30', 35', 40', and 45'), but we request setbacks and request that the lowered heights be expanded to include the entirety of the properties along Jefferson, from the bridge to SW 17th.

History--Views from downtown to the Vista Bridge have been a defining feature of Portland since it was built in 1925. Views from Washington Park to the Vista Bridge are also vital. John Charles Olmsted advocated protecting the view from Washington Park to the bridge. In fact, the Water Bureau is promoting the outstanding views to the bridge from the park that will be even more visible with the Water Bureau's redesign of the lower reservoir as wetlands with public access surrounding it. When they've given public tours to show off the design, they've emphasized the gorgeous views that will be available from the wetlands to the Vista Bridge. Thus it is important to make sure that no building on either side of the bridge ever blocks the views of the arches.

Recommendation: SW Jefferson should not be listed as a view street since this gives inadequate protection to the currently protected views of the Vista Bridge. The view corridor to the Vista Bridge should remain protected, with views of the Vista Bridge added to the list of important focal points. Keeping a view corridor from I-405 looking west to the Vista Bridge provides the best protection of this important Portland view. Heights should be lowered so that views of the bridge will be permanently protected. No building should ever block the view of the arches, which is the significant architectural feature of the bridge. Heights next to the bridge and for at least four blocks on each side of the bridge should be low and should require significant set-backs to protect sightlines to the bridge, especially the view of the arches.

GHFL recommends keeping the currently lowered heights (30', 35', 40', and 45') but expand the boundary of those lowered heights to include the entirety of the properties along Jefferson, from the bridge to SW 17th. Significant setbacks should be required along all of SW Jefferson/Canyon Rd. (in Goose Hollow) to preserve the view corridor of the Vista Bridge, especially views of the arches. GHFL proposes that no building be higher than one story at street level along SW Jefferson/Canyon, with a 20' set back for the next story (as recommended in the 1991 Scenic Resources Protection Plan). The lowered heights in this view corridor to the Vista Bridge should not include extra height granted for bonuses, elevator stacks, rooftop utilities, etc.

This means that changes will be required to the heights and set backs on Comp Plan proposed change #1117 (2430 SW Canyon) and #1123 (on west side of the bridge) which both have the potential to block views of the arches of the bridge.

VII. **In the Zoning section**:

A. Recommendation: Add back the required residential overlay in the areas to the east and west of the stadium. This can include hotels, retirement centers, assisted living facilities, condos, or apartments with mixed use (offices, retail, restaurants, etc). The goal is to have 24 hour eyes on the ground, which adds a protective element in Goose Hollow since it is a dense urban neighborhood.

B. Create new zoning which will give Goose Hollow *required* 24 hour eyes on the ground in all developments east and west of the stadium, while giving flexibility to also allow for a robust mix of uses in these buildings.

For many decades Goose Hollow has advocated for a required residential overlay in the areas to the west and east of the stadium. No GHFL board has ever advocated for the required residential overlay to be removed. During the West Quadrant SAC process, two individuals on the SAC – a developer who owns property in this area and could gain financially from removing this overlay, and the then-GHFL representative– incorrectly claimed that Goose Hollow wants this overlay removed. This does not represent any policy vote by any GHFL board. GHFL wants required 24 hour eyes on the ground east and west of the stadium, for which we believe a residential overlay is essential protection. We have been consistent with this goal for many decades.

C. Under Map 510-6 Special Residential Use Areas the draft states:
"Required Residential has been removed in areas of Goose Hollow as discussed in the West Quadrant Plan". **GHFL requests the removal of this sentence from the draft.**

GHFL has informed staff that West Quadrant SAC members from Goose Hollow stated their own personal opinions, which may have reflected potential conflicts of interest, and which, to reiterate, did **not** represent the GHFL position as reflected in any board vote. The GHFL board has in fact voted to strongly oppose the removal of this requirement.

VIII. **Ombudsman's Report**
-The ombudsman's report stated that conflicts of interest occurred during the West Quadrant SAC process.

GHFL requests that the ombudsman's letter and the required conflict of interest disclosures by West Quadrant SAC members be included in the CC2035 plan so that Portland residents can understand how Comp Plan decisions came to be.

Allowing SAC members to vote on issues that could enrich them personally is the very definition of graft. Great distrust of the public process is created when city bureaus and agencies choose SAC members who stand to gain financially from the issues being voted on and discussed. **GHFL recommends that this should NEVER occur again on any SAC.**

IX. **Historic Buildings along/near SW Morrison are not protected**
There are a number of historic buildings on or near SW Morrison in Goose Hollow that are not properly protected in this draft. Many are listed as Portland landmarks or are on the National Register--The Tiffany Center (1410 SW Morrison), The Bronaugh Apartments (1434 SW Morrison), The Scottish Rite Building (709 SW 15th), the old Concordia Club--a Jewish social organization formed when Jews weren't allowed membership in the MAC, Arlington club, etc. (1532 SW Morrison), the Commodore Apartments (1621 SW Morrison), the Winston Apartments (1709 SW Morrison), the Historic Hamilton Arms Condos (709 SW 16th), the Lafayette Apartments (730 SW 16th), and the Hotel deLuxe (729 SW 15th). The current height limits, bonuses, and potential FAR transfers threaten the protection of these beautiful historic Goose Hollow buildings. **GHFL requests better protection of our outstanding historic architectural assets.**

We look forward to meeting with you on these issues.

Sincerely,

Tracy J. Prince

Tracy J. Prince, Ph.D.
President, Goose Hollow Foothills League

Meharg, Emily

From: Hartinger, Kathryn
Sent: Wednesday, March 16, 2016 1:49 PM
To: Mark Velky
Cc: Meharg, Emily
Subject: RE: Draft CC2035 Plan Comments

Mark,

Thanks for your thoughtful comments. Hope you're having a great week,

Kathryn

From: Mark Velky [mailto:dmc.lotus@yahoo.com]
Sent: Wednesday, March 16, 2016 1:40 PM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>
Cc: GHFL BOARD <board@goosehollow.org>; Scott Schaffer <scott@schafferiplaw.com>
Subject: Draft CC2035 Plan Comments

Dear Ms. Hartinger

As a resident of the Goose Hollow neighborhood who lives on Vista Ave., below are listed Some of my comments about the draft CC2035 plan.

- All current views should be maintained and protected.

- The view corridor from I-405 west on Jefferson to the Vista Bridge should Not be downgraded to a view street. Heights should Not be raised and setbacks should be included to help protect this view.

- The view corridor from the Vista Bridge looking through downtown to Mount Hood needs to be maintained and protected. Heights downtown should Never be raised in this corridor.

- Elevator equipment, HVAC equipment, chimneys, antennas, flag poles, etc. etc. Should be included in the max heights.

- If vegetation is starting to block a view or already has it needs to be Trimmed. I'm hearing some views are going to be removed from protection because some tree branches or leaves are in the way, well that's just Nuts.

- Historic architectural assets need to be protected!!

- The residential overlay that is being considered for removal in Goose Hollow Needs To Stay, out of about 6,500 neighbors, I am only aware of 2 that want it removed and one of those has a clear financial conflict of interest.

- I see that some heights in Goose Hollow are being lowered, Thanks for that and please do more!

- And one more Important one!
About a year and a half ago I went on a tour inside the historic fence around the reservoirs in Washington Park that has been closed to the public for years. The Water Bureau was briefing citizens about there plans for the upcoming reservoir project and working hard to get our buy in. One of the main things they were using to promote there plan was a Stunning New View the public will have access to after the lower reservoir is filled in and turned into a wetlands area. This view will be looking under and through the Vista Bridge from Washington Park towards downtown and will be magnificent! Currently the only people who can see this are people who work for the Water Bureau or Parks in Washington Park, but that is going to change in a few years when the reservoir project gets done, well within the timeline of the CC2035 plan. This New View needs to be recognized and protected and I hope you are working with the Water Bureau to do this.

Thank You
Mark Velky, Concerned Citizen

Meharg, Emily

From: Hartinger, Kathryn
Sent: Wednesday, March 16, 2016 5:29 PM
To: Roger Leachman
Cc: Meharg, Emily
Subject: Re: Some Concerns re Goose Hollow & the Comp Plan

Roger,

Thanks for your comments. Have a great night,

Kathryn

Sent using OWA for iPhone

From: Roger Leachman <rogerleachman@hotmail.com>
Sent: Wednesday, March 16, 2016 5:07:52 PM
To: Hartinger, Kathryn
Cc: board@goosehollow.org
Subject: Some Concerns re Goose Hollow & the Comp Plan

Dear Ms. Hartinger:

I am a resident of SW Vista & serve on the Board of the Goose Hollow Foothills League (GHFL).

In what follows, I express my views as a resident, taxpayer, & citizen. The GHFL Board has not yet met to take a formal position on some of these these matters (it will meet to do so on Thursday, 17 March). I am personally convinced, however, that these views are shared by the great majority of Goose Hollow residents --& very likely by the majority of Portlanders who cherish their city.

It is hard to think that anyone in Portland would want the View Corridor from the the Vista Bridge endangered. The level of protection which allows the timberline to be seen should be kept –we should not destroy what still can be seen, despite the lamentable effect of past mistakes like the KOIN Tower. The language which erroneously states the timberline cannot be seen should be corrected, & the proposed corridor in the draft should be widened.

Portland is a city of beautiful & iconic bridges. The Vista Bridge is one of these. It is not only lovely to view, it is historic, & the successor to the Old Plank Road (the highway that *made* Portland) passes beneath its graceful arches. And the view of those arches should *never* be blocked --it would be an act of barbarism to do so. An increase in building heights along what was & should remain a protected view corridor would be such an act. The existing corridor of lowered heights should be expanded and encompass both sides of the bridge. No future development should be allowed to block the views to the arches.

The view of Mt. Hood from Salmon Springs Fountain is one that almost every Portlander & tourist enjoys, whether consciously or unconsciously. To hear that view was not “economically feasible” to maintain is a mind-boggling statement of skewed values –putting private economic interests ahead of the greater public interests. What does this say about the process of planning for a city which this & future generations should cherish? One should not sell a birthright for a mess of potage (i.e., the profits of developers).

The residential overlay in Goose Hollow should be restored. It was removed during the notoriously inadequate West Quadrant process (more on this subsequently) against the neighborhood's wishes. GHFL President Tracy Prince has detailed this in her 11 March 2016 email to you, so I need not repeat her reasoning here, but will simply note I agree with it, & that the GHFL Board has voted the overlay should remain.

The historic buildings in our neighborhood & in many other Portland neighborhoods deserve protections that they do not get in the current draft. Portland is undergoing a demolition epidemic that has raised the consciousness (& the ire) of many neighborhood associations. I do not think city government has yet recognized how this issue has galvanized ordinary citizens to rise up & say "enough." Dr. Prince has noted in her 11 March email the specific draft changes Goose Hollow should receive, & I endorse them.

Finally I come to the matter that casts a pall over not only the Comp Plan, but city government generally: the abject failure of public process. The West Quadrant Plan was not only deeply flawed but, I would not hesitate to say, *corrupt*. The Ombudsman's report & the documentation in the complaint she released document this. Mayoral candidate Ted Wheeler noted in his remarks at the *Northwest Examiner's* candidate forum on 17 February that Portland's public processes need overhaul. And I would invite you to read his remarks (on page 5 of the February *Examiner*) in response to questioning on this matter. I'd further note that his opponent, Jules Bailey, was in agreement. The very public concerns of associations like our own, Multnomah, Eastmoreland & others indicate the Comp Plan process up to this point fell into the trap. I suggest that the grass roots activities & sentiments of ordinary citizens are going to assure that this issue will not go away, but will continue to resonate until the concerns are addressed –ultimately, I would say, through law & a cultural sea change in Portland government that protect the "public" interests from the "private" (& conflicted) ones.

Yours truly,
Roger Leachman

Roger Leachman
742 SW Vista Ave., # 36
Portland, OR 97205
(704)962-6523
rogerleachman@hotmail.com

Meharg, Emily

From: Hartinger, Kathryn
Sent: Tuesday, March 15, 2016 8:29 PM
To: Ani Meharry
Cc: Meharg, Emily
Subject: Re: Re protecting views to and from the Vista Bridge.

Ani,

Thanks for your thoughtful comments. Have a great night,

Kathryn

Sent using OWA for iPhone

_____

From: Ani Meharry <silentpathways@yahoo.com>
Sent: Tuesday, March 15, 2016 5:32:51 PM
To: Hartinger, Kathryn
Cc: board@goosehollow.org
Subject: Re protecting views to and from the Vista Bridge.

As a member of the Goose Hollow Foothills League and a resident as well as a director on the Board of the Jefferson Condominiums, I am writing to encourage the city planning commission, and any others concerned, to abandon their intent to go forward with height alterations in the Jefferson street "jefferson View Corridor". It recently came to the community's attention that the city intends to disregard the designated view corridor, greatly increase height allowances in this corridor (from 45 feet to approximately 130 feet), and in so doing, obliterate the Mt Hood views from the Vista Bridge, obliterate view from the corridor OF the Vista bridge as well, and, thus, fail to continue to protect these views which make Portland livable for its residents as well as attractive to its visitors.

Views are a big part of this relatively small city: the Vista Bridge, the West Hills, the Willamette and its bridges with its parks along side its waters, and of course the views of the currently dormant volcano, Mt Hood, as well as the semi-dormant Mt. St. Helen's (also seen from spots in Goose Hollow).

In this matter a few factors, currently being somewhat overlooked, need to be mentioned. One is that jefferson street itself is a street that curves back and forth against its own median (my lay person's description), thus causing all views to be seen from differing angles and requiring a "view corridor"designation, one specifying a 45 foot height or lower for structures, and this rather than a "view street" designation. The corridor protection is one the jefferson street area has enjoyed for decades. Further, it has already happened that too many liberties have been taken with building height in relationship to view, the bridge, and Mt Hood; and the mountain's spectacular profile, once seen below the tree line (from the bridge), is now partially obscured. Further the height of downtown buildings now prevents a part of the specular view of this mountain from Vista Bridge which, if I've been told correctly, once met the eyes as folks entered Portland from Rt. 26 and drove under that iconic Vista Bridge. Yes, a complex set of views, and all worth preserving.

We residents have heard there is a profit motive being given as reason to alter heights and cease to protect views. As a resident, this is an argument which baffles and shocks. Could it be this is the argument of the many out of town developers coming into Portland with only profit and not aesthetics in mind?

Meanwhile the residents are in turmoil over the whole situation and bent on rectifying it. One hears, in protest of the height adjustment, "Why continue to live in Portland?" from some residents. So let's consider answers to this question.

As a city Portland does have its draw. The various gardens--The Rose, the Japanese, and Lan Su, the Chinese; its various sports arenas and fields; it's museums; its universities; a few art galleries; numerous good restaurants. But most of all, Portland has its irreplaceable landmarks as well as a few historically and architecturally interesting structures. However, many of the latter have already been lost to gentrification, replacement, demolition, and, as already stated, many cherished landmarks have been obstructed by placement of high buildings, which, should they have seemed necessary to the modernization of this relatively small city, at least could have been better placed. Even the charm of the river lined by its grassy parks and wide promenades is now being threatened by projected buildings that could, and many would say, should, be better placed elsewhere than current planning indicates. And time remains for this adjustment to be made.

For some of us the solution is for Portland to keep in mind that it is not like all cities, and any 'profit' the city attracts for its businesses is and will be connected to its natural assets. It is also important to note that many of us feel unhappy with the way 'city growth' is being handled, and are well aware the issue of our livability isn't being valued as we would like.

Portland, it would seem, aspires to be a premier city--among which, New York City, San Francisco, Venice, Italy. But many concur, it's only avenue to this is in understanding itself and in not trying to mimic other cities by simply adding 'taller' and 'more, ' while loosing its focus on its natural values and risking having become just one more promising city.

Many feel, including noted architects, that a city which neither values the assets it has, it's signature landmarks, nor the individuals these assets have attracted, is ignoring its own nature, and is impoverishing itself with short-sighted choices.

And so in closing, a plea. To remember that the residents who are here and the tourists who come, have been attracted to the very things which are about to vanish in what is potentially a misguided development spree. To remember that these treasured views and view points, once gone, are gone forever. Thank you for the opportunity to speak.

Dr. Ani Meharry

Sent from my iPhone

Meharg, Emily

From: Hartinger, Kathryn
Sent: Tuesday, March 15, 2016 8:27 PM
To: Constance Kirk
Cc: Meharg, Emily
Subject: Re: Protect the Vista Bridge corridor in Goose Hollow (say no to unchecked heights)

Constance,

Thanks for your comments-and the photo. Have a great night,

Kathryn

Sent using OWA for iPhone

From: Constance Kirk <conniekirk@me.com>
Sent: Tuesday, March 15, 2016 5:16:30 PM
To: Hartinger, Kathryn
Cc: GHFL BOARD
Subject: Protect the Vista Bridge corridor in Goose Hollow (say no to unchecked heights)



View of the newly constructed Goose Hollow Apartments from a terrace at Arbor Vista Condominiums

Dear Ms. Hartinger:

I strongly support the GHFL's (Goose Hollow Foothills League's) efforts to protect the views of the Vista Bridge.
These views have been protected for 25 years.

I oppose unchecked heights in our historic neighborhood and urge the City of Portland to lower height limits.

Maintaining our view corridors is critical to maintaining property values, as well as the integrity of our historic neighborhood.
Natural sunlight is a human right. Goose Hollow residents should not have to endure the loss of light and view that our dear neighbors
at Arbor Vista Condominiums are now contending with.

Thank you for your time.

Sincerely,

Constance E. Kirk
1132 SW 19th Avenue
Portland, OR 97205

Meharg, Emily

From: Hartinger, Kathryn
Sent: Tuesday, March 15, 2016 8:26 PM
To: George Johanson
Cc: Meharg, Emily
Subject: Re: the Vista Bridge view

George,

Thanks for your comments. Have a great night,

Kathryn

Sent using OWA for iPhone

From: George Johanson <johanson@spiritone.com>
Sent: Tuesday, March 15, 2016 5:06:31 PM
To: Hartinger, Kathryn
Cc: board@goosehollow.org
Subject: the Vista Bridge view

Dear Ms Hartinger,
We have recently become aware that there is a plan or proposal to allow for higher downtown buildings that may effect the view from the Vista Bridge. Having lived near the bridge for some 50 years we have seen many new buildings erected over the years. But there are still significant corridors and spaces left between the tall buildings that allow for good views of the hills in the distance and foothills of Mt Hood.
We have always assumed that the building code would preserve the spaces that lend so much to the view. It is alarming to think that new taller limits would close up the open spaces to the extent that one might only see the top of the mountain. This would totally ruin any sense of the grandure of our iconic mountain.
Living close to the bridge makes us fully aware of the tremendous tourist attraction that the bridge with its view represents. It seems very shortsighted, in economic terms as well as aesthetic terms, to consider anything that would impede those handsome views.
We are strongly opposed to raising the present height restrictions.

Sincerely,
George and Phyllis Johanson
2237 SW Market Street Dr.
Portland OR 97201
503-228-4237

Meharg, Emily

From: Dauphin, Derek
Sent: Monday, March 14, 2016 2:55 PM
To: BPS Central City 2035
Subject: FW: [Approved Sender] Re: [Approved Sender] Re: CC2035 Presentation to CEIC

Please enter these comments into the database (break them up into multiple comments) and attribute them to Peter Stark. The CEIC will send separate comments.

Thanks!

Derek Dauphin
City of Portland Bureau of Planning & Sustainability
1900 SW 4th Ave, Suite 7100
503-823-5869 | Derek.Dauphin@PortlandOregon.Gov

To help ensure equal access to City programs, services and activities, the City of Portland will provide translation, reasonably modify policies/procedures and provide auxiliary aids/services/alternative formats to persons with disabilities. For accommodations, translations, complaints, and additional information, contact me, call 503-823-5869, City TTY 503-823-6868, or use Oregon Relay Service: 711.

From: Peter Stark [mailto:ptstark@ceic.cc]
Sent: Monday, March 14, 2016 1:23 PM
To: Dauphin, Derek <Derek.Dauphin@portlandoregon.gov>
Cc: Debbie Kitchin <dkitchin@interworksllc.com>; Robin Scholetzky <robin@urbanlensplanning.net>; Doss, Troy <Troy.Doss@portlandoregon.gov>; Brad Malsin <Brad@beamdevelopment.com>; krystyn@beamdevelopment.com; Peter Finley Fry <peter@finleyfry.com>; Hoy, Rachael <Rachael.Hoy@portlandoregon.gov>
Subject: [Approved Sender] Re: [Approved Sender] Re: CC2035 Presentation to CEIC

Derek, given my comments have not been reviewed by the CEIC board they remain my comments.

On Mar 14, 2016, at 12:50 PM, Dauphin, Derek wrote:

Hi Peter,

Thanks for your comments.

My understanding is that there will be a formal letter from the CEIC that Peter Fry and others are drafting. If this is true, should we treat the comments below as your personal comments on the plan? There are some questions to Peter in them, so if you want to keep working on them and send a final version, I can wait to enter them into our database at that point. I'll still need to be clear about whether these are on behalf the CEIC or yourself.

Let me know.

Kind regards,
Derek Dauphin
City of Portland Bureau of Planning & Sustainability
1900 SW 4th Ave, Suite 7100
503-823-5869 | Derek.Dauphin@PortlandOregon.Gov

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From: Peter Stark [mailto:ptstark@ceic.cc]
Sent: Monday, March 14, 2016 12:41 PM
To: Dauphin, Derek <Derek.Dauphin@portlandoregon.gov>
Cc: Debbie Kitchin <dkitchin@interworksllc.com>; Robin Scholetzky <robin@urbanlensplanning.net>; Doss, Troy <Troy.Doss@portlandoregon.gov>; Brad Malsin <Brad@beamdevelopment.com>; krystyn@beamdevelopment.com; Peter Finley Fry <peter@finleyfry.com>
Subject: [Approved Sender] Re: CC2035 Presentation to CEIC

Derek, sorry I'm booked. My comments are as follows:

CC2035 discussion draft

1) Map 510-12 "Retail Sales and Services Limited" I wasn't sure what limits we'd placed to the new EXd in the CEID other than the need for Master plan as a concession to allow housing. I assume the limits are fine Peter FF what do you think?

2) Map 510-19 the areas south to the Ross Island bridge are also changing to EXd, they must be included as "Master Plan Sites.

3) Map 510-20 new view corridors should be vetted through property owners impacted. In particular the new view corridor over the southern triangle seems counter to the intent to maximize development in this location. I would maximize height at the corridor such that development can be maximized without impacting scenic views.

4) Map 510-2 and map 510-3 not sure why some of the MLK/Grand corridor has 6:1 FAR and height reductions. Assume its historic or view related. Seems like we should keep this corridor 9:1 to maximize development. Peter FF what do you think?

5) Map 510-7 not sure why Grand isn't also a "required building line" given MLK/Grand is our commercial corridor. Maybe it should match Map 510-8 "ground floor windows" and Map 510-9 "Active use areas".

6) Map 510-10 - support. Including maximum parking ratios.

7) CC2035 discussion draft 510 Central City Parking Code - support excepted as noted below. Add commentary regarding lack of parking infrastructure in the CEID that will require creation of preservation and visitor parking to address growth from industrial to higher density create industrial. Other areas of the central city (Lloyd, Downtown, Pearl) don't have a lack of structured parking not true in the CEID.

8) CC2035 discussion draft page 235 G.2 Carpool parking. I don't recall discussing this requirement. Given parking demand will create the need for carpooling regardless of this requirement - I'm concerned this will only hinder the flexibility needed for high parking demand.

9) CC2035 discussion draft page 235 G.3 Surface parking lots with new development. We never agreed to limit the number of stalls to 20. There are large sites (like New Seasons) that if built new would not be viable with this limitation. I would keep the limitation to maximum ratios and not pose an additional limitation.

10) CC2035 discussion draft page 247 6c(1) Concerned the limitations noted in this section may have unintended consequences. Might suggest instead of prohibiting motor vehicle access - a formal plan review be required where parking and these alignments coincide.

11) CC2035 discussion draft page 250 CEID support the exception to allow commercial use of private lots for the district.

CC2035 discussion draft TSP

1) TSP page 745 policy 9.54. Loading and Freight is the backbone to our economy. "Support" is too week and should be changed to "Continue to strengthen." Also there is a regional aspect to freight that is missing. The city need to continue to strengthen the ability to move goods in and out of the city to access regional transportation systems. As we reduce SOV we create better utilization of our transportation system for uses such as freight and transit.

2) TSP page 746 60% non-SOV is aggressive but more reasonable than the other targets - support.

3) TSP page 747 Street Classification Map, access to I-5 for the CEID is from the Morrison Bridge to Naito Parkway. As the RAMPS on the west side of the bridge along NPW to I-5 should be red or orange to designate this important route.

4) TSP page 748 Transit Classifications. The CEID is has minimal N/S bus service. The TPAC is considering an alignment on Water from the OMSI station to Stark or father north. This consideration has not been vetted through the CEIC board.

5) TSP page 749 Emergency Response. The ramps on the west end of the Morrison Bridge should be added.

6) TSP page 750 City Freight. This map is missing a lot of very important routes. The ramps on the west end of the Morrison Bridge MUST be added!!! As well as access to I-5 via Naito Parkway for example.

7) TSP page 751 City Bike. Change the alignment for the new bike/ped bridge south of I-84 to run west along the embankment to 6th, then south to Ankeny then East to 7th. General note - there continues to be concern and discussion regarding the conflict between freight routes and bike routes. At the recent Freight loading meeting it was noted there needs to be better separation between these two uses.

8) TSP page 752 Pedestrian. Map supports the "green loop" on Grand/MLK - just saying.

9) TSP page 755 Green Loop. Include language that allows separation of ped/bike. Ped could be on MLK/Grand, bike on 7th the Akeny then 6th to embankment then east to ped/bike bridge over I-84

10) TSP page 755 Morrison Bridge Westside Ramps. Change "consider" to "Maintain."

11) TSP ID 20063 - I think I support this project but think we need to get a better idea of what is being proposed here.

12 TSP ID 20173 - Greenway along 9th, Akeney to Powell. Assume this is the "green loop" - this route has not been approved by the CEIC.

END....
Other comments to follow.

On Mar 11, 2016, at 4:00 PM, Dauphin, Derek wrote:

Hi All,

Peter F called me and wanted to meet with us before he leaves town next Wednesday, so we are going to meet with him on Monday from 1-2pm here at BPS. I recognize that's coming up very quickly, but anyone is welcome to attend that meeting. Just let me know.

We are also more than happy to have another meeting with the rest of the group on the 30th or 31st. I've put some times below that work for us. Let me know which one you'd prefer.

- Wednesday, March 30th before 10am or between 2:30 and 4pm
- Thursday, March 31st between 10:30 am and 4pm

If those dates end up being problematic, I did tell Peter F that we would give CEIC an extra week to finalize comments (i.e., until April 7th) which he felt would be helpful given that we are due to present at the CEIC LU Committee meeting on the 5th. This would also allow for another week to meet with everyone if the 30th and 31st don't work.

Let me know what you think.

Kind regards,
Derek Dauphin
City of Portland Bureau of Planning & Sustainability
1900 SW 4th Ave, Suite 7100
503-823-5869 | Derek.Dauphin@PortlandOregon.Gov
To help ensure equal access to City programs, services and activities, the City of Portland will provide translation, reasonably modify policies/procedures and provide auxiliary aids/services/alternative formats to persons with disabilities. For accommodations, translations, complaints, and additional information, contact me, call 503-823-5869, City TTY 503-823-6868, or use Oregon Relay Service: 711.

From: Debbie Kitchin [mailto:dkitchin@interworksllc.com]
Sent: Friday, March 11, 2016 1:38 PM
To: Robin Scholetzky <robin@urbanlensplanning.net>; Dauphin, Derek <Derek.Dauphin@portlandoregon.gov>; Doss, Troy <Troy.Doss@portlandoregon.gov>
Cc: Brad Malsin <Brad@beamdevelopment.com>; krystyn@beamdevelopment.com; Peter Finley Fry <peter@finleyfry.com>; Peter Stark <ptstark@ceic.cc>
Subject: Re: CC2035 Presentation to CEIC

I am out on the 28th and 29th all day. Available all day on the 30th and between 10:30 am and 4 pm on the 31st.

Debbie Kitchin
InterWorks, LLC
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Earth Friendly Remodeler
503-233-3500
971-563-0208 cell
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www.facebook.com/InterWorksPortland

dkitchin@interworksllc.com

From: Robin Scholetzky <robin@urbanlensplanning.net>
Sent: Friday, March 11, 2016 1:26 PM
To: Dauphin, Derek; Doss, Troy
Cc: Brad Malsin; Debbie Kitchin; krystyn@beamdevelopment.com; Peter Finley Fry; Peter Stark
Subject: Re: CC2035 Presentation to CEIC

HI Derek,
Thank you for reaching out on this. As you saw on Peter Fry's comments, we've got a few issues that we'd appreciate the chance to speak with you about in advance of the City deadline and the April land use meeting.

One suggestion is for us to meet later this month on either the 28th or 29th. That way, Brad can be available and we can have enough time internally to be sure the list we bring you is properly vetted among our volunteer Board and meets your City deadline of March 31.

I'm copying those members of the Board that served on the SE Quadrant Plan committee and our Land use committee chair, Peter Fry.

Thank you in advance for your flexibility in finding a meeting time later this month. Krystyn, thank you for your help in finding a time for us.

Robin

On Wed, Mar 9, 2016 at 11:47 AM, Dauphin, Derek <Derek.Dauphin@portlandoregon.gov> wrote:

> Dear Brad and Robin,
>
> Central City Team staff are scheduled to attend the CEIC Land Use Committee meeting on April 5th. I wanted to follow up to clarify two things:
>
> 1. That date is after the deadline for comments on the Discussion Draft Central City 2035 Plan. Is CEIC comfortable with this, or would you like to meet with us during March to present parts of the plan so that you can formulate comments on the current draft. As a reminder, comments at this stage go to staff to consider as we prepare the Proposed Draft of the plan that PSC will review. Please confirm.
>
> 2. I spoke with Robin at our east side open house last week and she mentioned that for the CEIC LU committee meeting, she is collecting a "top ten" list of elements of the Central City Plan that she'd like us to discuss. If you can send this along to us a week or so prior to the April 5th meeting that would be very helpful.
>
> In the meantime, let me know if you have any comments or questions.
>
> Kind regards,
> Derek Dauphin
> City of Portland Bureau of Planning & Sustainability

1900 SW 4th Ave, Suite 7100
503-823-5869 | Derek.Dauphin@PortlandOregon.Gov
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--

Robin A. Scholetzky, AICP, LEED AP ND
Principal, UrbanLens Planning LLC
1.971.706.8720

Meharg, Emily

From: Hartinger, Kathryn
Sent: Monday, March 14, 2016 9:45 AM
To: Megan Pingree
Cc: Meharg, Emily
Subject: RE: Vista Bridge corridor affected by Goose Hollow proposal

Megan,

Thanks so much for your comments.

Kathryn

-----Original Message-----
From: Megan Pingree [mailto:meganpingree@comcast.net]
Sent: Monday, March 14, 2016 9:43 AM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>
Subject: Vista Bridge corridor affected by Goose Hollow proposal

Dear Ms. Hartinger

I am writing to express my sincere hope that new, higher height limits will NOT be allowed in Goose Hollow. If they are, the city's residents and visitors will lose iconic views from the Vista Bridge of Mt Hood down to the timberline, and from Jefferson St of the lovely Vista Bridge.

I appreciate the need for infill, for higher density housing in the city, but not at the expense of features that contribute so much to the quality of life here.

Thank you for your help in preserving Portland's livability, Megan Pingree (frequent traveller across the Vista Bridge)

Meharg, Emily

From: Hartinger, Kathryn
Sent: Monday, March 14, 2016 1:12 PM
To: Chip and Shana Nyhus
Cc: Meharg, Emily
Subject: RE: Vista Bridge corridor

Thank you for your comment. Hope you had a wonderful weekend,

Kathryn

-----Original Message-----
From: Chip and Shana Nyhus [mailto:chipandshana@comcast.net]
Sent: Monday, March 14, 2016 12:12 PM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>
Subject: Vista Bridge corridor

Hi Kathryn,
I am a resident of SW Portland and heard about the proposed building height changes in the vista bridge corridor. I am upset that we may be losing part of the charm and beauty that has always been Portland to big and taller buildings popping up all over the city. As a life long resident with almost 50 years here, I am requesting the city to do the following changes:

Do not increase downtown heights within the Vista Bridge corridor • Because Jefferson curves, classify SW Jefferson as a view corridor (not view street) with height limits set so that the view of the Vista Bridge deck AND arches are not further obscured

Thank you so much for taking the time to read this note!
Shana Nyhus

Meharg, Emily

From: Hartinger, Kathryn
Sent: Monday, March 14, 2016 8:07 PM
To: Tom Milne
Cc: Meharg, Emily
Subject: Re: Building Heights in Goose Hollow Neighborhood

Tom,

Thanks for your comments. Strange question-are you related to Casey Milne by chance? I work with her on a different project and I know she's also in Goose Hollow...

Have a great evening,

Kathryn

Sent using OWA for iPhone

From: Tom Milne <tom.milne@comcast.net>
Sent: Monday, March 14, 2016 6:15:23 PM
To: Hartinger, Kathryn
Cc: Boaard@goosehollow.org
Subject: Building Heights in Goose Hollow Neighborhood

I was VERY disturbed to hear of plans to significantly increase the building height allowances in the Goose Hollow neighborhood. This goes against long-standing policy and violates the work of many to protect the view corridor - both from the Vista Bridget looking toward Mt. Hood in the east, and toward the bridge and its historic and architecturally appealing arch. The view corridor has been protected for at least 25 years and should not change now. The argument that protecting the view corridor is not economically feasible is specious and smacks of developer quest for more profit. Please reverse your thinking on this very poor policy option.

Thank you.

Thomas L. Milne
1132 SW 19th Ave., #708
Portland, OR 97205
503-203-1025

Meharg, Emily

From: Hartinger, Kathryn
Sent: Monday, March 14, 2016 1:13 PM
To: Aaron Johanson
Cc: Meharg, Emily
Subject: RE: please restrict building height limits in Central City 2035 plan

Thank you for your comment. Hope you had a wonderful weekend,

Kathryn

-----Original Message-----
From: Aaron Johanson [mailto:aaron@ajohanson.com]
Sent: Monday, March 14, 2016 12:13 PM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>
Subject: please restrict building height limits in Central City 2035 plan

March 14th, 2016

Dear Ms Hartinger,

As a life-long Goose Hollow resident I grew up taking for granted the wonderful views east and west from our Vista Avenue Viaduct, aka Vista Bridge. I have only recently come to understand the fragility of this scenic spot by proposed changes to building height limits in the Central City 2035 plan.

The “vista” in name of this bridge indicates its gift: I have often been part of large crowds who assemble on the bridge to watch a spectacular full moon rising orange over the horizon, an eclipse unfolding similarly low on the horizon and to fire work displays (that in their varying distances often appear close to the horizon). And, I frequently see pedestrians stop to snap photos of Mt Hood in all its changing glory.

All of these activities would all be substantially diminished with construction of tall buildings obstructing our remaining precious view of the mountain. Seeing just the tip of the mountain makes it impossible to see in context of its environment and essentially serves only to frustrate rather than please. Raising building heights lowers the value of the bridge as a public vantage point. There are increasingly few public vantage points that allow Portlanders to easily gather and appreciate our surrounding scenic landscape.

Our view of Mount Hood, encroached upon as it is, still retains integrity: the majority of it is still clearly visible from lowest to highest elevation and as such is a rich sight and tourist magnet. Also, the view of the Vista Bridge with its beautiful and graceful design would be lost to those looking up to it from 14th and Jefferson, currently the greatest distance from which one can view the bridge in its entirety.

Please ensure the enduring legacy of the Vista Bridge. Any equation that simply derives economic gain from increasing building height is failing to adequately value the view of the Vista Bridge as well as the view that it offers to residents and tourists alike.

Thank you for restricting building heights and maintaining our city’s rich scenic legacy.

Sincerely,

Aaron Johanson
2303 SW Market St Drive,
Portland, OR 97201

Meharg, Emily

From: Lillard, Lora
Sent: Monday, March 14, 2016 2:22 PM
To: Hoy, Rachael
Cc: Meharg, Emily
Subject: FW: Follow up

Rachael and Emily,
I met with folks from the Friends of Trees on Friday to discuss the Green Loop concept, and Whitney Dorer (Deputy Director, email below) also wanted to discuss some of the specifics on the CC2035 Plan with regard to tree cutouts. I think her main point is a concern that the standards are too restrictive and won't allow even smaller trees, which may be the only feasible option. What should I do with her comment? Can I point her to someone to speak to about this?

On a separate but related note, Friends of Trees would like to weigh in (with support) on the Green Loop for PSC and Council. Are the dates for those hearings public yet?

I'd like to respond to her email but I have these lingering questions, so please point me in the right direction!

Thanks,
Lora

From: Whitney Dorer [mailto:whitneyd@friendsoftrees.org]
Sent: Monday, March 14, 2016 12:10 PM
To: Raisman, Greg <Greg.Raisman@portlandoregon.gov>; Lillard, Lora <Lora.Lillard@portlandoregon.gov>
Cc: Scott Fogarty <scottf@friendsoftrees.org>
Subject: Follow up

Hi Greg and Lora,

Thanks for coming over to FOT on Friday. Scott and I really enjoyed hearing what you are up to with the Green Loop. Exciting things for sure! Would you mind also sending along to your co-worker (I can't seem to find his card from Friday).

I wanted to send along the contact info for Danel Malan (malan@milagro.org) at Milagro. She is great and I'm sure she would really appreciate hearing what you are up to! I bet she would have ideas of others in the area that would like to hear as well.

During the meeting, I had also mentioned our concern with new limitations on planting locations. I thought I would clarify a bit for you. You can find the City of Portland planting standard here. On page 5, point c. Site size: specifically calls out that no trees shall be planted in strips less than 3' wide. On page 5, point e. Cutouts: specifically calls out that the minimum standard cutout size shall be 4' x 6' wide. This standard is also mentioned in the Central City 2035 plan and will definitely affect planting trees throughout the proposed Green Loop target areas. Let me know if I can clarify.

Again, thank you so much for coming over to FOT and let me know dates of summer outreach and we'll see if we can have Garry Oak/ FOT participate.

Thanks,
Whitney

Whitney Dorer
Deputy Director
503-467-2521
www.FriendsofTrees.org

Meharg, Emily

From: Hartinger, Kathryn
Sent: Monday, March 14, 2016 9:17 AM
To: karl reer
Cc: Meharg, Emily
Subject: RE: Protect the Views to & From Vista Bridge

Thanks for your comments. Hope you had a wonderful weekend,

Kathryn

From: karl reer [mailto:karlreer@gmail.com]
Sent: Sunday, March 13, 2016 7:39 PM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>
Cc: board@goosehollow.org
Subject: Protect the Views to & From Vista Bridge

Dear Ms Hartinger and Planning Bureau Staff:

I'm writing to urge you to preserve the views of Vista Bridge, an important historical feature of Goose Hollow, by LOWERING HEIGHT LIMITS for DEVELOPMENT along the view path to & from Vista Bridge. The bridge is an important historical attraction for visitors and residents of Portland which shouldn't be sacrificed for short-term enrichment of developers. Part of what makes Portland such a desirable place to visit and reside in is the views and character of its neighborhoods. Don't sacrifice this with allowing "vertical sprawl" in our neighborhood - like so many other cities. Good City Planning involves restraint and protection of our historical resources.

Karl Reer
1132 SW 19th Ave, Unit 903
Portland, OR 97205

Meharg, Emily

From: Hartinger, Kathryn
Sent: Monday, March 14, 2016 9:17 AM
To: Elizabeth Perris
Cc: Meharg, Emily
Subject: RE: OPPOSITION TO HEIGHT LIMITS THAT WOULD BLOCK THE VIEWS OF THE VISTA BRIDGE

Thanks for your comments. Hope you had a wonderful weekend,

Kathryn

From: Elizabeth Perris [mailto:cumberlandrd@msn.com]
Sent: Sunday, March 13, 2016 10:53 PM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>; board@goosehollow.org
Cc: Liz Cooksey <cookseyelizabeth@gmail.com>; karlreer@gmail.com
Subject: OPPOSITION TO HEIGHT LIMITS THAT WOULD BLOCK THE VIEWS OF THE VISTA BRIDGE

Dear Ms. Hartinger,

I live in the Goose Hollow neighborhood and wish to voice my opposition to the latest draft of the Central City 2035 Plan that will allow views to and from the Vista Bridge to be blocked. The Vista Bridge, and views from that bridge, are important features of this neighborhood.

In particular, I request that the plan be adjusted to provide as follows:
Views to Mt. Hood from the Vista Bridge—keep current level of protections which allow views of the timberline from the bridge.
Views to the Vista Bridge—keep this as a view corridor. No building should ever block the views of the arches, which are the architecturally significant features of the bridge.
Views of Mt. Hood from Salmon Springs Fountain—Lower heights so that views of Mt Hood are protected.

Thank you.

Elizabeth Perris and Beverly Schnabel
1132 SW 19th Ave. #811
Portland, OR 97205

Meharg, Emily

From: Hartinger, Kathryn
Sent: Monday, March 14, 2016 9:16 AM
To: Deborah Mandell
Cc: Meharg, Emily
Subject: RE: Heights within Vista Bridge Corridor

Thanks for your comments. Hope you had a wonderful weekend,

Kathryn

From: Deborah Mandell [mailto:deborah.mandell@gmail.com]
Sent: Sunday, March 13, 2016 1:24 PM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>
Subject: Heights within Vista Bridge Corridor

Please do not increase downtown heights within the Vista Bridge corridor. Surely there are other ways to achieve the desired population density.

The unchecked development in inner-city Portland without any thought to finding or building more classroom space has made our famously lauded city planning enough of a joke, without this further insult.

Thank you for your attention.

Deborah Mandell

Meharg, Emily

From: Hartinger, Kathryn
Sent: Monday, March 14, 2016 9:17 AM
To: Bill Flowers
Cc: Meharg, Emily
Subject: RE: Vista Bridge sight lines

Thanks for your comments. Hope you had a wonderful weekend,

Kathryn

-----Original Message-----
From: Bill Flowers [mailto:bill.w.flowers@gmail.com]
Sent: Sunday, March 13, 2016 10:27 PM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>
Subject: Vista Bridge sight lines

Portland can maintain its livability with wise zoning. If we start stacking buildings too tightly and too high, we will hurt Portland..
More -- and taller -- is not always better. The Vista Bridge is iconic, and to shut off the sight lines to it would be a step backwards.

Meharg, Emily

From: Hartinger, Kathryn
Sent: Monday, March 14, 2016 9:16 AM
To: Clifford Weber
Cc: Meharg, Emily
Subject: RE: The Vista Bridge

Thanks for your comments. Hope you had a wonderful weekend,

Kathryn

From: Clifford Weber [mailto:webercliff@gmail.com]
Sent: Saturday, March 12, 2016 1:27 PM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>
Subject: Fwd: The Vista Bridge

---------- Forwarded message ----------
From: **Clifford Weber** <webercliff@gmail.com>
Date: Sat, Mar 12, 2016 at 1:24 PM
Subject: The Vista Bridge
To: Kathryn.Hartinger@portland.gov
Cc: board@goosehollow.org

Dear Ms. Hartinger:

I write concerning the retention of the "view corridor" designation that is currently applied to SW Jefferson Street between SW 14th Avenue and the Vista Bridge.

"Actions speak louder than words." Now that I have lived in Goose Hollow for eight years and then some, I think that my wife and I have observed a rather wide gap between the scenic wonders that are claimed for Portland and the determination of the city to preserve them. The scenic wonders remain intact until their preservation conflicts with commercial interests. At that point, fine words are forgotten, "view corridors" become "view streets," height limits are raised from 45 to 135 feet, and property developers move in and reap their profits, Portland's scenic wonders be damned. This has already occurred in my neighborhood, back when construction of the KOIN Tower was allowed to obliterate a clear view of Mt. Hood. Now, similar damage to a classic view of Vista Bridge is proposed for the opposite direction. Yes, actions do speak louder than words.

If "view corridors" are to be retained only when they do not conflict with commercial interests, then the pretense of view corridors should be abandoned entirely, because this conflict is sure to arise sooner or later. It's only a question of when and where at any given time, and the result will reliably remain always the same.

At the conclusion of the recent meeting between the Planning Bureau and interested citizens, a long-time resident described in detail the time when, years ago, the city planned to desecrate the Vista Bridge with unsightly gooseneck lamps. The neighborhood organized, and, with the city's blessing, toll barriers were erected at both ends of the bridge. Eventually, enough money was collected to pay for the architecturally appropriate lights that grace the Vista Bridge today.

It is only to be hoped that the city will exhibit in 2016 the same far-sighted vision as in the past. Indeed, it would be insulting to the good work of a prior generation if the Planning Commission were now to render invisible a landmark that they, with the active support of the city, worked so effectively to preserve.

In a word, the current "view corridor" down SW Jefferson Street must not be re-classified or otherwise altered in any way.

Yours sincerely,

Cliff Weber
1234 SW 18th Avenue
(503) 222-1526

P.S. For an informed opinion concerning the touristic value of various scenic assets in Portland, contact Big Pink Sightseeing at (503) 241-7373.

Meharg, Emily

From: Hartinger, Kathryn
Sent: Monday, March 14, 2016 9:16 AM
To: Sherry Salomon
Cc: Meharg, Emily
Subject: RE: Keep Portland views

Thanks for your comments. Hope you had a wonderful weekend,

Kathryn

-----Original Message-----
From: Sherry Salomon [mailto:sherrysalomon@comcast.net]
Sent: Saturday, March 12, 2016 1:39 PM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>
Cc: reply-03340af5c2-896e161882-32a9@u.cts.vresp.com
Subject: Keep Portland views

Dear Ms Hartinger:

My husband and I live in the Vista St. Clair Apartments which is located on Vista Avenue and Park Place near the Vista bridge. We enjoy living on the 8th floor with magnificent views of the bridge and the surrounding areas. We also take strolls across the bridge to enjoy the view of Mt. Hood year round. We strongly object to any changes to the existing codes that would mar the view from the iconic Vista bridge.

Portland is a unique place to visit and live because of the scale and size of our buildings. Tourists flock to Portland to see our iconic views and preserved buildings.

In recent years there has been a concerted effort by developers to maximize profit by increasing the height of buildings at the expense of everyone else living or visiting our city.

I strongly urge you to preserve our views for future generations and those wishing to keep Portland unique by not changing view corridors.

Sincerely,
Sherry Salomon
Sent from my iPad

Meharg, Emily

From: Hartinger, Kathryn
Sent: Friday, March 11, 2016 3:49 PM
To: Meharg, Emily
Subject: FW: Bureau of Planning and Sustainability: CP2035 Problems Relating to Height Increases and View Corridors

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From: Kal Toth [mailto:kalmanctoth@gmail.com]
Sent: Friday, March 11, 2016 3:49 PM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>
Cc: board@goosehollow.org; 'Tracy Prince >' <tracy.j.prince@gmail.com>; 'Allan Classen' <allan@nwexaminer.com>; 'Wendy' <Wwrahm@aol.com>; 'Michael Mehaffy' <michael.mehaffy@gmail.com>; 'Harvey Black' <hblack@easystreet.net>; Scott Schaffer <scott@schafferiplaw.com>; 'Roger Leachman' <rogerleachman@hotmail.com>; 'Karl Reer' <karlreer@gmail.com>; Mark Velky <dmc.lotus@yahoo.com>
Subject: Bureau of Planning and Sustainability: CP2035 Problems Relating to Height Increases and View Corridors

Many thanks to you and other bureau staff for enabling the March 30th meeting with Goose Hollow.

The presentations and discussions during this meeting confirmed that the current draft of the 2035 Comprehensive Plan inadequately protects the City of Portland's iconic views towards Mt. Hood as well as towards the Vista Bridge. These are among the most vital assets the City enjoys. We residents can only guess how many other view corridors have been similarly blocked or further obscured by height limit increases proposed throughout the West Quadrant.

The best explanation that many of us have for these and other errors and omissions of CP2035, is that the membership of West Quad SAC (Stakeholder Advisory Committee) was heavily skewed towards developers and away from residents who were poorly represented; and that conflicts of interest of those dominating this committee were not declared (this was duly reported by the City Ombudsman 3 months ago). All this resulted in a flawed process that prioritized heights over other assets highly valued by residents, tourists, and local businesses, including the City's view corridors.

I sincerely hope that both the Bureau and the City Council will take appropriate actions to protect our iconic views while also carefully reviewing the 2035 Comprehensive Plan to excise other inappropriate decisions currently embedded in the draft.

Dr. Kal Toth, P.Eng.
Goose Hollow Resident

Meharg, Emily

From: Hartinger, Kathryn
Sent: Friday, March 11, 2016 1:47 PM
To: Brooks, Mindy; Edmunds, Sallie; Starin, Nicholas
Cc: Meharg, Emily
Subject: Tracy Prince comments on the draft CC2035 plan

FYI.

Emily, please add to comments database. Thanks!

From: Tracy J. Prince, Ph.D. [mailto:tprince@pdx.edu]
Sent: Friday, March 11, 2016 1:40 PM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>; GHFL BOARD <board@goosehollow.org>
Subject: my comments on the draft CC2035 plan

Hi Kathryn,
The following are my personal comments on the draft CC2035 plan and do not reflect the vote of the Goose Hollow Foothills League board. GHFL meets Thursday and will express its official position then.

Thank you to planning staff for lowering heights to protect view corridors. This is a gift to all Portlanders and is much appreciated!

I'm very concerned about three issues that aren't in Goose Hollow.
1) **Salmon Springs Fountain** --It was distressing to hear that the view of Mt. Hood from Salmon Springs Fountain wasn't "economically feasible" to maintain. I hope that the goal of the Planning Bureau is to work on behalf of Portland's residents and not put developer profits ahead of preserving the economic benefit of this view (which attracts many tourists) and the cultural importance of Portland's sense of place.
2) **Park Block Heights**-- The allowable heights beside the Park Blocks are shockingly high. In my opinion, heights along the Park Blocks should be no higher than 8 stories. The park blocks are protected public spaces and should not be privatized in this way.
3) **Heights along the river**--Historically, heights have stepped down to the river and stepped down to the neighborhoods to the west. The heights proposed in this draft completely defy this planning policy and allow spot zoning of ridiculous heights along the river. This will create a wall of wealth and privatized views along the river, blocking views behind it. The is the opposite of Portland's long-standing planning goals and will create inequality when only the wealthy can have views of the river and Mt. Hood. These are not Portland values.

I'm concerned with one issue that affects the entire Comp Plan.
Ombudsman's Report--The ombudsman's report clearly identified that conflicts of interest occurred during the West Quadrant SAC process. The ombudsman's letter and the West Quadrant SAC members' required disclosures of their financial conflicts should be included as part of the CC2035 plan so that future Portland residents can understand how Comp Plan decisions came to be. In my opinion, the fact that people on the West Quadrant SAC voted on issues that would enrich them personally is the very definition of graft and should NEVER occur again on any SAC. This type of behavior creates great distrust of the public process, and the planning bureau should exhibit better ethical behavior than it has. In my opinion, votes should be invalidated where people who stood to gain financially voted on issues that would enrich them, their family, or their businesses.

In Goose Hollow I am concerned about 5 issues.
1) **Need Better Protection of Historic Buildings**--There are many glorious historic buildings along and near SW Morrison that are not protected in this draft. These buildings reflect Goose Hollow's history and architectural diversity. Better protections should be implemented to protect these buildings (lower the heights, don't allow bonuses, don't allow FAR transfers, and add new POLICY 5.GH-5 to page 70 in Goals and Policies (POLICY 5.GH-5 Historic resources and districts. Retain the personality and character of Goose Hollow by encouraging the preservation and rehabilitation of existing buildings and historic resources that represent a wide range of architectural styles, scales and eras.) Also add GH historic preservation reference to Policy 5.17 (page 68).
2) **View Corridor from the Vista Bridge to Mt. Hood**—the view corridor should be protected as it is today. The proposed corridor in the draft should be widened and heights lowered to protect the current views from the timberline to the snow cap. Language stating that timberline can't be seen should be removed.
3) **Views to the Vista Bridge**—This should remain a protected view corridor. No building should ever be allowed on either side of the bridge that will block views of the arches of the bridge. The arches are the architecturally significant feature of the Vista Bridge. The current height limits do not sufficiently protect the views of the arches. The current corridor of lowered heights should be expanded and should encompass both sides of the bridge. Comp Plan proposed changes on the west side of the bridge #1117 (2430 SW Canyon) and #1123 (northwest side of bridge) will block views of the bridge. On both of these properties, heights must be lowered and set backs must be required so that any future development on these sites will not block views of the arches.
4) **Add back the Required Residential Overlay**—No version of the GHFL board has ever voted to remove the required residential overlay. On the West Quadrant SAC a developer who could gain financially because of properties owned in this area claimed that Goose Hollow wants this removed. This is incorrect and represented only his own personal opinion. The GHFL rep on the SAC also incorrectly claimed that Goose Hollow wants the residential overlay removed. She was not authorized to make this claim. In fact the GHFL board has voted that the residential overlay should remain. Having 24 hour eyes on the ground is an excellent protective strategy for a dense urban neighborhood such as ours. If Planning staff chooses to ignore the wishes of the neighborhood association, they should state clearly in the CC2035 plan that they followed the wishes of a developer on the SAC who stands to gain financially and ignored the vote of the neighborhood association.
5) **More views should be protected**—SW 10 (Rose Garden) and SW 12 (Zoo Train) should have the downtown skyline added as part of the view. The claim that the slope is too steep to manage vegetation is incorrect. I can recommend some loggers I know who work on steeper terrain than this every day. We should not lose views that have been a public asset for over a century. SW 14 (Market & 20th) should have a limit designation. This has lovely views of Mt. St. Helens that should be protected and is a heavily used public staircase. SW 19 and SW 21 (Montgomery Dr.) should be changed to limit prohibit. Again, the steepness of the terrain is not sufficient reason to refuse to manage the vegetation to protect these views that Portland has enjoyed for over a century. Please let me know if you need the contact info for my logger friends.

Thanks!
Tracy Prince

Meharg, Emily

From: Hartinger, Kathryn
Sent: Friday, March 11, 2016 2:51 PM
To: Meharg, Emily
Subject: FW: height restrictions

They're coming in rapid fire!

-----Original Message-----
From: Andy Newlands [mailto:newlandsandy@gmail.com] On Behalf Of Andy Newlands
Sent: Friday, March 11, 2016 2:49 PM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>
Subject: height restrictions

Hi Kathryn,

Views to Mt. Hood from the Vista Bridge—keep current level of protections which allow views of the timberline from the bridge.
Views to the Vista Bridge—keep this as a view corridor. No building should ever block the views of the arches, which are the architecturally significant features of the bridge.
Views of Mt. Hood from Salmon Springs Fountain—Lower heights so that views of Mt Hood are protected.

Thanks for your good consideration to this.
Andy Newlands
Goose Hollow "Native"

Meharg, Emily

From: Hartinger, Kathryn
Sent: Friday, March 11, 2016 9:20 PM
To: Meharg, Emily
Subject: Fw: CC2035 Plan - Goose Hollow

More comments!

Sent using OWA for iPhone

From: Michael Mehaffy <michael.mehaffy@gmail.com>
Sent: Friday, March 11, 2016 7:10:44 PM
To: Hartinger, Kathryn
Cc: GHFL BOARD
Subject: CC2035 Plan - Goose Hollow

Dear Kathryn,

Many thanks to you and your staff for taking the time to present the CC2035 plan, and the scenic resources portion of the plan specifically, to our neighborhood association members the other evening. I would like to comment as an individual (although I am also a board member of the Goose Hollow Foothills League).

My specific comments:

Views to Mt. Hood from the Vista Bridge: please keep the current level of protection which allow views of the timberline from the bridge. Do not raise heights within this viewshed.

Views to the Vista Bridge from Jefferson: please keep this as a view corridor in both directions. No building should be allowed to block the views of the arches, which are the architecturally significant features of the bridge.

Views of Mt. Hood from Salmon Springs Fountain: Do not allow new buildings to block the views of Mt Hood.

Goose Hollow residential overlay east and west of the stadium: Maintain (or add back) this overlay, which is strongly desired by a large number of members of the community, and which will assure "24 hour eyes on the street".

As I have discussed with staff previously, I am very sympathetic to the goal of development streamlining and incentives for good projects, including mixed use. I have advised the City, Metro and other jurisdictions on exactly this issue in the past. But in my view this needs to be part of a coordinated strategy along with careful tools to mitigate impacts and preserve livability. It should not be taken as a simple deregulation strategy, which can unfortunately fall prey to regulatory capture.

Sincerely,

Michael Mehaffy, PhD

Executive Director
Sustasis Foundation
742 SW Vista Ave., #42
Portland, OR 97205
(503) 250-4449

Meharg, Emily

From: William Crawford <williamecrawford@gmail.com>
Sent: Friday, March 11, 2016 9:14 AM
To: BPS Central City 2035
Subject: Testimony Re Plan

I am writing to present my testimony regarding the CC2035 Plan.

While I applaud the plans to expand the allowed uses for parts of the Central Eastside, I worry there is still too much emphasis on industrial interests over the livibility of those who live and plan to live here.

The SE Quadrant Plan called as its first priority to provide added protections to industrial uses. Specifically it recommended stripping new office and residentials units of their right to complain about noise, operation, fumes and most everythingelse through its catch-all wording.

This is wrong. Enforcement and complaining are two separate things. Disenfranchising citizens of their rights is not something the city should ever plan.

In light of the alarming and frankly embarassing air quality issues in Portland (Bullseye Glass, Unoboros, Union Pacific, etc) that can easily be prevented through responsible industry, the citizenry must be able to report abuses by industry in the area. This is the correct balance needed.

Similarly, the SE Quadrant Plan lists livibility of the neighborhood as priority number seven. This is not in the interests of those who live here. It is clearly the primary concern now. It is disgraceful and insulting to those suffering from a lifetime pollution and government neglect.

I have been on the Hosford Abernethy and Southeast Uplift Boards for many years, but recently resigned over the ties these organizations have to industry. Please don't take their letters of support and acquiecence to industrial whims as the voice of the neighborhood.

People must come first over industry. The environment must come first over "progress."

Thank you.

--Bill Crawford
3015 SE 25th Ave
Portland, OR 97202
(503) 839-7648

Meharg, Emily

From: Hartinger, Kathryn
Sent: Friday, March 11, 2016 2:48 PM
To: Meharg, Emily
Subject: FW: protecting Mount Hood and Vista Bridge views

From: cooksey thomas [mailto:cookseythomas@gmail.com]
Sent: Friday, March 11, 2016 2:33 PM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>; board@goosehollow.org
Subject: protecting Mount Hood and Vista Bridge views

I heartily endorse the Goose Hollow Foothills League's requests with regard to the Mount Hood views and preserving the Vista Bridge corridor. Specifically, these are:

Views to Mt. Hood from the Vista Bridge—keep current level of protections which allow views of the timberline from the bridge.

Views to the Vista Bridge—keep this as a view corridor. No building should ever block the views of the arches, which are the architecturally significant features of the bridge.

Views of Mt. Hood from Salmon Springs Fountain—Lower heights so that views of Mt Hood are protected.

Thank you.

Thomas L. Cooksey
Professor Emeritus, English and Philosophy

1132 SW 19th AVE, Unit 607
Portland, OR 97205

Meharg, Emily

From: Hartinger, Kathryn
Sent: Friday, March 11, 2016 2:48 PM
To: Meharg, Emily
Subject: FW: Please protect Vista Bridge and Mount Hood views

-----Original Message-----
From: The Cookseys [mailto:liztom.cooksey@gmail.com]
Sent: Friday, March 11, 2016 2:38 PM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>; board@goosehollow.org
Subject: Please protect Vista Bridge and Mount Hood views

As a Goose Hollow resident and a walker, I have several opportunities daily to enjoy the views of Vista Bridge. And when the "mountain is out," I love to see Mount Hood.

I'm quite concerned about the proposed changes to height limits as delineated in the Central City 2035 Plan.

-- Please don't change the current level of protections allowing us to view the timberline from Vista Bridge.

-- Please keep the "view corridor" status of the current view to Vista Bridge. We want to see those arches!

--Please lower the heights you've delineated in the new plan so that we can continue to see Mount Hood from Salmon Springs Fountain and environs.

Thank you very much.
Elizabeth Cooksey
1132 SW 19th Ave., Unit 607
Portland, OR

Meharg, Emily

From: Hartinger, Kathryn
Sent: Friday, March 11, 2016 2:20 PM
To: Meharg, Emily
Cc: Brooks, Mindy
Subject: FW: West Quadrant/ Goose Hollow Building Height Increases vs. View Corridors

More comments

-----Original Message-----
From: Harvey Black [mailto:hblack@easystreet.net]
Sent: Friday, March 11, 2016 2:19 PM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>
Cc: board@goosehollow.org; Tracy Prince > <tracy.j.prince@gmail.com>; Allan Classen <allan@nwexaminer.com>; Wendy <Wwrahm@aol.com>; Michael Mehaffy <michael.mehaffy@gmail.com>
Subject: West Quadrant/ Goose Hollow Building Height Increases vs. View Corridors

Planning Commission,

I attended the public meeting last week where we discussed the West Quadrant/Goose Hollow proposed increased building height limits and their potential effect on the currently existing view corridors. I want to here address the following specifics:

1. The View Corridor, now the View Street, looking westward along Jefferson St. to the Vista Bridge. The Planning Staff who attended the meeting admitted that the planned increase in the building height on the North side of Jefferson West of 20th would, potentially, block the view of the Vista Bridge, thereby destroying the reason for the View Corridor/Street's existence. It is my conclusion that the major reason for changing the designation of the Jefferson View Corridor to that of a View Street ostensibly because of its minor sinuosity from 16th St. West, was to allow the increased building heights from 18 St. West. As we know, a View Corridor designation would not allow that.

2. The View Corridor from Vista Bridge. The View Corridor concept was adopted too late to prevent the KOIN Tower from slightly impinging on the view of Mt. Hood from the Vista Bridge. However, this does not allow the argument, "Well we lost some of the view of Mt. Hood so its OK to destroy the rest."

Respectfully Submitted,

Harvey Black

Meharg, Emily

From: Warren Bull <rwb882@gmail.com>
Sent: Thursday, March 10, 2016 10:41 AM
To: BPS Central City 2035
Cc: jwiden@kumc.edu
Subject: Plan

I am concerned that the proposed plan for growth allows buildings tall enough to destroy the sight lines from Goose Park. Part of the charm and attraction of that area are the current long sight lines.

Warren Bull

Meharg, Emily

From: TERESA MCGRATH <bone1953@msn.com>
Sent: Thursday, March 10, 2016 12:12 PM
To: BPS Central City 2035
Subject: comprehensive plan 2035

our concerns:

1. we need an immediate demolition moratorium, as our core homes are disappearing, and those are most affordable..

2. our infrastructure, such as streets/bridges are not being maintained, and with the population increasing, the traffic

is at capacity...

3. all these poorly contructed apts/condos will be tomorrows slums...

4. inclusionary housing is not provided for a vibrant city to thrive...

5. mayor hales tent cities is ridiculous, and isn't a solution to helping the homeless...

6. filth and litter have invaded portland since 10-20 yrs ago, and we need more recycling containers/garbage cans...

thx,

teresa mcgrath and nat kim

Meharg, Emily

From: Brooks, Mindy
Sent: Monday, March 14, 2016 11:30 AM
To: Meharg, Emily
Subject: FW: FW: Vista Bridge Committee

Would you add this to the database?

thanks

~~~~~~~~~~
Mindy
From: Chet Orloff [mailto:chetorloff@gmail.com]
Sent: Wednesday, March 09, 2016 5:06 PM
To: Brooks, Mindy <Mindy.Brooks@portlandoregon.gov>
Subject: Re: FW: Vista Bridge Committee

Mindy,

The proposed view corridor from the Vista Viaduct eastward deserves its current level of protection. I remember the strong discussions we had at Planning Commission in 1989 or 90 over this issue. If my memory serves me (alas, not always the case, admittedly), there was broad consensus to hold out for this invaluable view shed along, and immediately adjacent to, Jefferson Street, in both directions, east to west and west to east. There were historical and aesthetic reasons for this, among them, the significance of the early history of the area to the entire city, John Charles Olmsted's "vision" for the view from City (Washington) Park as well as the view of the park from the growing city, (to be alliterative) the architectural view value of the Vista Viaduct, and the State land-use goal-inspired desire (and requirement) to sustain views of the Portland hills from the downtown.

I believe that adjoining neighborhood and citizens groups will be submitting much-more articulate and enumerated defenses of, and arguments for, maintaining the now-historic view corridors from one of Portland's most-iconic bridges, so I would defer to them and spar you my blathering on. But, I wanted to submit my personal perspective, especially since Commissioner Novick has charged me and others with working on efforts to restore the Vista and to propose an anti-fall system to prevent fatalities from its roadbed.

I thank you for your time, in providing me with the planning rationales for making changes to the view corridor and giving me the opportunity to respond.

Best regards,

Chet

Chet Orloff, Historian

Manager, Pamplin International Collection of Art & History
Adj. Professor, Urban Studies & Planning, PSU
Adj. Instructor, School of Architecture, UO
President & Director, Museum of the City
Principal, Oregon History Works
Director Emeritus, Oregon Historical Society
~~~~~~~~~~

P.O. Box 10829 Portland, Oregon 97296-0829
tel 503.805.5461 / fax 503.725.8770
chetorloff@gmail.com

On Thu, Mar 3, 2016 at 4:22 PM, Brooks, Mindy <Mindy.Brooks@portlandoregon.gov> wrote:

Mr. Orloff –

Troy forward your question over to me. I'm the project manager for the Scenic Resources Protection Plan update in the Central City.

Attached is the presentation staff will be giving tonight (3/3/16) to Tracy Prince and others.

To provide some information on the two points raised below:

1. The view corridor of Mt Hood from Vista Bridge is proposed for continued protection. The view is impacted by existing development. The view corridor and proposed maximum building heights were adjust in consideration of those impacts. The results are some proposed decreases and some proposed increases in maximum building height. The Scenic Resources Protection Plan (online) pages 71-72 provide a summary and examples of how the Vista Bridge view of Mt Hood could change with the proposed changes in height.

2. The view from the Jefferson Street/405 overpass is proposed to be reclassified from a view corridor to a view street because the view does not meet the criteria as a view corridor. The methodology for view corridors and views streets is found in the Scenic Resources Inventory (online) pages 17-30 for view corridors and pages 357-360 for view streets. The current proposal does not include restrictions on building height to preserve views on view streets. The result of this is that the existing maximum heights along Jefferson Street are proposed to be removed and the heights to be increased to match the surrounding heights.

BPS is taking public comment on the Discussion Draft through March 31st. Staff will be looking at both of these views more thoroughly based on the comments we've received so far and from what is provided at tonight's discussion.

I would be happy to meet with you to talk more about the proposal and answer questions.

Thanks

~~~~~~~~~~

Mindy Brooks

503-823-7831

From: Chet Orloff [mailto:chetorloff@gmail.com]
Sent: Thursday, March 03, 2016 10:28 AM
To: Doss, Troy <Troy.Doss@portlandoregon.gov>; Raggett, Mark <Mark.Raggett@portlandoregon.gov>
Subject: Fwd: Vista Bridge Committee

Troy and Mark,

I got this note from Tracy Prince, partly because Novick asked me to chair a committee to design a suicide-prevention system for the Vista Bridge while, at the same time, doing some restoration work on the structure.

I can't attend the meeting this evening at your offices, so will miss the opportunity to find out what the response is to the issues Tracy raises.

Anything you can advise me? Thanks.

Chet

_____

Chet Orloff, Historian

Manager, Pamplin International Collection of Art & History

Adj. Professor, Urban Studies & Planning, PSU

Adj. Instructor, School of Architecture, UO

President & Director, Museum of the City

Principal, Oregon History Works
~~~~~~~~~~

Director Emeritus, Oregon Historical Society

P.O. Box 10829 Portland, Oregon 97296-0829

tel 503.805.5461 / fax 503.725.8770

chetorloff@gmail.com

---------- Forwarded message ----------
From: **Tracy J. Prince, Ph.D.** <tprince@pdx.edu>
Date: Wed, Mar 2, 2016 at 7:47 PM
Subject: Re: Vista Bridge Committee
To: Chet Orloff <chetorloff@gmail.com>

Thanks Chet! (and thanks for forwarding it to the group. I had only spoken to Bill Failing.)

I thought you'd have unique insight and history. :) Views to and from the Vista Bridge are truly unique Portland-wide amenities--defining features in Portland's sense of place. Glad to know you're willing to connect with staff on this!

The argument laid out in the draft CC2035 Plan is that buildings are already blocking the Vista Bridge's view of Mt. Hood, thus they recommend bringing the allowable heights to the same as those buildings already blocking. Of course, when the view corridor was set, those buildings were already blocking the view. It was originally set as an effort to keep the view from being further blocked. So somewhere in the planning bureau they've lost this institutional knowledge ….or they're just doing a blatant giveaway to developers…

Also, they are removing the view corridor to the Vista Bridge. They say that turning Jefferson into a view street is sufficient. Of course, view streets only work if the street is straight. Jefferson curves from the bridge to SW 14th. So if you allow a 125' building (as tall as the bridge) at SW 18th and Jefferson (as they propose), this will completely block the view of the bridge. And they seem to be indifferent to increasing heights beside and near the bridge (currently 35', moving to 50' after a block). Their proposed heights (75' moving in a block to 125') will make a canyon of Jefferson and block views to the bridge. Even when standing next to the bridge, the arch will be obscured if a 75' building is allowed right next to it. This is an architectural travesty.

Glad to have your help!!!

Tracy

As President of the Goose Hollow Foothills league, I'm trying to drum up support for this important meeting tomorrow.

Bill Failing will be attending. I hope you can come too!!

Thanks,

Tracy

Begin forwarded message:

From: "Tracy J. Prince, Ph.D." <tprince@pdx.edu>

Subject: IMPORTANT MEETING TOMORROW!!!! Protect the Vista Bridge Views!!!!

Date: March 2, 2016 at 11:20:51 AM PST

To:

Hi all,

Tomorrow (Thursday 5:00-6:30) we will be meeting with the Planning Bureau to discuss their attempt to block the currently protected view corridors to and from the Vista Bridge in the draft Central City 2035 Plan. 1900 SW 4th Avenue we will be in room 7A. The picture below shows the current allowable heights "massing" (top) and their proposed height increases (bottom). As you can see, this will completely block the view of Mt. Hood (except the very tip) and will completely block views of the arches of the bridge. Scott Schaffer will be giving the Planning Bureau a presentation on why their arguments for blocking both to/from views are flawed. Then the Planning Bureau will argue their point. We are being given this meeting because I strenuously objected to the fact that developers knew this was coming months before residents ever heard about it. It is especially egregious since Planning staff told Goose Hollow repeatedly (in public meetings and in emails) that heights would not be changing in Goose Hollow!!! IT IS IMPORTANT FOR US TO HAVE A STRONG TURN OUT SO THAT THE NUMBERS OF FOLKS WHO OBJECT TO THIS ARE CLEAR. You don't have to say anything. Your presence alone will be helpful. Bring the spouse. Bring the neighbors. We need at least 30 people to attend.

Thanks,

Tracy

<Vista Bridge massing currently and proposed in CC2035 plan.png>

Tracy J. Prince, Ph.D.
Scholar in Residence
Portland Center for Public Humanities
Portland State University

http://www.pdx.edu/history/profile/tracy-j-prince

Tracy J. Prince, Ph.D.
Scholar in Residence
Portland Center for Public Humanities
Portland State University

http://www.pdx.edu/history/profile/tracy-j-prince

Meharg, Emily

From: Hartinger, Kathryn
Sent: Monday, March 07, 2016 11:02 AM
To: Meharg, Emily
Subject: FW: Protect our View Corridor on the Vista Bridge!

Comments/testimony

-----Original Message-----
From: Denise Archer [mailto:denise@netx.net]
Sent: Monday, March 07, 2016 9:00 AM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>
Subject: Protect our View Corridor on the Vista Bridge!

PLEASE!!!

Thank you,

Denise Archer

MUZA and 2035 Comments on Drafts by Tad
3.6.16

All,

What follows are comments on the various drafts that were shared with us in the past weeks. They are nit-picky and my own personal OCD clarifications. NONE of these require a follow-up unless something is highlighted in yellow in which case I would like a response as to any changes made or no changes made. Absolutely please contact me via email with anything that is unclear to you. My comments have been written with as much brevity and short hand as possible – they are not perfect grammar. A final comment. When these were last written Facebook had not been invented. While none of us can predict the future, you could challenge yourself to take a moment to think about life in our city *as the future may change it* as opposed to how we maintain its current livability. I know this sounds like the dark side speaking, but I would encourage the philosophical exercise – if only one night over cocktails. Something might bubble up.

Tad

2035 COMMENTS

page 45 – B1 "in the south waterfront sub district, floor area used for automated parking…" *Why is this not counted? Seems like it still has an impact on the ground floor or parking floor as it promotes or doesn't promote urban vitality.*

Page 69 A, maximum building heights. *Have you really thought about this pattern? Have you looked at patterns in cities like Istanbul, Phoenix, China etc that have growth where there is land as opposed to a graphic pattern. Think beyond today- think 2036-2080?*

Page 75, 4a. "……the parks bureau will provide advice to the design commission" . *Shouldn't this be the other way around?*

Page 83, 210 A. "…in exchange for affordable housing, historic preservation and riverfront open space." *Shouldn't these be switched to public benefit?*

Page 115, B,3b. "The building must extend…." This plus b.1. – *Has there been any discussion of bonus for this kind of real building set backs? As our city gets more dense and more vertical it would seem to be of value to provide a bonus for set backs.*

Page 119, 220, A "…connecting activities occurring within a structure…" *Note that we had a huge problem with this at 4th and Harrison and I would encourage you to define "activities".* ALSO SEE NEXT PAGE – 121, c "Required ground floor…" *Is display window the right term or should it be "retail"? You used "retail on the following page at 225, A. Should utility enclosures be listed here?*

Same page – 3. Artwork. *All artwork should be approved by the Regional Arts and Culture Council (RACC) Posters should have a shelf life defined…60 days prior to an event?*

Page 141, C locker rooms 2 and 4, 100,000 sq ft for a locker room. *Absolutely not. The impact on the city is far greater than that. 4. – 110 percent is not enough Let's discuss this as a commission.*

Page 187G, 6 Transit orientation – *you mention LRT but shouldn't you also mention streetcar and BRT?*

END OF 2035 Comments

MUZA COMMENTS

Page 1, Landscaping in inner areas – *It is very important to make a distinction between green/sustainability and landscaping/beauty. They both have different purposes and should not be co-mingled.*

Page 2, Ground floor uses - *I would encourage you to define "activities".*

Page 247, 010, "high quality design appropriate to an urban setting" – *not sure this is the correct language – should it be "high quality design appropriate to its immediate adjacent setting"?*

Page 251, B. should this all be clarified*? Can it be just planted or does access imply that you can step into it? I could see a "public plaza or park" being a landscaped area that is so dense there is no way to step onto it thus creating a privatized space. We have had problems with the Conway master plan on this + if you look at page 97 in the Central City 2035 draft at e, f, g, h – it defines the space more specifically.*

Page 253, B, and or C, *Add "All auto, service vehicle, bike, public pedestrian and private pedestrian circulation including ADA with each."*

Page 253, D, new number 5, Add *"Should public art be proposed within the project, work with the Regional Arts and Culture Council (RACC) to develop a Public Art Master Plan which includes, but is not limited to: budgets, locations, art selection process."*

Meharg, Emily

From: Tim Davis <pdxfan@gmail.com>
Sent: Thursday, March 03, 2016 9:13 PM
To: BPS Central City 2035
Subject: Can we PLEASE prioritize cycling for ONCE downtown? Here are some ideas:

Dear Central City 2035 planning folks,

This is Tim Davis, and I've been studying next-generation transportation for a long time, as well as visiting 200 cities in the past few years.

I can unequivocally say that our once-leading-edge city of Portland is **desperately behind** other cities throughout North America and Europe when it comes to people-friendly transportation policies and plans. It's staggering and utterly embarrassing--infuriating, in fact.

A very little-known fact about our city is that Portland has very nearly the highest percentage of land devoted to STREETS of any city on Earth! If we just took 10% or 20% of our street space and gave it to *cyclists*, we could become world-class (for ALL users of ALL streets) like Amsterdam or Copenhagen overnight!!

Instead, I see nothing but delays, auto-centric planning, City Council folks who are unbelievably clueless, many $millions wasted each year on infrastructure (money that we clearly don't have!!), etc.

There are VERY easy solutions: one is to FINALLY use the $6 million we *have already been given* to create an amazing north-south protected cycle track through downtown (finally giving both PSU and immensely disgusting W Burnside a true people-friendly connection to at least SOME of downtown).

Also, take those underused single auto lanes on Morrison and Yamhill and make them bicycle-only lanes. REAL cities throughout the world are doing WAY more than this, but at least it's a start!

What almost no one realizes is that the CORRECT way to prioritize transportation is 1. walking 2. cycling 3. transit 4. movement of freight 5. private auto use. This is the ONLY prioritization that benefits ALL users of our streets, *including* those who solely drive from A to B! The solid proof is seen in Amsterdam, where it's actually incredibly easy to drive!

I'm really, really, really hoping for some transportation plans that benefit all people! Our current auto-focused policies are hurting ALL road users, including those who drive!!

Thank you so much for your consideration,
Tim

Meharg, Emily

From: Bruce Stephenson <BSTEPHENSON@Rollins.edu>
Sent: Wednesday, March 02, 2016 11:48 AM
To: BPS Central City 2035
Subject: Central City 2035 Concept Plan, Public Review Draft
Attachments: CC2035_ Discussion-Draft_Comment-Form_2015-02-25.doc

This is a great plan. I thought a quote from the Olmsted Brothers Plan offered a good historical perspective in regard to the Willamette River.

Bruce Stephenson

Discussion Draft Central City 2035 Plan – Public Comment Form

How will my comments be used?

Your written comments on the Discussion Draft will be reviewed by City staff and inform the creation of the Proposed Draft. Staff cannot reply directly to comments, but all comments will be carefully considered and a report summarizing the input received and staff decisions published online. **This optional Word template will help you format your comments to make them easy for staff to review.**

Commenter Information

Name	**Bruce Stephenson**
Organization (if representing one)	
Address (optional)	**922 NW 11th Ave, #507**
Email or phone #	**407-982-6223**
Today's date	**March 2**

Comments – Please be as specific as possible!

	Volume	Page #	Topic (choose at least one or delete all that don't apply)	Comment/Issue	Proposed Change
1	1	7	* Willamette River	1. Enhance the historical perspective	After the second paragraph first sentence (beginning with Universally). Add: In 1903, the Olmsted Brothers *Report to the Portland Park Board* proposed restricting development on the Willamette floodplain and recommended, "squares, parks and parkways should be located upon them." (19). Today, the reasons to access the river are more varied.

Please send us your comments by March 31, 2016

Mail: Discussion Draft CC2035 Plan,
Bureau of Planning and Sustainability,
1900 SW 4th Ave, Suite 7100, Portland, OR 97201

Email: cc2035@portlandoregon.gov
Comment using the Map App:
https://www.portlandmaps.com/bps/mapapp/
Call us: 503-823-4286

Meharg, Emily

From: Kristin Shorey <knshorey@yahoo.com>
Sent: Tuesday, March 01, 2016 1:58 PM
To: BPS Central City 2035
Cc: SHNA Board
Subject: Central City Plan

Hello,

I applaud your efforts to create such a wide reaching plan, i think the green routes, and emphasis on green space is excellent. However, I think you have missed a key element. With the growth of the population in the city of Portland, we need a new grade school to educate the future generations moving into the central city. The recent discussions and issues raised with the current PPS situation on the West side do not seem to be included in your plan. It is crucial that this be included; families have and will continue to move into the central core and their needs have to be part of this planning process. A grade school and a community center are two very basic elements of livability that are missing.

Thank you. I look forward to seeing the Central City plan evolve!

Kristin Shorey

Discussion Draft Central City 2035 Plan – Public Comment Form

How will my comments be used?

Your written comments on the Discussion Draft will be reviewed by City staff and inform the creation of the Proposed Draft. Staff cannot reply directly to comments, but all comments will be carefully considered and a report summarizing the input received and staff decisions published online. **This optional Word template will help you format your comments to make them easy for staff to review.**

Commenter Information

Name	**Susan Donohoe**
Organization (if representing one)	
Address (optional)	**3012 SW Canterbury Lane**
Email or phone #	**susanedonohoe@gmail.com**
Today's date	**3/1/16**

Comments – Please be as specific as possible!

Volume	Page #	Topic (choose at least one or delete all that don't apply)	Comment/Issue	Proposed Change

Please send us your comments by March 31, 2016

Mail: Discussion Draft CC2035 Plan,
Bureau of Planning and Sustainability,
1900 SW 4th Ave, Suite 7100, Portland, OR 97201

Email: cc2035@portlandoregon.gov
Comment using the Map App:
https://www.portlandmaps.com/bps/mapapp/
Call us: 503-823-4286

Discussion Draft Central City 2035 Plan: Public Comment Form (Continued)

	Volume	Page #	Topic (choose at least one or delete all that don't apply)	Comment/Issue	Proposed Change
1	web site	?	☐ Livability & Public Realm ☐ Jobs ☐ Bonuses, Transfers, Affordable Housing ☑ Transportation & Parking ☐ Height & Views ☐ Willamette River ☐ Historic Resources & Seismic Upgrades ☐ Environment ☐ Transportation	Reduce traffic and parking impacts by requiring pre-approved Transportation & Parking Demand Management plans, including education, incentives and monitoring, when > 10 dwelling units or > 25,000 sq ft are built.	Why aren't there requirements for developers to include a certain # of parking spaces/underground parking levels with new residential construction? I just read in the paper about a single family home that was replaced with a 16 unit complex with no parking in Goose Hollow. Why is the PDC allowing that? How would a person such as myself with no planning experience get involved in helping to change this policy of allowing development with no parking other than "education and monitoring?" It doesn't take a genius to monitor the fact that there are already too many cars with not enough spaces! Why are we allowing developers to build without ensuring they are including parking structures, for at least 40% of the units in a new complex, for example.

Meharg, Emily

From: Susan Donohoe <susanedonohoe@gmail.com>
Sent: Tuesday, March 01, 2016 4:46 PM
To: BPS Central City 2035
Subject: comment...parking
Attachments: CC2035_ Discussion-Draft_Comment-Form_2015-02-25.doc

Thank you for the work you are doing on this monumental task! I strongly suggest you try to make this comment process more user friendly by having a tech person add a "form" button onto your plan website; the process of downloading and commenting via a Word doc is very cumbersome and will prevent people from giving feedback they might otherwise give.

I hope you are open to this constructive criticism,
Susan Donohoe
new Portland resident

Meharg, Emily

From: Will Clark-Shim <whc713@yahoo.com>
Sent: Sunday, February 28, 2016 10:02 AM
To: BPS Central City 2035
Subject: CC 2035 Discussion Draft

I appreciate all the hard work that went into this draft, and how it attempts to balance many competing goals. A few practical thoughts, some of which were not sufficiently well reflected in the draft, came to mind based on my 18 years living in Goose Hollow and the West End.

1) Crowding of high-rise residential buildings - I strongly encourage at least one full block between high-rise residential buildings. That is, the face of one building should not look across the street at another. Catty-corner is fine.

The new building on Jefferson between 11th and 12th is a particularly bad example of crowding. The slight offset for the Eliot on 11th avenue does not begin to provide enough space. (My spouse and I lived right across from that new building, and left that unit because of it.)

Low-rise residential buildings can tend to be a bit closer, but it's best to have trees between the buildings.

I see a few examples in your plan of high-rise residential buildings closer than 2 blocks. I encourage rethinking that. I recognize there is also an attempt to provide some offsets and spacing between towers on adjacent blocks. I appreciate the idea, but it may not be sufficient.

2) Minimal added park space. The central city has added a lot of residents since I arrived in 1998. However, there are relatively few new parks. In particular, the few parks in the Pearl can get severely overcrowded. A few more park blocks here and there could make a big difference (and help spread out the high-rise housing).

I see some attempt at added public space in the plan drawings, but nothing so clear as an open block specifically dedicated for another new park. 12th to 15th north of Johnson could use one or two of those. Area under the freeway doesn't really count....

3) I applaud the effort to get rid of surface parking lots.

Thanks for your consideration.

Will Clark-Shim
1221 SW 10th Ave, #1002

FilmStudio503
Portland, OR

February 26, 2016

Nick Fish
Commissioner
City of Portland
1221 SW 4th, Room 240
Portland, OR 97204

Re: Terminal 1 - 2400 NW Front Ave, Portland OR

Dear Commissioner Fish –

In the last year, you and other public officials have been presented with a request by Katherine Wilson to consider Terminal 1 as a location for Film, TV, and Digital Media production. Most recently, on February 3rd, Katherine came before the City Council, and you agreed to give this some thought. The following is offered for your consideration.

Economic Impacts
Portland alone is currently experiencing about **$130 million/yr** in revenue from 3 TV productions. Over the past decade Media, Film, and Television have been a steadily growing sector without the benefit of dedicated 'industry-standard' soundstage production and post production spaces. As noted in Oregon Film Legislative Briefing 2015 – "...thanks to the success of past projects and the growth of our local creative workforce, the interest and demand for more production in Oregon is at an all time high." We believe that Terminal 1 is the ideal location to develop spaces to accommodate and grow this interest, and help bring production levels to **$500+ million/yr** in 5 years.

This could mean an increase of as many as **10,000 - 14,000 direct-effect jobs** to support this level of production in the **Portland area alone**, with **$500 million in wages**. Additionally, this could create 13,000 indirect or induced-effect jobs in supporting sectors with another $430 million in wages in the Portland area.[1]

Planning/Zoning
A film and TV production facility meets the IH-Heavy Industrial zoning requirement for this property. The use of the river for both on-location shooting of water scenes and as transit access to highly utilized water locations in the Metro area meets the River Industrial overlay intent. Having the ability to film water at the soundstage location is a competitive necessity. This would be unique as the only riverfront studio in America.

Of note – although this parcel is not in, but adjacent to, the boundary for the Central City 2035 Plan, to use it for this purpose ties in seamlessly with CC2035's proposed objective to create a prosperous, healthy, equitable and resilient urban core. Specifically, a studio: brings revenue and jobs (per above); produces a

[1] Based upon NERC – An Economic Impact Analysis for the Oregon Governor's Office of Film and Television

product with a very low environmental impact compared to alternatives that might be sited on a heavy industrial lot; delivers an industry that has synergies with the surrounding core activities – residential, tech, and educational institutions; and compliments civic, economic, and cultural objectives for the neighboring Pearl district.

Summary

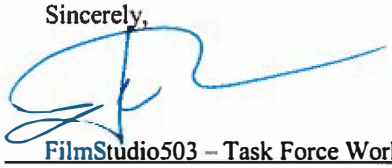
The State, and particularly the City of Portland, is currently benefitting from TV/Film production already happening with limited effort. This industry as a whole continues to grow, and Portland is proving itself as a viable place for outside interests to consider bringing their business. But the City has lost and will continue to lose both local and outside production as it goes to other locations ($103 million lost to the State in 2013 alone.) Proper production facilities at 2400 NW Front Ave would change dramatically the value proposition that comes into consideration when choosing a location – swinging the decision to choosing our area **because** we offer state of the art facilities, and not **in spite of** us not having these facilities.

To deliver this, we believe that a public/private endeavor to develop the 2400 Front Ave. property would benefit all involved. If the City would be amenable to some type of long term lease (50-100 years) at rates that honors the ratepayer, and B.E.S.'s charge to be good stewards of the public's dollars, we feel that private investment could see this as a competitively attractive opportunity. Within this vision lie all the pragmatic details needing to be addressed. If in fact the intent is to put this property on the market very soon, we ask that this be delayed for up to 1 year so we may continue to work with the City, State, local Stakeholders, and private investors to fully vet this. We certainly appreciate the potential for the City to make money on this parcel short term through sale. But we believe that the City can reap more financially, civically, and environmentally by seizing upon the tremendous opportunities presented by this proposed land use and driving the impact it can bring to this location.

From an industry that delivers the world of stories and ideas, we believe that this City will see tangible benefit by investing in itself and this ideal industry for a healthy, prosperous and sustainable Portland.

Thank you, and we look forward to your continued consideration and dialogue.

Sincerely,



FilmStudio503 – Task Force Working Group
Katherine Wilson, Jonathan Tillman, PK Glazer, Scott Glazer, Dawn Horstead,
Lori Lewis, Cyndi Rhoads

Attached - beyond the 1100 Facebook supporters who've joined the "FilmStudio503" group in the last two weeks, you'll find letters from industry participants supporting this concept, and a list of filmmakers, Grimm film crew, businessmen and government representatives who have expressed interest in this vision.

cc: **Mayor Hales**; Commissioners – **Fritz, Saltzman, Novick**; Sonia Schmanski, Liam Frost, Paige Spence, Karla Moore-Love, Tim Williams, Stacy Brewster, Bryan Hockaday, Jasmine Wadsworth, Mustafa Washington, Shelley Midthun, **Julie Ocken**, Tom McFadden



To whom it may concern,

It is among the greatest honor of my life to look back on the past 47 years and know they were spent helping make Oregon Film what it is today. As the "Godmother of Oregon Film," filmmakers have come to me with some of the most interesting and unique requests, and I've always done everything I can to help make their wishes come true:

- A special location was needed near Bend, I found it.
- A set decorator was needed in Portland, I found it.
- Authentic extras were needed in Salem, I found them.
- When additional crew were needed, I knew them.
- When a networking group was requested, I formed it.
- We needed the Governor to support local film, and I would help them.
- We needed a Film Office and I supported them.
- We needed a location manual like LA's 411, and we made it.
- We needed a Location Portfolio and I shot it.
- We needed you to talk to the Legislature, and I would do it.
- We needed film incentives and I would lobby for them.
- We needed more Oregon-centric screenplays and I wrote them.

When someone needs something, I do everything I can to provide it. Today, I need you. My home, life's work, and legacy are here. I need FilmStudio503 for my Oregon film about Oregonian Chief Joseph and his nephew, 'Blanket of the Sun'. I want to shoot this mostly in Northeastern Oregon, but my Hollywood Director wants to do Post-Production and Studio Work in Portland. I have turned down $25 Million in financing (if I shot it in Canada or Washington or Atlanta or the Black Forest or North Dakota), but I wrote it with the Nez Perce Elders. I wrote it for Portland's Film Crew. I wrote it for my beloved Oregon. I can't guarantee I have ALL the funding now. But I have a great deal of it. I want to bring 22 Million dollars to Oregon and FilmStudio503, as one of its first tenants. Portland film needs this. Oregon needs this. Oregon needs you to say yes.

Sincerely,

Katherine Wilson
Oregon Film Factory, LLC
Oregon Film Factory Traveling Movie Museum
Stage III Productions, LLC
(503) 521-3378
katherinewil@gmail.com
http://imdb.me/katherinewilson



Rahe

February 22, 2016

To The City of Portland Public Officials,

I fully support the effort to bring a close-in dedicated film and media production facilities. I consider it an exceptional asset in this region that has managed to see an extraordinary production presence over recent years.

I have worked in this town since 1990 using location resources as available, and covering some production processes out of the area as necessitated. It would be a genuine plus to be able to utilize a singular location for all production and central services. This not only would make my work more efficient, it would keep those dollars in Portland.

I recognize that Portland, with the support of State film incentives, has seen real growth in this industry in the past decade. This is a great place, and the local crews and talent are top notch. As I appreciate the draw of Portland, I can only assume others would also in the industry.

It's not always as simple as "If you build it they will come." But frankly, that rings true here. If given a choice to do soup to nuts production here in Portland, it's a win for the economy and the cultural life of Portland.

Sincerely,

D.C. Rahe

D.C. Rahe
Writer - Producer

To Whom It May Concern –

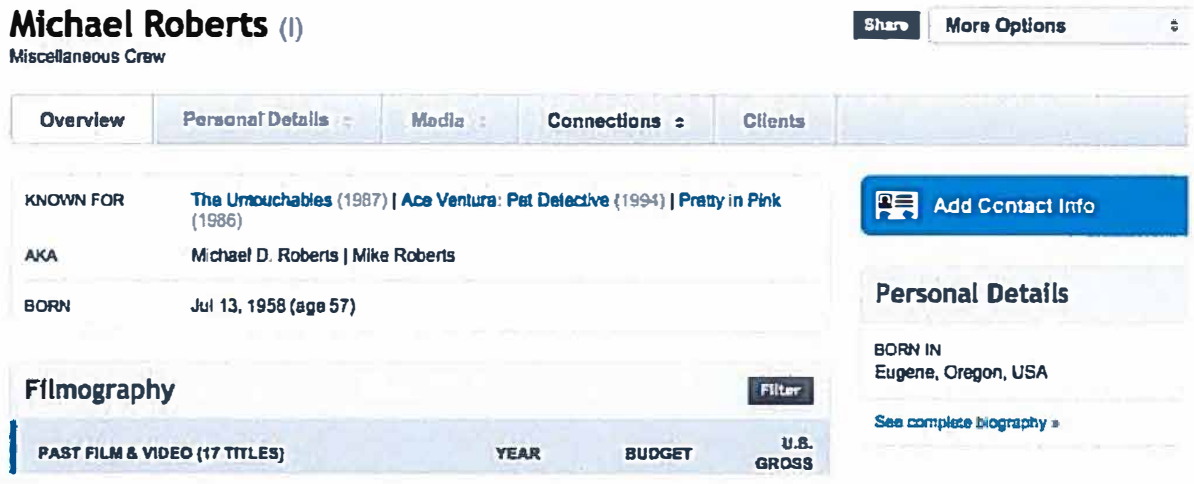
I, __Mike Roberts__, am aware of an effort to bring close-in dedicated film production space to Portland. I'm offering support of this concept, and would consider it an exceptional asset in this region that has managed to see a good production presence over the years.

I recognize that Portland, with the support of Cash rebate State incentives, has seen real growth in this industry in the past decades. This is a great place, and the crew talent is top notch. As I appreciate the draw of Portland, I can only assume others would too, in the industry.

It's not always as simple as "If you build it they will come." But frankly, that rings true there. Because of the close proximity of a myriad of locations from Oceans to Mountains, and a City-scape that can double almost any major city in the country, it makes sense for all of us who have interest in projects wanting to film there.

Sincerely,

2-23-16



Michael Roberts (I)
Miscellaneous Crew

Share | More Options

Overview | Personal Details | Media | Connections | Clients

KNOWN FOR: The Untouchables (1987) | Ace Ventura: Pet Detective (1994) | Pretty in Pink (1986)
AKA: Michael D. Roberts | Mike Roberts
BORN: Jul 13, 1958 (age 57)

Add Contact Info

Personal Details

BORN IN
Eugene, Oregon, USA

See complete biography »

Filmography — Filter

PAST FILM & VIDEO (17 TITLES)	YEAR	BUDGET	U.S. GROSS

February 24, 2016

To Whom It May Concern –

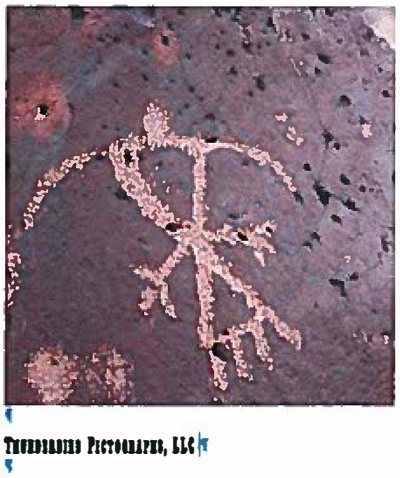
I, Robert L. Primeaux, Ph.D., Producer-"Blanket of the Sun," am aware of an effort to bring close-in dedicated film production space to Portland. I'm offering support of this concept, and would consider it an exceptional asset in this region that has managed to see a good production presence over the years.

I recognize that Portland, with the support of Cash rebate State incentives, has seen real growth in this industry in the past decades. This is a great place, and the crew talent is top notch. As I appreciate the draw of Portland, I can only assume others would too, in the industry.

It's not always as simple as "If you build it they will come." But frankly, that statement rings true, especially here in Portland. The assets of Portland include, it's close proximity of a myriad of locations from Oceans to Mountains, and a City-scape that can double almost any major city in the country, it makes sense for all of us who have interest in projects wanting to film there.

With Regards, I'am

Robert L. Primeaux, Ph.D.
Actor, Producer
former National Board Member of the Screen Actors Guild
and Combat Veteran of Vietnam with 101st Airborne Division



To: The City of Portland Public Officials
From Timothy Levine, Executive Producer, South of Heaven

I am aware of an effort to bring close-in dedicated film production facilities to Portland. I'm offering support of this concept, and would consider it an exceptional asset in this region that has managed to see an extraordinary production presence over recent years.

I have worked in this town using location resources as available, and covering some production processes out of the area as necessitated. It would be a genuine plus to be able to utilize a singular location for all production and central services. This not only would make my work more efficient, it would keep those dollars in Portland.

I recognize that Portland, with the support of solid State incentives, has seen real growth in this industry in the past decade. This is a great place, and the local crews and talent are top notch. As I appreciate the draw of Portland, I can only assume others would also in the industry.

It's not always as simple as "If you build it they will come." But frankly, that rings true here. If given a choice to do soup to nuts production here in Portland (and not have to consider other more amenities elsewhere), it's a win for the economy and the cultural life of Portland.

Portland is where we want to be doing this work, spending our time, and our money.

Timothy Levine

FilmStudio503
Portland, OR

Industry and Community Support for FilmStudio503

Jonathan Woolf, Cameraman for The Lord of the Rings Trilogy,
As someone with a 50-year history in The Biz, I can see very healthy growth here for the future. As I see it, there are 3 legs to this- (1) The tradition of the Portland community supporting its various artists and technicians needing a hub; (2) The local production professional environment, commercials, documentaries, etc; and (3) the ongoing drive to encourage out-of-area producers to shoot here. All of these require a point of focus. A place to shoot, to network, to do post, to train tomorrow's crews, and provide a pool of equipment and expertise.

Tom McFadden, Business Developer; Former Executive Director, Oregon Media Production Association
I will happily continue to lend whatever influence I can. This would include reintroducing legislation in cooperation with the Oregon Speaker of the House to initiate a legislative task force on an Oregon film financing mechanism and an Oregon-based cooperative distribution network, as I did in the 2015 session.

Jacqueline Gault, Producer; Board of Directors, Oregon Media Production Association
It has been a long-time goal of mine to develop a collaborative community hub for professional filmmakers and an incubator program for producers to help them package and finance projects for local production. A space like this would be highly valuable... I'd love to see this community continue to grow and fight for a space to work and grow together at the indigenous level.

Christopher Toyne, Co-chair, Alliance of Professional Performers-NW
As Co-chair of the 2016 Board of the Alliance of Professional Performers-NW supports this proposal, and has added to the agenda of APP-NW's upcoming Annual Board Retreat for urgent discussion that we put the organization behind this valiant effort.

Angella Davis, Producer
It's been discussed over and over that we desperately need a place where internships could be had, where young filmmakers can be shown the way to do things right, proper and safe under the care of older professionals in the business, where we can all learn and grow and see our products come to fruition on big and little screens. This idea has been bandied about by various entities for years, always with a wistful tone as if it would be nice, but just isn't really feasible. Today, it's not only feasible, it's entirely possible and it will fill a massive need in Oregon's growing creative community.

Dr Stephen Rust Jobs for Cinema Studies majors so they can stay in the area after they graduate!

Brandie Sylfae What Studio 503 would mean to me is the potential for income. Like so many of us here, I do a lot of work for free because I love film and I just really want to help make stuff, either as an actor or AD. Wouldn't it be great if there were more jobs just like the ones we are all doing now, but with actual paychecks attached? I think it would be amazing.

Christina Kortum SFX Artist at Grimm: If you were told that you would have to a) find an industrial space willing to do a short-term lease, b) pay to have extra power lines brought in and have the whole place rewired for a larger draw, and c) install large scaffolding and rigging; and d) this would all come out of the budget for your movie and would have to be started months in advance with a person hired to supervise it all... you would laugh and go somewhere else. Productions usually raise their money and want to shoot immediately. We have gone from 1 crew deep to 3 crew deep here in town. We have gone from little equipment in town to having supply houses stocked with top-of-the-line gear. We still have no studio space. The incentive plan is working, but studio space is a key element for building a viable future that cannot be ignored.

The NBC/Universal Grimm Crew:

A petition was passed around at the set of Grimm. The following either signed or expressed their support.

Bruce Lawson
Philip Krysl
Jason Beverage
Annette Dunford-Lewis
Chris Lewis
Don and Patsy Williams
Kevin Fitts
Kai Shelton
Brent Lawson
Bart Heimberger
Mark 'Sparky' Haleston
Justin Durry
Laura Stride
Victoria Misha Austreng
Steve Evans
Lance Denny
Michael Fine
Timothy Levine
Christina Kortum
Brian Smith
Antoine Erhardt
David Andrews
Aaron Robeson
Ron Novak
Cait Pantano
Sam Tichenor
Alun Vic
Brandon McKeon
James Clark

These filmmakers have expressed interest in Filming in Oregon and/ or in Studio503:

John Milius, Valkyrie Productions 'Apocalypse Now' 'Wind and the Lion'

Michael Glick, 'The Godfather II' and 'Rocky IV'
David Blocker, 'Hannah Montana' & 'Into the Wild'
Ira Rosenstein, "Kindergarden Cop" 'Waterworld'
Todd Lewis "Jason Bourne (2016)" "The Postman" "Without Limits"
David Skinner, CEO Shadowcatcher Entertainment 'Smoke Signals', Seattle
Robert Primeaux, Thunderbird Pictographs, Oregon & Colorado
Ernie Stevens III, Oneida Nation, Wisconsin
Chris Eyre, 'Smoke Signals' 'Imprint' 'Whale Hunt' North Dakota
Barry Glasser, Golden Ocean Entertainment, Bejing,
Lance Flores, Mockingbird Films, Dallas
Mike Roberts, Line Producer 'The Untouchables' Ace Ventura ' Oregon

These filmmakers have stated that Oregon was THE place to film, and they would return if they could:
Jennifer Aniston Management
Jack Nicholson, One Flew Over the Cuckoos Nest, Drive He Said, The Shining, Five Easy Pieces
Michael Douglas, One Flew Over the Cuckoos Nest
Milos Forman, One Flew Over the Cuckoos Nest
Peter Werner, The Four Diamonds, Grimm Episode
Tim Matheson, Animal House
Bruce Greenwood, Nowhere Man
Korey Pollard, Stand By Me
Kevin Costner, The Postman
Woody Harrelson, Feast of Love
Peter McGregor-Scott, Animal House
Patrick Duffy, Cry for the Strangers
Ray Gideon, Stand By Me
Alex Meraz, Twilight
Ron Vidor, Stand By Me
Tony Richmond, Men of Honor
Robert Benton, Feast of Love
Morgan Freeman, Feast of Love

Industry/ Government Representatives and/or Mayoral candidates that have interest in this Vision:
Doug Seeley, Developer
Tom Sheenan, Businessman
Patrick Boss, Regional Manager, NWCC Bank
Mike Mitchell of the Kingsmen, Businessman
Etta Conner Scott, Nez Perce Tribe
John Nelsen, Educator
Rep. Phil Barnhart
Mayoral Candidates Rep. Jules Bailey, and Sean Davis in his blog:
http://seandaviswriter.com/2016/02/22/the-importance-of-art-in-our-lives-and-in-our-city/

And as of this moment we have: 1,134 Facebook Followers and rising daily on Film Studio 503.

Meharg, Emily

From: narendra shah <narendrashah99@gmail.com>
Sent: Thursday, February 25, 2016 1:36 PM
To: BPS Central City 2035
Subject: goose hollow parking and development comments

Respected Planning Committee Members:

I am Narendra Shah and live at Arbor Vista Condominiums, 2024 SW Howards Way, Portland
I would like to comment on two areas:
Building not used effectively:

We walk on Jefferson Street and Columbia Street from 20th to River and 20th to 23 Street Corridor.
Some of the building are in poor shape and looks like not occupied.
They could be rebuilt for multi use purpose.
Parking:

There is no parking for guests who visit me in the evening.
Lots of cars are parked in the street with the permits, but not monitored.
They all appeared to be parked for 24 hours.
I would recommend creating a public/private parking tower that can be used for residents and visitors. Visitors can walk to residential and commerce area from here.
Parking garage near Sunset Transit Center could be a good example.
Street parking should kept open for visitors and guests of residents.
Distance from Max station to our condo unit is very small, but difficult for elderly visitors.
A short term parking could be allowed for seniors visitors.

Thank You
Narendra Shah

Meharg, Emily

From: mvogelpnw@gmail.com on behalf of Mary Vogel <mary@plangreen.net>
Sent: Thursday, February 25, 2016 4:29 PM
To: Holly Hansen; BPS Central City 2035
Subject: Re: CC2035 Open House

Holly,
You can send your comments to cc2035@portlandoregon.gov rather than to me. As you should know by now, I'm an unpaid neighborhood advocate.
Mary

Mary Vogel, CNU-A

Bringing services nature provides to community design & planning
A Woman Business Enterprise/Emerging Small Business in Oregon
503-245-7858
mary@plangreen.net
http://plangreen.net

Blog: Toronto: Florida to the Kees with Greater Portland Inc

On Wed, Feb 24, 2016 at 1:00 PM, Holly Hansen <hollylhansen@yahoo.com> wrote:

> cant make the open house but wanted to comment, is air quality at all in the planning??
> the vacant lot on fourth just north of you and me, my apt when it gets developed we will likely lose the 20 or so trees on it and the cooling and air cleaning they give.
>
> also in my apt. I have air filters...I am getting sand colored, construction dust colored gunk clogging them.
> could that be from all the construction?
>
> also does someone plan for the strain all the density increase will bring to the sewer and water systems?
> or will we get hit with the city suddenly crying for more money from the residents?
>
> I had to leave mesa az 3 yrs ago to its overdevelopment effects on the air quality-smog 80% of the time. It hurt to breathe it.
>
> the tv maps all showed that all of downtown Portland was in the area affected by the cadmium and arsenic pollution in the se and ne, we are just across the river after all. The smaller maps later shown were the hot spots but repeatedly maps showed all of downtown in the affected area. This is not just a southeast problem.
>
> what is being done to clean up existing air problems and prevent new ones downtown?

increasing density will make it all worse.

If I am asking the wrong person please forgive me, I have precious little free time and don't know a lot of people here yet.

thank you for any help you can give.

From: Mary Vogel <mary@plangreen.net>
To: "Hartinger, Kathryn" <Kathryn.Hartinger@portlandoregon.gov>
Sent: Wednesday, February 24, 2016 8:47 AM
Subject: Re: CC2035 Open House

Kathryn,
I reminded Felicia Williams to announce the Central City 2035 Open House at the neighborhood association meeting last night and I am copying here a few who came to that and others I think may be interested to remind them that this is TONIGHT!

Thanks for the personal email. I had a meeting at the Zoo yesterday and took my bike so that I could enjoy the ride home through Washington Park!
Mary

Mary Vogel, CNU-A

Bringing services nature provides to community design & planning
A Woman Business Enterprise/Emerging Small Business in Oregon
503-245-7858
mary@plangreen.net
http://plangreen.net

Blog: Toronto: Florida to the Kees with Greater Portland Inc

On Mon, Feb 22, 2016 at 12:46 PM, Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov> wrote:

> Hi Mary!
>
> Hope this finds you well.
>
> I just wanted to check in and make sure you guys all knew about the Central City 2035 Plan Open House this Wednesday – in our building from 4-7. There will be some break-out sessions, opportunities for comment, etc. There will be another open house next Wednesday on the other side of the river – in the Olympic Mills building – but I figure this week's would be more convenient for your group.

We sent out post cards – and we're trying to get on the Downtown Neighborhood Association's agenda in the near future as well – but in case you were interested, I wanted to make sure you knew about the public events coming up. More info is here: https://www.portlandoregon.gov/bps/article/564244

Let me know if you have any questions – and I hope you're enjoying this weather! It's absolutely beautiful out.

K

Kathryn Hartinger, PhD, AICP
Portland Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
(503) 823-9714
kathryn.hartinger@portlandoregon.gov

To help ensure equal access to City programs, services and activities, the City of Portland will provide translation, reasonably modify policies/procedures and provide auxiliary aids/services/alternative formats to persons with disabilities. For accommodations, translations, complaints, and additional information, contact me, call 503-823-9714, City TTY 503-823-6868, or use Oregon Relay Service: 711.

Meharg, Emily

From: Roth, Emily
Sent: Tuesday, February 23, 2016 8:31 AM
To: BPS Central City 2035
Subject: Oregon Department of State Lands

Reading through the Proposed River Overlay Zone and notice that the name for the Oregon Department of State Lands has not been updated. It is no longer the Division of State Lands.

Other comments will come from our Park's rep.
Emily

Emily Roth
Senior Planner | Assets & Development Division
Portland Parks & Recreation
1120 SW Fifth Ave., Suite 1302
Portland, Oregon 97204
503-823-9225 (office)
emily.roth@portlandoregon.gov
portlandparks.org

To achieve great things, two things are needed:
a plan, and not quite enough time.
Leonard Bernstein

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Rachael

February 23, 2016

RECEIVED
PLANNING & SUSTAINABILITY
2016 MAR 21 A 7:53

Susan Anderson, director
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201

Subject: Support for the Ecoroof Requirement

Dear Director Anderson,

On behalf of the Green Roof Information Thank-tank (GRiT), we are writing in strong support of the ecoroof requirement in the Central City 2035 draft plan.

Rooftops are an overlooked and under-utilized resource. As the city becomes more densely developed, we need to use all available space, and rooftops represent many opportunities. Traditional approaches to rooftop design are not only antiquated but also toxic. Ecoroofs are far more than stormwater treatment facilities. Ecoroofs provide many economic, environmental, and human health benefits, while saving building owners money by significantly extending the service life of roof.

The value of ecoroofs in helping maintain health and livability in denser urban neighborhoods cannot be overstated. The new, proposed Comprehensive Plan recognizes this fact by envisioning a new relationship between the built and natural environment in Portland. Throughout its proposed goals and policies, the new Comp Plan calls for a rich, intimate, and daily human connection to nature in order to foster improved public health and sense of place for all Portlanders while improving air and water quality, and native biodiversity. Expansion of ecoroofs will be absolutely essential to achieving the new Comp Plan's vision and goals in our most dense and densifying neighborhoods.



This unattractive, conventional roof provides no human health or environmental benefits and creates an ugly up-close view for adjacent building dwellers.



The Ramona Apartments' roof elegantly and efficiently combines solar panels and an ecoroof creating an attractive view for neighboring apartments and offices.

Portland has a rich history of supporting ecoroofs, and that support lead to Portland's international reputation as a leader in the ecoroof industry. In 1999 the City of Portland was the first in the nation to recognize ecoroofs as a sustainable stormwater approach with the adoption of the City's first Stormwater management manual. In 2001 Portland included ecoroofs as an FAR Bonus option as a new urban design sustainability approach. Portland again was the first city in the USA to include ecoroof incentives in its planning regulations. Portland again set the pace beyond any other US city in 2008 with the adoption of a five-year direct ecoroof incentive program. The program also helped build the local green roof industry and simultaneously helped lower the cost of design and installation.

When the incentive ended, the use of ecoroofs plummeted from over 150,000 sf of ecoroof constructed in 2013 , to 60,000 sf in 2015. Portland is no longer a leader. Washington DC, Chicago, Seattle, San Francisco, Philadelphia, and New York City are touted as models of green roof incentives and regulations. And now, even smaller cities such as Milwaukie WS, Nashville TN, Devens MA, and Syracuse NY have ecoroof incentives and/or requirements. Portland has fallen off the list of Top 10 cities with the fastest growth in ecoroofs.

The most successful efforts to expand ecoroofs in Europe and North America have first established incentives and then transitioned to ecoroof requirements as the local ecoroof industry expands and installation costs come down. Therefore we urge the City Council to do the following:

1. **Reinstate a financial incentive for ecoroofs for a limited term of 5 years.** The City of Portland's ecoroof incentive was a huge success. Despite being available during the worst recession since the Great Depression, the incentive funded 135 projects and nine acres of ecoroofs. During the transition to a requirement, an incentive will help building owners who are new to ecoroofs to incorporate this technology into their developments. The incentive can be phased out as developers become accustomed to ecoroofs and ecoroofs become a regular roofing approach.

2. **Strengthen and improve the proposed ecoroof requirement.** While we agree with most of the exemptions listed in the Central City 2035 proposed code, the City Council should increase the remaining coverage from 70 percent to 100 percent. The exemptions provide sufficient space for other essential uses. Recent studies from Portland State suggest that roof area is a major predictor of species biodiversity, so ecoroof area should be maximized.

Ecoroofs and solar should be combined. There is no need for a solar exemption. Ecoroofs and solar energy systems are mutually beneficial, and when they are constructed together the ecoroofs are more effective and the solar systems are more efficient. Combining solar and ecoroofs is not new in Portland. There are several large projects such as the Ramona Apartments with 32,000 sf of ecoroof and solar panels. In other countries they are often built in tandem in cities such as Stuttgart and Freiburg Germany and Linz, Austria.

3. **Apply the new ecoroof requirement throughout the City.** Many areas of Portland are developing rapidly, and most new buildings do not have ecoroofs. For example, none of the buildings along SE Division have ecoroofs. The proposed ecoroof incentive in the Mixed Use Zone is very weak and will not encourage developers to incorporate ecoroofs into the designs.

Thank you for the opportunity to provide comments on the draft Central City 2035 Plan. We would be happy to provide additional technical information and data that support an ecoroof requirement. Please feel free to contact Elizabeth Hart or Corey Omey with any questions or for more information.

Signed by the GRiT founders on behalf of the 400+ member group,

Elizabeth Hart
elizabethkhart@comcast.net
404-725-1602

Corey Omey
corey.omey@ermunch.com
503-349-4179

CC Mayor Charlie Hales
Commissioner Nick Fish
Commissioner Amanda Fritz
Commissioner Steve Novick
Commissioner Dan Saltzman
BES Director Michael Jordan

Meharg, Emily

From: amsteinman@comcast.net
Sent: Saturday, February 20, 2016 3:43 PM
To: BPS Central City 2035
Subject: Draft Central City Plan Public Comment

I reviewed the Draft Central City 2035 Plan and am simply appalled.

The drastically increased height limits proposed for most of the center city and particularly within the Pearl District will fundamentally change the nature of the city in profoundly negative ways. Today's Portland is unique and, if enacted, the 2035 Plan would facilitate making it generic.

The Stakeholder Advisory Group was comprised primarily of developers , builders, realtors and others with the potential for personal economic gain based on increased building heights. Of course these individuals served their own interests rather than those of the residents of the City of Portland resulting in this plan.

A responsible City would throw out this "aggressively pro-development regardless of its impact" proposal.

Portland should go back to the drawing board and develop a plan with true input from the residents of Portland rather than moving forward with this cynical product of "crony capitalism" .

Receiving the card seeking public involvement today, on February 20th, when the public events begin on February 22nd appears another cynical effort to minimize true public involvement and facilitate the interests of developers and the like.

With development of the Post Office site on the horizon, please heed the call of the residents and stop this plan.

Sincerely,

Andrew Steinman
821 NW 11th Avenue
#515
Portland, OR 97209

P.S. - I am on multiple community Boards including my Condominium and Neighborhood Association and own 3 businesses in Portland and the surrounding area. I would be happy to volunteer for a Stakeholder Advisory Board to facilitate true public input.

Meharg, Emily

From: Hartinger, Kathryn
Sent: Thursday, February 18, 2016 4:19 PM
To: Meharg, Emily
Subject: CC2035 Discussion Draft Comment

See comment from Nancy Merryman.

From: Nancy Merryman [mailto:nmerryman@merrymanbarnesarchitects.com]
Sent: Thursday, February 18, 2016 3:08 PM
To: Hartinger, Kathryn <Kathryn.Hartinger@portlandoregon.gov>
Subject: [User Approved] CC2035 - Central City & West End development questions

Hello Kathyrn –

Thanks for your research and reply – I appreciate the prompt assistance!

Please consider this email my request for further clarification and scrutiny of the issues regarding the proposed changes to the West End zoning as part of the 2035 Plan.

The questions/comment I have regarding the proposed changes include:

- The height limit on this site (SW 11th between Morrison and Yamhill) is still listed at 460', but it seems like the City is trying to limit the height and bulk allowed on the site through the FAR limitation, which seems counterintuitive. Am I missing something?
- Regarding 510.200.C.1.a. and b. – the end result is the same for this site…so why is the West End subdistrict listed separately? It doesn't seem to clarify anything or make sense…
- *'C.1.a-e Limits on additional FAR This section states that there is a 3 to 1 limit on the amount of bonus FAR a project can earn in most circumstances; however, transfers are unlimited, so long as the proposed development does not exceed maximum heights shown on Map 510-4. Sub paragraphs b-e apply to specific areas of the Central City Plan District that have different and unique FAR regulations, including the West End, South Park Blocks, South Waterfront, and North Pearl.'*
  The way this is stated doesn't make sense to me…why do you say that transfers are unlimited but there is a maximum bonus of 3:1? Why not just state the maximum allowable FAR? Unlimited transfers are no good above the maximum, correct? I must be missing some nuance here…?
- Regarding *Commentary* on 33.510.200.C.2.1 – it says that West End subdistricts have the ability to bonus more than 3:1 FAR, but I can't find where it specifically says this relates to the West end residential bonus area (is this a 'subdistrict'?) shown on the new Map 510-5. And I can't find where it states what the maximum FAR is for this bonus area…is it just capped by the maximum height?

That is all I can think of at the moment.
Best regards,
Nancy

NANCY MERRYMAN, FAIA

MERRYMAN BARNES
ARCHITECTS INC.
1231 NW HOYT #403
PORTLAND, OR 97209
TEL: 503.222.3753 ext 305
DIRECT: **503.222.3761**

WEB: www.rmbarch.com
EMAIL: nmerryman@merrymanbarnesarchitects.com

From: Hartinger, Kathryn [mailto:Kathryn.Hartinger@portlandoregon.gov]
Sent: Thursday, February 18, 2016 1:21 PM
To: nmerryman@merrymanbarnesarchitects.com
Subject: CC2035

Hi Nancy,

You are right. This is a section of the Code we went back and forth on – and I just flagged it for us to look at moving forward. Part of the challenge is that some of the language is carried over from the old Code, and I think we need to take another look at it. Most areas of the Central City only need to do the first 2:1 in affordable housing, and then they are able to access other bonus or transfer options. For the parcel you mentioned, you're only allowed 3:1 – AND it must all be in affordable housing, which I can see being a bit limiting.

If you would be willing to write a letter (a short email is fine), asking us to look at this, it would help me with documentation! I'm glad you brought it to our attention.

As CURRENTLY proposed, for a parcel on the block bounded by SW Yamhill, Morrison, 10th and 11th:

(Map 510-2) Maximum FAR of 9:1
(33.510.200.C.2.b.1) Bonus eligible for 3:1 – all of which must be earned through the affordable housing bonus.
(33.510.200.C.1.b) Final FAR is capped at 12:1. Because of this cap, the parcel would NOT be eligible for other bonus options or transfers.

I hope this helps! If you have additional questions, please feel free to send them my way!

Kathryn

Kathryn Hartinger, PhD, AICP
Portland Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
(503) 823-9714
kathryn.hartinger@portlandoregon.gov

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BUCKMAN COMMUNITY ASSOCIATION

C/O SOUTHEAST UPLIFT
3534 SE MAIN STREET
PORTLAND, OR 97214

BUCKMANBOARD@GOOGLEGROUPS.COM
(503) 482-8252

To: City of Portland Bureau of Planning and Sustainability

RE: Central City 2035 Plan

On February 18th, 2016 the Land Use Committee of the Buckman Community Association met to discuss the Central City 2035 Plan and its impact specifically to the inner-Buckman neighborhood in the Central Eastside. While there was a significant range of opinion about many of the proposed strategies and policies, especially in regards to density, there was concurrence echoing the first significant challenge addressed by the plan: "Ensure that the Central City is accessible, affordable, and inclusive for all Portlanders." In the past few years, Buckman has witnessed a significant increase in density, mostly in the form of multi-unit, primarily-residential development. The majority of these units are unaffordable, and many are studios or one-bedroom apartments not ideal for families with children. There has been a corresponding increase in both home value and rent prices in eastern Buckman contributing to the shortfall of affordable family housing throughout the neighborhood.

The Buckman Community Association supports the Housing and Neighborhood Goal 2.B for the Central Eastside: "The Central City's affordable housing supply maintains and supports the area's growing racial, ethnic and economic diversity," and policies 2.7 and 2.9 to minimize displacement and retain housing affordability, respectively.

Sincerely,

Buckman Community Association

Meharg, Emily

From: Todd Skiles <todd@fullblastcreative.com>
Sent: Wednesday, February 17, 2016 11:43 AM
To: BPS Central City 2035
Cc: Todd Fullblast Creative
Subject: Addressing Traffic, Parking and trains Central City 2035 Plan?

Hello.

My company has been at SE 2nd and Stark, in the Central Eastside district for ten years. I have a nice office space for my company and I rent desks to other creatives/contractors.

My main concerns are current issues with:
1] Extremely limited parking
2] Limited outlets from the freeway off ramp to travel North and East [IE: SE Stark commonly backed up for 5-6 blocks]
3] Trains stopping on the tracks [sometimes for 30 minutes at a time] and repeatedly blowing their horns seemly excessively long and loud.

I am currently looking for work space outside of this area [due mostly to parking issues for me, my renters and my clients].

Is there anywhere in this plan that address any of these concerns? Added density will clearly make these issues more problematic.
I have some ideas that could help but I'm hoping to see lots of thought and input that is already in the works on these issues.

Sincerely,
Todd Skiles

fullblastcreative brand identity | packaging design | websites

Todd Skiles | Principal/Creative Director
503.227.2002 | todd@fullblastcreative.com
107 SE Washington Street #255 | Portland OR 97214

www.fullblastcreative.com

Meharg, Emily

From: Starin, Nicholas
Sent: Wednesday, February 17, 2016 3:48 PM
To: Meharg, Emily; BPS Central City 2035
Cc: Dauphin, Derek; Doss, Troy; Edmunds, Sallie
Subject: ODOT Comments Discussion Draft

- **Nicholas T. Starin, City Planner**
- Portland Bureau of Planning & Sustainability
- nicholas.starin@portlandoregon.gov
- TEL 503.823.5837

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From: RAHMAN Lidwien [mailto:Lidwien.RAHMAN@odot.state.or.us]
Sent: Wednesday, February 17, 2016 3:43 PM
To: Starin, Nicholas <Nicholas.Starin@portlandoregon.gov>
Cc: MAKLER Jon <Jon.MAKLER@odot.state.or.us>; Leclerc, Mauricio <Mauricio.Leclerc@portlandoregon.gov>; Morehead, Grant <Grant.Morehead@portlandoregon.gov>
Subject: [Approved Sender] RE: Discussion Draft Central City 2035 Plan

Heads up for the 2/25 meeting:

ODOT objects to the proposed "Civic Main Street" street design classification of part of Powell Blvd. The classification is inconsistent with the RTP Design Classification of Regional Street. We also object to the characterization of part of Powell as a "Retail Commercial Street Type", and believe the Boulevard Street Type classification is more appropriate and more consistent with the proposed Civic Corridor designation in the Comp. Plan. We have consistently indicated to the City (as part of the MMA, Comp. Plan, and S/SE Quadrant Plan processes) that the Central City boundaries and associated MMA and land use boundaries should be drawn on the northern ROW/property line of Powell Blvd, i.e. exclude the Powell Boulevard ROW. It is inconsistent with the Oregon Highway Plan (OHP) Policy 1B to designate 2040 Centers or Main Streets to straddle a State Highway where the characteristics of a Special Transportation Area are not already in place or planned. ODOT is fine with the Central City designation north of Powell and the 2040 Corridor land use designation (and matching City land use types) south of Powell.

We are OK with the existing Major City Traffic Street, Major Transit Priority Street, Primary ER Route, and City walkway designations. I am having a hard time reading what the prosed change is in the Freight classification for Powell – what are its current and proposed TSP Freight classifications? (the RTP classifies it as a Freight Roadway Connector; it is not a designated Freight Route in the OHP). We should talk about the City bikeway classification of Powell: it was not designated a City bikeway in the old TSP, and I believe ODOT objected to its designation as a City bikeway in the Bike Master Plan. The stretch of Powell adjacent to the Central City is not a designated regional bikeway in the RTP.

Lidwien Rahman
Principal Planner
ODOT Region 1

123 NW Flanders
Portland OR 97209
Phone: (503) 731-8229

From: Starin, Nicholas [mailto:Nicholas.Starin@portlandoregon.gov]
Sent: Wednesday, February 17, 2016 12:57 PM
To: MAKLER Jon; RAHMAN Lidwien
Subject: RE: Discussion Draft Central City 2035 Plan

Thanks.

- Nicholas T. Starin, City Planner
- Portland Bureau of Planning & Sustainability
- nicholas.starin@portlandoregon.gov
- TEL 503.823.5837

From: MAKLER Jon [mailto:Jon.MAKLER@odot.state.or.us]
Sent: Wednesday, February 17, 2016 10:36 AM
To: Starin, Nicholas <Nicholas.Starin@portlandoregon.gov>; SNOOK Alan <Alan.SNOOK@odot.state.or.us>; RAHMAN Lidwien <Lidwien.RAHMAN@odot.state.or.us>
Cc: Leclerc, Mauricio <Mauricio.Leclerc@portlandoregon.gov>; Morehead, Grant <Grant.Morehead@portlandoregon.gov>
Subject: [Approved Sender] RE: Discussion Draft Central City 2035 Plan

Nicholas,

Yes, we received it. First, you can replace Alan on your list with Lidwien Rahman, included here. She will be attending the rescheduled meeting on 2/25. Thank you for the materials you've sent over. It's very helpful to have this overview.

Jon Makler, AICP
Region 1 Planning Manager
Oregon Dept of Transportation
jon.makler@odot.state.or.us
Direct: (503) 731 – 4753
Mobile: (971) 322 – 5633



From: Starin, Nicholas [mailto:Nicholas.Starin@portlandoregon.gov]
Sent: Wednesday, February 17, 2016 10:24 AM
To: SNOOK Alan; MAKLER Jon
Cc: Leclerc, Mauricio; Morehead, Grant
Subject: Discussion Draft Central City 2035 Plan

Jon and Alan,

The CC2035 TAC is meeting on February 25th to discuss the Discussion Draft Central City 2035 Plan (let me know if you didn't get the invite) , but I wanted encourage you to read a short summary of the plan and dig into the details on our website. I also wanted to send along an update on the process so that you and ODOT can begin to plan your involvement over the year ahead.

The Central City 2035 Plan is the culmination of over five years of active planning and public involvement. Following City Council adoption of the SE Quadrant Plan last summer, staff have focused on integrating the Concept Plan and quadrant plans into a single cohesive document.

How can you engage with the project?

- Review the draft plan and provide comments: www.portlandoregon.gov/bps/cc2035.
- Attend public events:

	City of Portland Bldg 1900 SW 4th Ave	Olympic Mills Bldg 107 SE Washington St
Lobby displays (staffed 11am – 1pm)	2/22-2/26	2/29-3/4
Open houses & topic sessions	2/24, 4-7pm	3/2, 4-7pm

- Contact a planner: call 503-823-4286 or email cc2035@portlandoregon.gov.
- Testify at public hearings: Planning & Sustainability Commission in June, City Council in early fall.
- Sign up for project email updates: https://app.e2ma.net/app2/audience/signup/1761745/1362558/?v=a

In the meantime, if you have any questions or concerns, please do not hesitate to contact me directly; we would be happy to set up a meeting with you to discuss the plan. Thanks.

N.

- Nicholas T. Starin, City Planner
- Portland Bureau of Planning & Sustainability
- nicholas.starin@portlandoregon.gov
- TEL 503.823.5837

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Meharg, Emily

From: Blake Goud <blake.goud@gmail.com>
Sent: Tuesday, February 16, 2016 1:41 PM
To: BPS Central City 2035
Cc: Jonathan Maus - Gmail
Subject: Removal of "City Bikeway" designation from SW Alder between 2nd and 12th

Hello,

I think the criticism being expressed in this Bike Portland article are spot on for the proposed removal of a 'city bikeway' designation on SW Alder. Given the prioritization that the city says it gives to transit over private vehicles and bikes over both, this is in start contradiction and it creates an out-of-the-way safe route for people that differs from the intuitive connection to the Morrison Bridge crossing.

With the establishment of a bike share program, and a recognition that under our obligations to move towards lower carbon emissions in the future, planning should prioritize clear, simple routes for safe, separated bike lanes and using Alder would be an excellent place for such a route.

Removing the designation and opting for a Salmon/Taylor alignment that creates a 3-block 'jog' from the intuitive route would probably leave many people, particularly those using bike share, who are less experienced, riding on Alder anyway (even with signs directing them to Salmon/Taylor).

Therefore, instead of removing the "City Bikeway" designation from SW Alder, there should be consideration of what changes to automobile traffic would be necessary to put in a protected, two-way cycle track on SW Alder to connect to the Morrison Bridge path. If this is deemed to be too difficult for automobile traffic to navigate, I hope you will reconsider why you think it is appropriate for bicycle traffic.

Blake Goud
Portland residenrt

Meharg, Emily

From: Ovid Boyd <ovid@metamorphica.net>
Sent: Tuesday, February 16, 2016 8:24 PM
To: BPS Central City 2035
Subject: Central City Plan transportation comments

Hello Portland Planners,

I was looking over it today, I wanted to make a couple transportation suggestions on the central city plan.

1) I see Burnside is to remain a 2-way "Civic" main street. Burnside really cuts through the city, and with two-way traffic on it, it is difficult for people to cross. It really needs to be turned into a one-way couplet across downtown, preferably from the Burnside bridge all the way to Washington Park. Couch or Everett could become the other way of the couplet, or possibly starting with Couch downtown, and then having Everett be the other half in the Alphabet District. This work make it much more crossable (and less congested). You could even manage to get proper bike lanes on it.

2) I didn't notice a plan for street on the Transportation System plan. Why not add a line along Naito Parkway connecting the South Waterfront to the new areas north of the Pearl District? Or one down Jefferson/Columbia, to Goose Hollow, and then up NW23rd in the Alphabet District? Or there are many other possibilities to stitch together a complete streetcar system downtown. It really should be done, and ought to be part of this plan. (I hope it is included in another plan at least, and not that there is just no goal to improve the streetcar network downtown).

Cheers,
Ovid Boyd
1088 NE 7th Ave, Apt 604
Portland, OR 97232

CADDRESS	CCITY	CCOMMENT	CEMAIL	CNAME	CTIMESTAMP	LIAISON_DISTRICT	NEIGHBORHOOD
1088 NE 7th Ave, Apt 604	Portland	I don't think it is at all wise to limit the height of buildings in the city central. By limiting housing and office supply you will end up with higher rents. We should let our city center be built up to the point of demand so that people of all incomes can enjoy living and working affordably in central incomes. Let our city grow to for all its people.	ovid@metamorphica.net	Ovid Boyd	2016/02/15	Central City	Downtown
		I think the central eastside deserves some actual parks. The open spaces on the map look like they are just the bridge offramps, which are open but not exactly accessible. One of the things that makes the Pearl so attractive as a mixed business and residential neighborhood is the parks. Huge buildings and no parks is not a place anyone wants to linger.	lily.a.cool@gmail.com	Lily Cool	2016/03/01	Central City	Hosford-Abernethy
1915 SE Alder St.		I do not understand the CC 2035 map app. There is absolutely no legend and no explanation of what they are proposing. I can't even address the map showing blocks of color on it, because there is no key explaining what the different colors mean. I am concerned about the height designations - I assume they are propose within the Grand Avenue National Register Historic District. Why are they allowing 200' high buildings in this area that is predominately 2-3 stories? Any proposal for new construction in this area will have to go through Historic Resource Review, and a 200' building next to a 30 or 40' high building is clearly incompatible. I am also concerned about the heights generally. 16th & Morrison is only at 100' elevation, and Grand Avenue is at 60'. 100' or 200' high buildings will completely block any view of the downtown skyline. The "ridge" along 20th at Morrison is at 120'. We already have the Burnside Bridgehead development blocking the iconic view of Big Pink and downtown as you approach the Burnside Bridge. Let's not lose any more of our scenic views The Comp Plan seems to talk about views only from central city outwards, it doesn't consider that parts outside of downtown also have views TOWARDS downtown. That is a serious oversight.	cpypdx@gmail.com	Christine Yun	2016/03/01	Central City	Buckman

2066 SW 10th Avenue	Portland	Cost is minimal, and non-auto transportation value is very high. Following the southern I-405 interstate landscape green belt, this bike and pedestrian path connects Goose Hollow, West Hills, Downtown, PSU. It does this off congested traffic streets. For surrounding high density residential areas, particularly in the University District and central Goose Hollow, this will become an excellent way to get to work or school and make errands, all without an auto. It also feeds into OHSU, Barbur Blvd, and South Waterfront (Tilikum Crossing) areas. It will become a major southern non-auto arterial to the proposed Portland Green Loop (actually, the lower 1/3rd of this path is on The Green Loop). By it's nature, it links may ways to conveniently cross over and/or along I-405: *SW 8th underpass ('Ho Chi Minh trail' to Center Goose Hollow) *Montgomery and SW 13th (PSU, West Hills, Downtown) *SW 12th overpass (West Hills, Downtown) *Park Avenue overpass, part of Green Loop (South Park Blocks, Center of PSU, New Viking Pavillion) *Broadway overpass, part of Green Loop (West Hills, Downtown) *SW 6th Avenue overpass, part of Green Loop (Downtown, Terwilliger, Barbur)	lukegilmer@gmail.com	Luke Gilmer	2016/03/12	Central City	Downtown

2066 SW 10th Avenue	Portland	Cost is minimal, and non-auto transportation value is very high. Following the southern I-405 interstate landscape green belt, this bike and pedestrian path connects Goose Hollow, West Hills, Downtown, PSU. It does this off congested traffic streets. For surrounding high density residential areas, particularly in the University District and central Goose Hollow, this will become an excellent way to get to work or school and make errands, all without an auto. It also feeds into OHSU, Barbur Blvd, and South Waterfront (Tilikum Crossing) areas. It will become a major southern non-auto arterial to the proposed Portland Green Loop (actually, the lower 1/3rd of this path is on The Green Loop). By it's nature, it links may ways to conveniently cross over and/or along I-405: *SW 8th underpass ('Ho Chi Minh trail' to Center Goose Hollow) *Montgomery and SW 13th (PSU, West Hills, Downtown) *SW 12th overpass (West Hills, Downtown) *Park Avenue overpass, part of Green Loop (South Park Blocks, Center of PSU, New Viking Pavillion) *Broadway overpass, part of Green Loop (West Hills, Downtown) *SW 6th Avenue overpass, part of Green Loop (Downtown, Terwilliger, Barbur)	lukegilmer@gmail.com	Luke Gilmer	2016/03/12	Central City	Downtown

2066 SW 10th Avenue	Portland	Cost is minimal, and non-auto transportation value is very high. Following the southern I-405 interstate landscape green belt, this bike and pedestrian path connects Goose Hollow, West Hills, Downtown, PSU. It does this off congested traffic streets. For surrounding high density residential areas, particularly in the University District and central Goose Hollow, this will become an excellent way to get to work or school and make errands, all without an auto. It also feeds into OHSU, Barbur Blvd, and South Waterfront (Tilikum Crossing) areas. It will become a major southern non-auto arterial to the proposed Portland Green Loop (actually, the lower 1/3rd of this path is on The Green Loop). By it's nature, it links may ways to conveniently cross over and/or along I-405: *SW 8th underpass ('Ho Chi Minh trail' to Center Goose Hollow) *Montgomery and SW 13th (PSU, West Hills, Downtown) *SW 12th overpass (West Hills, Downtown) *Park Avenue overpass, part of Green Loop (South Park Blocks, Center of PSU, New Viking Pavillion) *Broadway overpass, part of Green Loop (West Hills, Downtown) *SW 6th Avenue overpass, part of Green Loop (Downtown, Terwilliger, Barbur)	lukegilmer@gmail.com	Luke Gilmer	2016/03/12	Central City	Downtown
2237 SE Pine		The west side bike connection to/from the Hawthorne bridge needs to be a priority. It is absurd, and not safe, that so much bike traffic is thrown into a chaotic mix at the end of the bridge. Please take away an auto lane and dedicate it to bikes.	kellett.bob@gmail.com	Bob Kellett	2016/03/16	Central City	Downtown
2237 SE Pine		With the increasing number of people living near the Burnside Bridgehead, it is critical that you figure out a way to make it safe and intuitive to walk/bike to the westside of the bridge. This needs to be prioritized now regardless of what the county's plans are for a future bridge,	kellett.bob@gmail.com	Bob Kellett	2016/03/16	Central City	Old Town/Chinatown
2237 SE Pine		With all the needs along the Burnside corridor, this should be a low priority.	kellett.bob@gmail.com	Bob Kellett	2016/03/16	Central City	Downtown
2237 SE Pine		It is fantastic to see this project. The current set up of lots of cyclists in an unprotected bike lane next to fast moving cars is untenable. Would like to see thought given to those of us biking east who need to turn north to connect to Salmon Street greenway.	kellett.bob@gmail.com	Bob Kellett	2016/03/16	Central City	Hosford-Abernethy
2237 SE Pine		Wouldn't it make more sense to have a neighborhood greenway along SW 18th? It is flatter and could connect into existing bike lanes on NW 18th as well as better connect to potential bike facilities on Taylor and Salmon. It would also better serve people going to Lincoln High School. Make 18th a transit/bike only street.	kellett.bob@gmail.com	Bob Kellett	2016/03/16	Central City	Goose Hollow
2237 SE Pine		This should be the of the lowest priority.	kellett.bob@gmail.com	Bob Kellett	42445.498	Central City	Goose Hollow

2237 SE Pine	This is a needed project that should also leverage a Biketown station.	kellett.bob@gmail.com	Bob Kellett	42445.499	Central City	Goose Hollow
2237 SE Pine	This could be a signature bikeway for Portland. Let's make it happen!	kellett.bob@gmail.com	Bob Kellett	42445.508	Central City	Lloyd District
1220 SW 12th Ave. #709	SW Columbia and SW Jefferson badly need PEDESTRIAN improvements too! Especially from SW Park Ave to SW 13th, the sidewalks need to be widened, trees need to be planted and handicapped accessibility needs to be improved. These roads are far too wide, encouraging traffic to go too fast. I requested sidewalk widening before PBOT repaved these streets last yea even tried to stop the repaving until it was done.	mvogelpnw@gmail.com	Mary Vogel	42450.763	Central City	Downtown
1220 SW 12th Ave. #709	I don't quite understand what the "Jug handle left turn lane" is, but there should be a dedicated walk signal and a dedicated left turn signal to allow more than one car per light to actually turn there.	mvogelpnw@gmail.com	Mary Vogel	42450.773	Central City	Downtown

Meharg, Emily

From: James Maertin, CPA <james@jamesdance.com>
Sent: Monday, February 15, 2016 6:42 PM
To: BPS Central City 2035
Subject: Comment on Central City 2035

To Whom it May Concern:

I think the policies in this document are excellent and right on target. I would just like to point out one minor thing. When discussing transportation, you use the term “alternative modes” of transportation to mean travel by other than automobile. You also state that in the Central City, you want walking to be the primary mode of getting around. While using the phrase “alternative modes” is seemingly innocuous, in fact this type of thinking is deeply ingrained in most of us and we might not even realize it. The premise that driving is the “normal” way to get around and other ways are “alternative modes” can tend to undermine the laudable goals of promoting walking, biking and transit.

Sincerely,

James Maertin

Meharg, Emily

From: Tami Matthews <tami@deathmint.com>
Sent: Sunday, February 14, 2016 5:08 PM
To: BPS Central City 2035
Subject: Feedback about new Central City plan

Thank you for opening up comments to Portlanders who care about the city. I think overall your plan is good and can't wait to see much of it inacted. I have the following concerns:

- Infrastructure. NW and SW Portland are already having significant issues with overcrowding in schools. When planning, please work with Portland Public School system as well as the Multnomah Library and core necessities (like grocery stores). They should know density plans, but they seem unaware.
- Community space. In the NW, we have *1* community center and it's not even open during the weekends or past 6 p.m. (except for one day). So it's kinda useless, unless you're a stay-at-home mom. NW desperately needs community space that's not a gym or the MAC club. This will enable low income and upper income to meet, make friends, make art, learn, and exercise. If this plan is enacted, SE might need another inner core community center. It's especially important in Portland where we have, as you know, unending rain sometimes.
- Green space. I live in NW Front and as of now, it looks like a sea of toweing buildings -- overwhelming and discouraging for riding a bike or walking. Green space may help improve livability.
- Enjoy the river view. Our rivier is beautiful and I'm lucky enough to see seagulls, egrets, eagles, and more fly above as well as beavers swim below. People *want* to eat along our river banks and friends from out of town frequently ask for it. It's why we bought our condo. Please find ways to get businesses, especially food and beverage, to open up along our waterway.

Thanks,
Tami Matthews
2002 NW 16th

Meharg, Emily

From: Jinnet Powel <jinnetandpat@gmail.com>
Sent: Saturday, February 13, 2016 8:58 AM
To: BPS Central City 2035
Subject: Central City Plan

How is the City working with Portland Public Schools to predict number of school age kids and . You can't have resilient neighborhoods without meeting public education needs for families. It is crazy to me how out of siloed and out-of-sync the City of Portland and Portland Public Schools are. The best way to have equitable schools is to have equitably mixed income neighborhoods with schools surrounded by some of the nicest homes in the neighborhood and located close to a desirable park. That way, neighborhood demographics avoid concentrating poverty in one school, and the properties surrounding the school are ones that will attract continued investment in both the school and neighborhood.

It is crazy to me that there is not more section 8 housing within the Lincoln High School catchment area, that George Middle School is surrounded by some of the smallest homes in the neighborhood and pushed up against a trucking route, or that Portland Public Schools appeared to be blindsided by increased student density in the Chapman neighborhood following major development in the N.W. Portland. I would rather see a beautiful park become a school than see a school placed in a less than ideal location because the land is cheaper and less contested. It is time to make our schools as much of a priority as our parks at every level of city government.

None of what I am saying is new or revolutionary. And, yet, in one of the areas most central to quality of life and the future character of the city, the City and Portland Public Schools don't work together in concert.

Do you agree that there is a problem? Why is this? What needs to happen so that the City of Portland and Portland Public Schools plan wisely together.

Jinnet Powel

503 936 0560
9911 N Ivanhoe St. Portland, OR 97203
powel.jinnet@gmail.com
Illustrator & Free Choice Learning Science Educator

Portland State
UNIVERSITY

Office of the President

Post Office Box 751
Portland, Oregon 97207-0751

503-725-4411 tel
503-725-4499 fax

February 10, 2016

Susan Anderson, Director
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201

RE: Request for FAR Changes

Dear Director Anderson:

We commend BPS staff on their work developing the West Quadrant Plan and their on-going efforts to make Portland the most sustainable and livable city in the country. The West Quadrant Plan describes an appropriate vision for the south downtown transit mall through the increase in height to 460 feet. However, the plan does not include the requisite increase in FAR necessary to enable the new heights. Portland State University respectfully requests an increase in FAR for a number of properties within and adjacent to the University District. PSU is requesting changes along the south transit mall and other areas (see Figure below) for the following reasons:

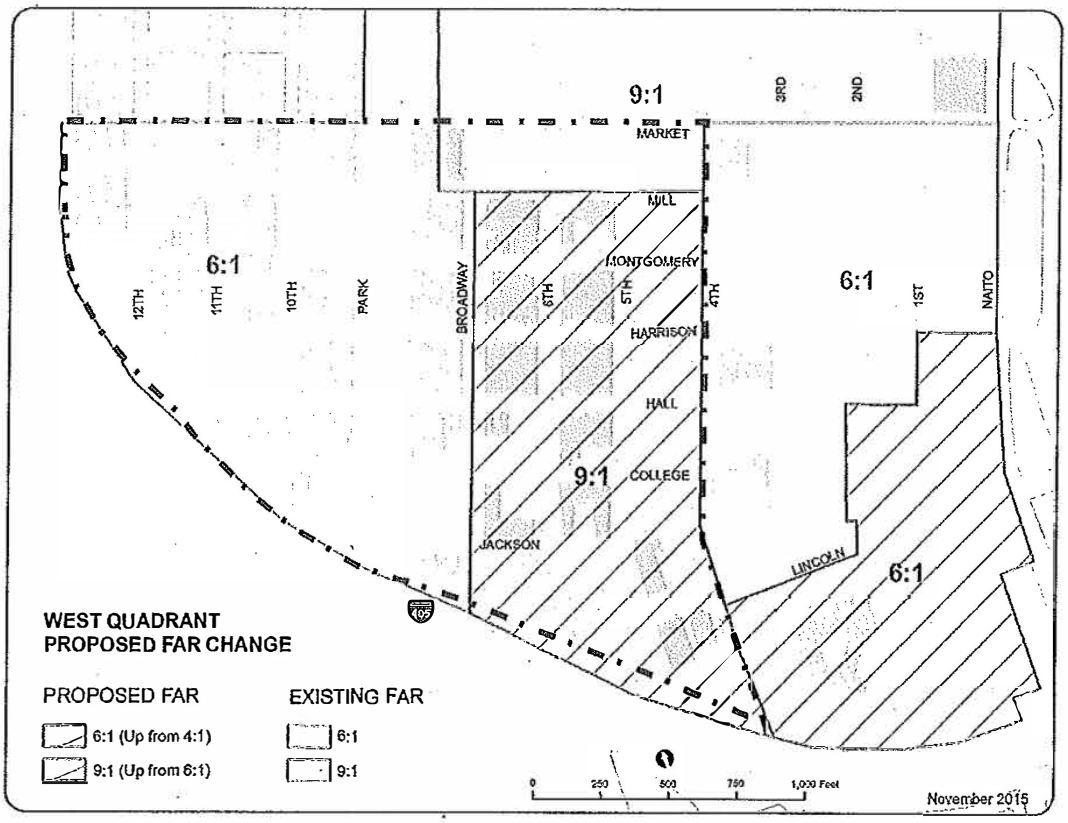
- Heights along the transit mall are recommended to increase to 460 feet but with an FAR of 6 to 1 the goal of shaping the skyline with tall buildings in this area will not be met
- The transit mall connects billions of dollars of transit investment and should be the location of Portland's most dense development
- There is a significant amount of developable land along the southern portion of the transit mall and an increase in FAR will help develop this land to its highest potential,
- The central city is the appropriate place for tall, well designed buildings
- The University Place Hotel property represents one of the last large, redevelopable parcels in downtown and increased FAR on this, and the surrounding parcels, will result in development that is more appropriate and in character with the existing development
- PSU has entered into a development agreement with PDC to develop the University Place Hotel site and two blocks along SW 4th Avenue within the next ten years in a mixed use and dense manner that will help meet both PSU and City of Portland goals.

The West Quadrant Plan includes an action to investigate increasing FAR along the transit mall (South Downtown Action Item RC5). Rather than wait a number of years for that action item to be fulfilled, we request that BPS increase the FAR in this area now to take advantage of the historic building boom that is now occurring, allow more housing and other uses to be built in the central city where they are best supported, and to take advantage of the billions of dollars in transit investment.

Thank you for your consideration and please contact Dan Zalkow, Associate Vice President for Planning, Construction and Real Estate at 503-725-5466 or zalkowd@pdx.edu, or me directly if you would like to discuss our request.

Sincerely,

Wim Wiewel
President


9:1
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3RD
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MONTGOMERY
HARRISON
HALL
COLLEGE
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LINCOLN
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12TH
11TH
10TH
PARK
BROADWAY
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5TH
4TH
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PROPOSED FAR CHANGE
PROPOSED FAR
6:1 (Up from 4:1)
9:1 (Up from 6:1)
EXISTING FAR
6:1
9:1
0
250
500
750
1,000 Feet
November 2015

Houck Concerns for Discussion:
Central City 2035, Volume 1, Goals and Policies

There is a lot of GREAT stuff in the document. For purposes of our meeting I am focusing only on issues of concern for now.

Page 23: I'd like to see Climate Adaptation be added

Page 25: The Green Loop description does not have any green (e. g. vegetation) description

Page 58: 4. Willamette River: add protect to "need to identify how and where to best protect and enhance critical habitat to restore river health." This should be a "protect the best, restore the rest" policy.

The illustration shows riparian habitat restoration but my reading of the policies and particularly the zoning codes means there will actually me little restoration achievable, even with a 50-foot setback!

Page 60: Policy 4.5 and 4.6 are mutually exclusive with a 50-foot setback and two 16' wide trails. This is a huge issue, again with specifics in the codes that will almost certainly make restoration impractical (see notes on codes)

Page 77: Health and Environment Legend Green Infrastructure should be throughout the CC as a given. How about High Intensity Green Infrastructure Opportunity Area?

Page 78, Resilience: add through mitigation and adaptation (preparation), e. g. "These policies……and to plan for climate change resilience through strategies that mitigate and adapt to climate change."

Policy 6.2 c. Wildlife movement: for fish it's not just about movement, but about seeking refuge during high water events and feeding, rearing.

Page 80: Policy 6.8 Effective Tree Planting. This seems to be biased against planting trees in the CC given difficulty of achieving soil volume and space needs. I get the need to give trees the best chance for survival but will this policy actually work against increasing urban forest canopy in CC?

Zoning Codes:
P 2, Amendments to River and Environmental Codes: Glad to the Willamette Greenway zoning code is being replaced with a new zoning codes and maps and that a new River Environmental Overlay Zone and River Review will replace the old Greenway Review and there is a proposed expansion of the setback from 25 to 50 feet.

I am also pleased that on page 94 the proposal to retain the S Waterfront Greeway bonus option at S Waterfront and continues to recognize the regulated greenway setback is 100 feet with 150-foot aspiration. It would be nice to see the 150-foot actually attained.

Page 96: New Riverfront Open Space Bonus Option: While I understand that in the Central City exceeding 50-foot setback may be problematic, my concern is this minimal setback will also be applied elsewhere on the Willamette outside the Central City. I support this proposal as the minimum necessary within the limited geography of the CC but question how effective it will be with other code language related to trails, vegetation removal, etc (see later comments).

Does staff propose to limit the setback to 50-feet elsewhere on the river, specifically the South Reach?

Page 98: Eliminate Ecoroof Bonus Option and make ecoroofs mandatory for "some building types in the Central City." I support this but would add that ecoroofs can also serve as habtat, particularly for invertegrates/pollinators (as you do on page 131 33.510.243 Ecoroofs; A Purpose.

Page 144 33.510.253 Greenway Overlay Zone in S Waterfront Subdistrict 3. Changing terminology for public recreational trail to major public trails; As I will point out later, emphasizing trails, particularly split bike and ped trails will eat into any habitat protection/restoration opportunities in the greenway.

PP 147-149, South Waterfront setback and trees. One of the big outstanding issues is lack of large trees on the greenway. Will provisions for trees in Subarea 1 and 2 result in larger trees?

Page 151, E. Development Standards; Exemptions from Design Review. Why is gravel removal included in exempted activities?

Page 154, 33.510.253.E.5.d Commentary: change to major public trail. While it's true that the Greenway trail can be used for commuting/transportation, my fear is the trails will totally dominate the greenway, leaving no room for habitat improvement. Outside of S Waterfront, 50-foot setback is simply inadequate to have both 2 recreational trails and habitat improvements.

Page 155 Trails need be only 10 feet from top of bank and no more than 75 feet; two paths at least 12 feet wide and 6 foot wide median between the two trails! That is a total of at least 30 feet of paved surface in a 50-foot setback area!

Page 159 Illustration: So where, exactly is any habitat going to be accommodated?!

Page 163: Illustration. How much of the total Greenway will viewpoints, which will also reduce habitat creation/enhancement, be % wise?

Page 424: 33.475.210 River Setback, Commentary: As the commentary notes there is no setback requirement for the Greenway Trail or viewing areas. This is problematic.

The methodology for establishing top of bank is often misunderstood and as currently applied results in too little setback in my opinion. In fact more often than not the illustration on page 425 is not how the setback is established when measured from Ordinary High Water. The illustration on page 431 is actually how the setback is established, resulting in too narrow a setback. This is the most significant issue in the codes and drives all other concerns.

As is correctly noted on page 424, Metro Title 13 and the City of Portland's Natural Resources Inventory has documented, "the absolute minimum area for a functional riparian corridors around rivers, streams and wetlands is 50 feet." But, wait, there's more……. If you actually looked at Metro's Title 13 work, and you can consult Paul Ketcham at BES on this as he did the Title 13 work while at Metro, 50-feet is minimal for streams and wetlands, not large rivers like the Willamette!

I understand why in the Central City a 100 or 200 foot setback is not feasible. But landing on 50 feet, with the measurement being from OHW and a trail system that takes up 30 of the 50 feet at a minimum renders the stated objective of improving habitat and environmental health of the river moot in my opinion.

Then, on page 426, in the name of flexibility, owners will be allowed to encroach 5 feet of 10% of the setback to boot!

Page 428, 33.475.220.C Required Landscaping: 3 Trees must not be planted in view corridors. While I recognize the logic, what % of the Greenway will be in view corridors?

Page 429, 33.475.220 Landscaping. I appreciate the fact that the stated goal is to "increase vegetation along the Willamette River and Adding diversity of vegetation within the river setback. The reality is there is a huge bias against planting trees in the Greenway. What is the city willing to do to enforce this code?

In 4. It states "a mix of tree sizes and planting densities is allowed." I would prefer that such a mix is required, not allowed.

Page 431, illustration: Use of Ordinary High Water is highly problematic and should be changed. Why not measure, literally from the actual top of bank?! This would promote the environmental improvements you say you are after.

d. Exceptions: Remove (5) Maritime Transportation Security Act language! This will be used as a loophole!!

PP 432 and 433: This is an incredibly important piece of work.
The commentary states the intention is to allow a mix of tree types, densities and heights. It should state the intention is to require or at minimum result in….I know exactly how this will be interpreted. The developer will say, it only says allow for, meaning I do not have to actually provide a mix of tree species, etc.

How will the chart on page 433 actually be used? Will the applicant choose among the three options, small, medium and large trees? If that is the case they will always opt for small, with a question and the will do what they can to avoid planting any trees, based on what I have observed over the years.

Page 438, 33.475.410 Environmental Reports: I understand why you wish to apply this to medium and high value sites, but seriously question excluding low value sites entirely. How on earth is the city, are we, going to improve environmental quality on and in the Willamette without at least applying minimal effort to restore highly degraded areas?

The River Environmental overlay zone is not really a protection zone as with EC and EP in the rest of the city, correct? With EP it must be protected. With EC development can occur with mitigation. "Development in the overlay zone will not be precluded if proposed development meets the standards or if there are no practicable alternatives……."

It is stated "When impacts cannot be avoided, mitigation will be required. What happened to the minimization step, if avoidance cannot be achieved?

Page 441 33.475.430 Exemptions: 1. Public trails and paths and interpretive facilities. Dredging, channel maintenance, and removal of materials within the federal navigation channel…. Problematic

Page 443, exemptions continued: 10. Removal and pruning of vegetation when no development or other activities subject to development standards or review of this chapter area proposed, if the following are met

Get rid of this!! This has been problematic over and over as property owns prune and cut trees. This has to go! The entire thing.

Page 447: 10. Installation of fencing….c. Fencing required by the Maritime Transportation Security Act; This has to go. This is a huge potential loophole.

PP 448 and 449: Standards for trails, 33.475.440.D The intention is to allow for trails in the Environmental Overlay Zone, but to limit their impacts…….

D. Standards for Trails 1. Must be set back 5 feet from top of bank. Ridiculous! Total width of 16 feet; tree removal allowed…….impacts to habitat unacceptable.

Page 454, 33.475.440.J Removal of Trees: This needs to be tightened up so as not to promote tree removal which has been the norm for years. It's great that you now would required replacement of trees if so-called "nuisance" trees are cut. I understand that trees sometimes need to be removed for utility purposes, but trees on private property, such Heron Pointe Wetlands is highly problematic and must be eliminated.

I do not see any reference to removal of shrubs, native or non-native. This is a huge issue on the Greenway in the South Reach where condo owners, HOA's routinely, every year cut Himalayan blackberry to the ground and do not replant with native vegetation. We need provisions in the codes to eliminate these activities and incent, encourage, require replacement of non-native shrubs alonb the greenway to improve habitat.

Jeanne Galick Concerns:
top of bank; Measuring from ordinary high water line often starts the GW setback far down a slope, minimizing usable setback. Either increase the setback uniformly to 50'+ or calculate a new formula for steeper slopes that would guarantee a usable setback area for both trail & landscape

Q-zone vs Greenway setback: I am unclear as to the difference. Development is not prohibited in the Q-zone and under 33.440.210.C2, it has the Q-zone as 50 to 200' landward…which is it?

33.440.210 Development in the greenway…. address the loophole which allows new buildings to rebuild within the setback if a remnant of the previous building remains (essentially, they are grandfathered in). Can show you examples of this

33.444.220 FAR
Again, this is calculated from top of bank…..(how that new monster got by this one is anyone's guess); suggest from landward boundary of setback (at a minimum)

Haven't read the landscaping requirements yet but here are concerns:

Getting trees planted and successfully grown; remove "dangerous" as a reason for removal or better define.

Landscape requirements should not be dependent on development; if no development or major remodel has occurred, owner should have to meet landscape requirements within x years

Houck Concerns:

To: Staff
From: Mike Houck
Re: Central City, 2035 Volume 1, Goals and Policies, February 1, 2016 Discussion Draft and Central City 2035, Volume 2, Zoning Code & Map Amendments, February 8, Discussion Draft, Houck Comments

I really appreciate the opportunity to meet with staff to discuss Volume 2, Zoning Code & Map Discussion Draft. As you could tell, I was struggling to grasp the differences among the various zones and our conversation helped focus and I hope improve the clarity of issues. As you will see the overall themes of my concerns are: 1). The inherent conflict between recreational uses of the river and the city's stated desire to improve the environment generally and ecological health of the river specifically in the face of too little space. I strongly support a well-designed, robust recreational trail system but we simply need a wider setback such as we achieved at South Waterfront if we want to truly integrate recreational opportunities with habitat improvement; 2). Numerous exemptions will thwart efforts to restore fish and wildlife habitat; 3). Concern that the codes will be exported to the North and South Reaches; 4). Establishing top of bank in a consistent, objective manner; 4). Need for more trees and shrubs below and above top of bank along the Greenway.

Comments and Concerns on CC2035, Volume 1, Goals and Policies
Page 8, While there is language re "Fostering more connections with the Willamette River" there is nothing in the "*What Is The Central City 2035 Plan?*' description regarding **improving** environmental quality of the river itself and its banks. I'd like to see a new bullet that reads, "*Improves ecological health of the Willamette River.*" As the city focuses significant attention to providing more and more public access a comparable commitment to improving the health of the Willamette and its associated fish and wildlife habitat is called for.

Page 13, Willamette River: Rewrite to read, "*Connect Portlanders in a more meaningful way and integrate opportunities for recreation while ensuring ecological heath of the river is improved and fish and wildlife habitat is enhanced*.

Page 14, Last paragraph: "….protecting the environment *and enhancing the ecological health of the Willamette River and natural resources along the river*, developing partnership….." "protecting the environment" is not sufficient.

Page 21, The language stresses increasing economic and recreational uses, but merely strengthening environmental protection. Either rewrite the first bullet to read, "Strengthen environmental protection, including enhancing the ecological health of the Willamette River and natural resources" or Add a bullet that reads, "Improve the ecological health of the river and enhance fish and wildlife habitat in the river and along its banks."

Page 23, Rewrite the first bullet to read, "*The City uses traditional infrastructure with built and natural green infrastructure and land use planning policies to eliminate or reduce risk from earthquakes, floods, and other hazards, and preparation strategies to respond to climate change. The City will partner with other agencies and the private sector*.

Rewrite the second bullet to read: "Climate Change Mitigation and Preparation. A reduction in carbon emissions from existing and new buildings, transportation systems and infrastructure will help mitigate carbon missions causing climate change. Increased use of Green Infrastructure and protection and enhancement of urban forest canopy and habitat will help sequester carbon and lead to more resiliency of the river's ecosystem."

Page 58: 4. Willamette River: add **protect** to "need to identify how and where to best **protect** and enhance critical habitat to restore river health." This should be a "protect the best, restore the rest" policy.

The illustration shows riparian habitat restoration but my reading of the policies and particularly the zoning codes means there will actually be little restoration achievable, even with a 50-foot setback when all of the exemptions and trails are implemented.

Page 60: Policy 4.5 and 4.6 are mutually exclusive with a 50-foot setback and two 16' wide trails. This is a huge issue, again with specifics in the codes that will almost certainly make restoration impossible.

Page 77: *Health and Environment Legend* Green Infrastructure should be throughout the CC as a given. I suggest you use High Intensity Green Infrastructure Opportunity Area to distinguish what should be business as usual use of green infrastructure in all projects, but pointing out there are areas where more intense GI might be utilized.

Page 78, Resilience: add through mitigation and adaptation (preparation), e. g. "These policies……and to plan for climate change resilience through strategies that mitigate and adapt to climate change."

Policy 6.2 c. Wildlife movement: for fish it's not just about movement, but about seeking refuge during high water events and feeding, rearing.

Page 80: Policy 6.8 Effective Tree Planting. Will this policy actually work against increasing urban forest canopy in CC?

Given the challenges of increasing urban forest canopy within the downtown core and elsewhere that is built up, it's even more important to maximize tree planting along the Willamette Greenway, not only for fish and wildlife habitat but for carbon sequestration, combating urban heat island impacts, providing shade on

what is likely to be an increasingly hot recreational corridor. The codes, with all the exemptions militate against planting more trees along the Greenway which is precisely the place to target more tree planting owing to the fact there is far more room to accommodate more and larger canopied trees.

CC 2035, Volume 2, Zoning Codes and Maps:

While there is a lot of good language with regard to environmental health of the Willamette River and associated natural resources, it is the codes that will determine whether good goals and policies are actually implemented on the ground. I have significant concerns whether the codes, as currently written, will result in significant improvement of environmental conditions on the Willamette Greenway.

I am also concerned that code language for the Central City will be applied to the North and South Reaches. They are very different environments, each needing different approaches to protection and restoration of ecosystem function and riverine health.

Specific Comments:

Page 2, *Amendments to River and Environmental Codes*: I strongly support replacing the existing Willamette Greenway with a new zoning code and in particular with a new River Environmental Overlay Zone and new River Review. And, while I support expansion of the Greenway setback from 25 to 50 feet, data from Metro's Title 13 regional fish and wildlife habitat program and the City of Portland's Natural Resource Inventory, which was modeled after Metro's work, demonstrates that 50 feet is woefully inadequate if the city is serious about restoring ecological health to the Willamette River.

The stated intent of expanding the setback to 50 feet is, to provide "more space for the Greenway Trail and natural resource enhancement. These dual objectives are mutually exclusive with a 50 foot setback.

Page 94: I am pleased at the proposed retention of the S Waterfront Greenway bonus option at S Waterfront and continuing to recognize the regulated greenway setback is 100 feet with 150-foot aspiration.

Page 96: New Riverfront Open Space Bonus Option: While I understand that in the Central City exceeding 50-foot setback may be problematic, my concern is this minimal setback will also be applied elsewhere on the Willamette outside the Central City. I support this proposal as the <u>minimum</u> necessary within the limited geography of the CC but question how effective it will be with other code language related to trails, vegetation removal, and exemptions.

Page 98: "*Eliminate Ecoroof Bonus Option and make ecoroofs mandatory for "some building types in the Central City*." I strongly support this but would add another function that ecoroofs also serve if designed accordingly, as habitat,

particularly for invertegrates/pollinators (as is indicated on page 131 33.510.243 "Ecoroofs; A Purpose."

Page 144 33.510.253 Greenway Overlay Zone in S Waterfront Subdistrict 3. Changing terminology for public recreational trail to **major public trails**; This shift from recreational to "transit" oriented trails is problematic in that increased widths or even more problematically split ped/bike two-trail designs will occupy a large percent of the setback. This is especially problematic where the setback is 50 feet.

I understand why the city is promoting trails as transportation facilities, but I question why what should be primarily a recreational trail on the west side of the Willamette cannot be designed as such, given there is an ever expanding network of on street cycling facilities within a block or two of the Greenway. Is such a redundancy necessary and defensible in light of the challenges the city faces in light of responding to climate change and improving overall environmental and ecological health of the river? I feel strongly that the city needs to revisit its prioritization of the Willamette Greenway as a transportation facility. In the case of South Waterfront, where the Greenway is at least 100 feet wide this is less problematic. If applied to the 50 foot setback it becomes far more problematic.

PP 147-149, **Greenway Overlay Zone in South Waterfront Subdistrict**: Figure 510-2, South Waterfront Greenway Areas and Subareas. This graphic is very clear as to the subareas but I am not clear on what the goal(s) is are for planting in Subarea 1. It's particularly important to vegetate/revegetate the zone from Ordinary low water to top of bank, given the amount of space that will be taken up by a 30 foot trail system.

Page 154, 33.510.253.E.5.d Commentary: change terminology for public recreational trail to major public trail. While it's true that the Greenway trail can be used for commuting/transportation, my fear is the trails will totally dominate the greenway, leaving no room for habitat improvement. The concern is not as significant in South Waterfront, owing to the 100 foot minimum setback, but would be in the South and North Reaches.

Page 155 Trails need be only 10 feet from top of bank and no more than 75 feet; two paths at least 12 feet wide and 6 foot wide median between the two trails. During the South Waterfront Willamette Greenway planning process it was proposed that the trail "undulate", thereby allowing the trail to be in close proximity to the bank (e. g. 10 feet) in some places and much greater distance elsewhere, thereby allowing room for additional trees and shrubs in subareas 1 and two and past the top of bank.

Pages 157 and 159 Illustrations: Where is any habitat going to be accommodated?

Page 163: Illustration, same question.

Page 416: 33.475, New Chapter, River Overlay Zones
It is stated, “The CC2035 Plan’s policy framework aspires to reach an even more dynamic and multi-purpose riverfront for people and wildlife.” It is then stated that the “River Environmental Overlay Zone is to be applied to high or medium rank riparian corridors and wildlife habitat, including river, riverbank, and riparian areas within at least 50 feet of the top of bank.” The Commentary goes on to state, “This is consistent with the best available science, including Metro’s Title 13 Nature in Neighborhoods Program and City of Portland’s Natural Resources Inventory which has documented the **absolute minimum** width for a functional riparian corridors around rivers…Low ranking resources are not included in the River Environmental Zone.”

As noted in my comments on Volume 1, while I strongly support expansion of the Greenway setback from 25 to 50 feet, data from Metro’s Title 13 regional fish and wildlife habitat program and the City of Portland’s own Natural Resource Inventory, which was modeled after Metro’s work, demonstrates that 50 feet is woefully inadequate if the city is serious about improving ecological health to the Willamette River. Below is Metro’s Title 13 charts which depict wide required on each side of a stream required to provide a number of specific ecological functions and citations associated with each distance. For bank stabilization, for example, distances range between 66 feet and 170 feet. This science-based work as well as the city NRI indicates a 50 foot setback is, indeed, insufficient to protect the full range of ecological functions of the riparian zone, particularly if 60% of the setback is allocated to recreational and transportation infrastructure.

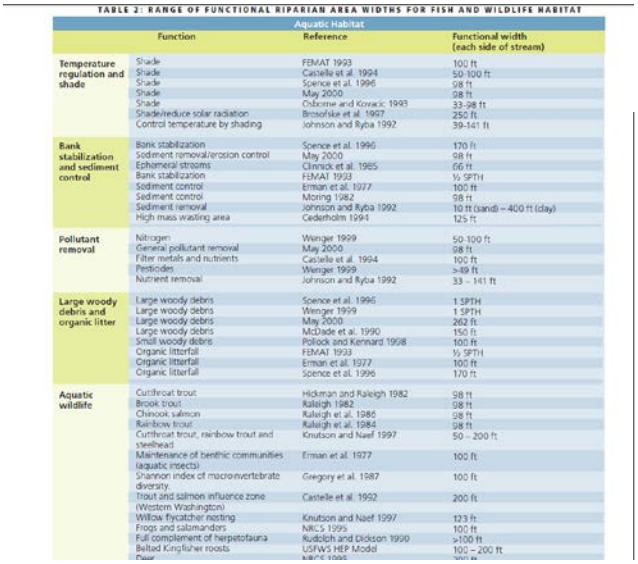


TABLE 2: RANGE OF FUNCTIONAL RIPARIAN AREA WIDTHS FOR FISH AND WILDLIFE HABITAT

Aquatic Habitat			
	Function	Reference	Functional width (each side of stream)
Temperature regulation and shade	Shade	FEMAT 1993	100 ft
	Shade	Castelle et al. 1994	50-100 ft
	Shade	Spence et al. 1996	98 ft
	Shade	May 2000	98 ft
	Shade	Osborne and Kovacic 1993	33-98 ft
	Shade/reduce solar radiation	Brinson et al. 1997	250 ft
	Control temperature by shading	Johnson and Ryba 1992	39-141 ft
Bank stabilization and sediment control	Bank stabilization	Spence et al. 1996	170 ft
	Sediment removal/erosion control	May 2000	98 ft
	Ephemeral streams	Clinnick et al. 1985	66 ft
	Bank stabilization	FEMAT 1993	½ SPTH
	Sediment control	Erman et al. 1977	100 ft
	Sediment control	Moring 1982	98 ft
	Sediment removal	Johnson and Ryba 1992	10 ft (sand) – 400 ft (clay)
	High mass wasting area	Cederholm 1994	125 ft
Pollutant removal	Nitrogen	Wenger 1999	50-100 ft
	General pollutant removal	May 2000	98 ft
	Filter metals and nutrients	Castelle et al. 1994	100 ft
	Pesticides	Wenger 1999	>49 ft
	Nutrient removal	Johnson and Ryba 1992	33 – 141 ft
Large woody debris and organic litter	Large woody debris	Spence et al. 1996	1 SPTH
	Large woody debris	Wenger 1999	1 SPTH
	Large woody debris	May 2000	262 ft
	Large woody debris	McDade et al. 1990	150 ft
	Small woody debris	Pollock and Kennard 1998	100 ft
	Organic litterfall	FEMAT 1993	½ SPTH
	Organic litterfall	Erman et al. 1977	100 ft
	Organic litterfall	Spence et al. 1996	170 ft
Aquatic wildlife	Cutthroat trout	Hickman and Raleigh 1982	98 ft
	Brook trout	Raleigh 1982	98 ft
	Chinook salmon	Raleigh et al. 1986	98 ft
	Rainbow trout	Raleigh et al. 1984	98 ft
	Cutthroat trout, rainbow trout and steelhead	Knutson and Naef 1997	50 – 200 ft
	Maintenance of benthic communities (aquatic insects)	Erman et al. 1977	100 ft
	Shannon index of macroinvertebrate diversity.	Gregory et al. 1987	100 ft
	Trout and salmon influence zone (Western Washington)	Castelle et al. 1992	200 ft
	Willow flycatcher nesting	Knutson and Naef 1997	123 ft
	Frogs and salamanders	NRCS 1999	100 ft
	Full complement of herpetofauna	Rudolph and Dickson 1990	>100 ft
	Belted Kingfisher roosts	USFWS HEP Model	100 – 200 ft
	Deer	NRCS 1999	[illegible]

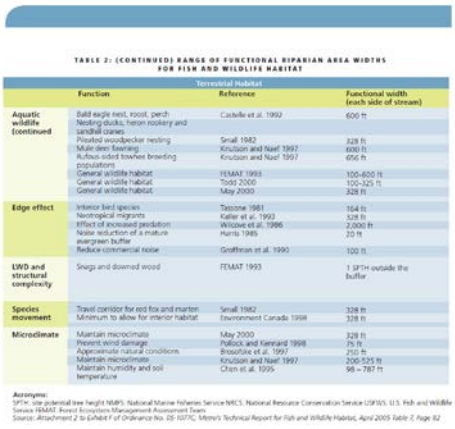


TABLE 2: (CONTINUED) RANGE OF FUNCTIONAL RIPARIAN AREA WIDTHS FOR FISH AND WILDLIFE HABITAT

Terrestrial Habitat			
	Function	Reference	Functional width (each side of stream)
Aquatic wildlife (continued	Bald eagle nest, roost, perch	Castelle et al. 1992	600 ft
	Nesting ducks, heron rookery and sandhill cranes		
	Pileated woodpecker nesting	Small 1982	328 ft
	Mule deer fawning	Knutson and Naef 1997	600 ft
	Rufous-sided towhee breeding populations	Knutson and Naef 1997	656 ft
	General wildlife habitat	FEMAT 1993	100-600 ft
	General wildlife habitat	Todd 2000	100-325 ft
	General wildlife habitat	May 2000	328 ft
Edge effect	Interior bird species	Tassone 1981	164 ft
	Neotropical migrants	Keller et al. 1993	328 ft
	Effect of increased predation	Wilcove et al. 1986	2,000 ft
	Noise reduction of a mature evergreen buffer	Harris 1985	20 ft
	Reduce commercial noise	Groffman et al. 1990	100 ft
LWD and structural complexity	Snags and downed wood	FEMAT 1993	1 SPTH outside the buffer
Species movement	Travel corridor for red fox and marten	Small 1982	328 ft
	Minimum to allow for interior habitat	Environment Canada 1998	328 ft
Microclimate	Maintain microclimate	May 2000	328 ft
	Prevent wind damage	Pollock and Kennard 1998	76 ft
	Approximate natural conditions	Brosofske et al. 1997	250 ft
	Maintain microclimate	Knutson and Naef 1997	200-525 ft
	Maintain humidity and soil temperature	Chen et al. 1995	98 – 787 ft

Acronyms:
SPTH: site potential tree height NMFS: National Marine Fisheries Service NRCS: National Resource Conservation Service USFWS: U.S. Fish and Wildlife Service FEMAT: Forest Ecosystem Management Assessment Team
Source: Attachment 2 to Exhibit F of Ordinance No. 05-1077C, Metro's Technical Report for Fish and Wildlife Habitat, April 2005 Table 3, Page 82

Page 418, Commentary: As noted in my earlier comments, I am concerned whether the codes will set a precedent for the North and South Reaches. Therefore, I am pleased to see explicit mention that these codes apply only to the Central City and that when the Willamette Greenway Plan for the South and North Reaches is updated there will be new codes specific to those reaches. In the CC the River Environmental is equivalent to the city's Environmental Conservation zone. Given the nature of the South Reach, which has regionally significant natural resources, there will be a need for something equivalent to the city's EP Zone.

Page 424: 33.475.210 River Setback, Commentary: As the commentary notes there is no setback requirement for the Greenway Trail or viewing areas. This is problematic.

I am pleased to learn that the city is employing an objective rigorous tool such as LIDAR mapping and is considering on-the-ground survey to remove all doubt regarding where the top of bank is. In the Commentary it's stated, "*It is intended that the applicants use the top of bank as mapped by the city or provide a surveyed top of bank based on the definition, Chapter 33.910 and measurements, Chapter 33.930*."

Given the sophistication of LIDAR and the city's own on-the-ground survey, I would strongly suggest that any applicant be required to use the city's determination of top of bank and not allow for "dueling" surveys.

The Commentary goes on to state, "One of the main goals….is to provide enough space within the River Setback for public recreation, natural resource protection and enhancement…." As stated earlier, 50 feet is simply not sufficient to achieve that main goal.

I understand why in the Central City a 200 foot setback, which would be defensible on ecological grounds, is not feasible. But 50 feet which includes at least 16 feet of trail, with a 5 foot setback renders the stated objective of improving habitat and environmental health of the river at best highly problematic and more than likely moot, based on performance of the Willamette River Greenway codes to date. Additionally, the Commentary on page 426, in the name of flexibility, states that encroachment of another 5 feet will be allowed.

As for the inherent conflict between trail placement 10 feet from top of bank and the stated goal of protecting/enhancing wildlife habitat, I think the city should consider a trail design that would be "sinuous", allowing for the trail to encroach within 10 feet in some places and be required to be set farther back in other zones which would allow for public access and greater habitat enhancement. By taking such an approach the trail might average 20-30 feet from top of bank.

Page 428, Commentary, **Exemptions**:

33.475.220.C 2 I can understand why you might exempt Tom McCall Waterfront Park from Required Landscaping, but I strongly oppose exempting Public Beaches, as depicted on Map 475-3. My opposition stems from two rationales: First, in every conversation I have participated in with the Mayor's office and city staff it was made clear that public beaches and habitat enhancement in the Central City would not be mutually exclusive. Secondly, the sites depicted on Map 475-3 are the very sites that represent the best opportunities for habitat enhancement, both-in water and riparian.

Page 428, 33.475.220.C.3 Trees must not be planted in view corridors. In looking at the *Central City 2035 Scenic Resources Protection Plan: Part 1 Scenic Resources Summary, Results and Implementation Plan, Discussion Draft* (February, 2016), on page 14 the map of Central City Scenic Resources depicts Viewpoints throughout the Greenway. Then on page 18 Map 3: Viewpoint ESEE Decisions identifies where conflicting uses, including planting of trees I assume, would be limited but not prohibited.

Does that mean trees will be allowed at Scenic Viewpoints, but in a manner that mitigates to retain views? My concern is with the number of Scenic Viewpoints that the planting of trees will be largely eliminated on the Greenway. With the challenges of increasing urban forest canopy in the Central City, the Greenway presents the greatest opportunity to attain canopy goals in the CC.

The cumulative effect of exemptions (Maritime Transportation Security Act; Public Beaches; Viewpoints) will be to eliminate the most significant restoration opportunities in the Central Reach.

Page 429, 33.475.220 Landscaping. I appreciate the fact that the stated goal is to "increase vegetation along the Willamette River and Adding diversity of vegetation within the river setback. In 4. It states "a mix of tree sizes and planting densities is allowed." This should read such a mix is required, not allowed. If not required the stated objective will not be achieved.

The Commentary on Page 431 states, "The intention is to ~~allow~~ (should be result in) a mix of tree types, densities and heights." Table 475-1, Landscaping Planting Density on page 433 provides several options which are intended to achieve that intention. How will the chart actually be used? Will the applicant choose among the three options, small, medium and large trees? If that is the case they will always opt for small, without a question and the will do what they can to avoid planting any trees, based on what I have observed over the years.

Page 431, d. Exceptions: exempting sites that have a Maritime Transportation Security Act designation is highly problematic and should be removed.

Figure 475-3 which depicts landscaping for subareas is misleading in that the trail is shown 25 feet from top of bank when in fact the trail has to be set back only 10 feet, as noted earlier.

Page 438, 33.475.410 Environmental Reports: I understand your rationale for why you would apply to medium and high value sites. However, given the currently degraded habitat on the river how will the city get any significant "environmental lift" if currently degraded areas are not enhanced, where enhancement potential exists?

Page 441 33.475.430 Exemptions:
33.475.430 C 3.1: Public trails and paths and interpretive facilities should not be exempt.

33.475.430 C 3 and 4. *Removal of existing structures and Alterations to buildings that do not change the building footprint and do not require adjustments to site-related development standards*: This is one of the biggest "loopholes" in the existing code which should not be carried forward. The biggest challenge to improving environmental conditions on the Willamette is rectifying past decisions that have resulted in structures being built up to or over the top of bank along the Greenway, leaving inadequate room for public access, well-designed recreational trails, and habitat protection and enhancement.

"Grandfathering" and allowing redevelopment to continue encroaching into the old 25 foot setback, and in many instances encroaching well into the setback is another huge loophole and should be eliminated if the city hopes to achieve environmental and recreational improvements over time.

On page 443 None of the items in 33,475.430.10 should be deleted. As it currently reads, "*Removal and pruning of vegetation when no development or other activities subject to development standards or review of this chapter area proposed, if the following are met*:" it is another "loophole" in the codes in that HOAs and individual owners have consistently used this language to cut trees and shrubs under the guise of "trimming" or "pruning" and invasive removal (without native plant replacement) throughout the Greenway.

If this is not deleted entirely it should be rewritten in a manner that removes the ability of private land owners to butcher Greenway vegetation or remove it altogether. I suggest rewriting as follows:

"10. Removal of invasive plants in order to improve ecological health of the river and the environmental setback, if the following conditions are met:

a. Vegetation is on the Nuisance or Prohibited Plant Lists, when removed with hand-held equipment or equipment with a wheel/surface-to-ground pressure of no more than 4 psi.

b. All vegetation removal activities must be surrounded or protected to prevent erosion and sediment from leaving the site or negatively impacting resources on the site. Permanent erosion control, such as replanting areas of bare soil with native plants, must be installed immediately."

Eliminate exemption for dead, dying, or dangerous trees. This is another "loop hole" that is used frequently to cut trees simply to enhance views from condos along the Greenway. It also ignores the fact that standing and down dead trees are critical riverine and riparian habitat. Any tree cutting or pruning should be overseen by the city.

Page 447: 33.475.440.D.c: Fencing required by the Maritime Transportation Security Act. Delete this or rewrite to remove it as another loophole in the regulations.

33.475.440 Development Standards
Pages 448 and 449:

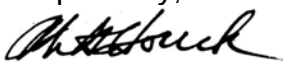
33.475.440.D. Standards for trails: There is a typo : alternation should be alteration.

In the Commentary on page 448, 33.475.440.D, it's stated that "The intention is to allow for trails in the Environmental Overlay Zone, but to limit their impacts.

Yet, in D.1 the setback for trails is only 5 feet from top of bank. What is the rationale for the fact that in the South Waterfront District the setback is 10 feet and in the rest of the Greenway it's proposed to be 5 feet? A 16 foot wide trail, with a 5 foot setback leaves no room for habitat. The argument that habitat can exist below the top of bank is being used as a rationale for not providing upland habitat past the top of bank. As noted earlier, an "undulating" or "sinuous" trail that was near the river in some areas and set back 20-30 in others could achieve the desired access and habitat enhancement.

Page 730, Default Top of Bank, Commentary. To be clear this language and methodology depicted on page 731 is for small streams only, not to be applied on the Willamette, correct?

Respectfully,



Mike Houck

Meharg, Emily

From: John Southgate <john@johnsouthgateconsulting.com>
Sent: Saturday, November 07, 2015 4:24 PM
To: Starin, Nicholas
Subject: Front Avenue Rezoning - West Quadrant Plan

Hey Nicholas – thanks again for meeting with myself and three of the four property owners who own parcels on the West side of Front Avenue north of the Fremont Bridge, currently zoned IH. I believe it is still their collective desire to have these properties rezoned EXd, in accordance with their Comp Plan designation, as part of the West Quadrant initiative.

My reason for writing concerns the height and FAR caps for the property. I believe that these properties would have a height cap of 100 feet and an FAR cap of 2:1 under the West Quadrant rezoning. Would you be willing to chat with me (by phone is fine) about these caps, and about what the property owners would need to do to establish a higher FAR and/or height cap?

Not urgent – but if we could talk some time this coming week I'd appreciate it.

THANKS!

John Southgate
(503) 956-5853

Meharg, Emily

From: mary vasile <mary.vasile@comcast.net>
Sent: Monday, October 26, 2015 9:11 AM
To: Hartinger, Kathryn
Cc: Starin, Nicholas
Subject: 686 N Russell Zone Change Request.

Good Morning Kathryn,

I have put together a letter requesting a zone change for the vacant lot located at 686 N. Russell St. Portland, as we spoke of in our earlier emails when I initially inquired about this property.

I am requesting that you please change my zoning from IG1 to EXd (with no residential) in conformance with the comprehensive plan.

Currently all services exist to support the employment uses of the EXd zone. The property is on City sewer and water. It is only a few blocks from the N. Interstate Ave. light rail, new sidewalks, planter boxes along with lighting have been installed for pedestrians. The property is located a few blocks of other EX zoned properties, as well as very near a major hospital, Emanuel. As you are aware, the hospital is a very large employer for the area.

I would be very grateful if you could change the zoning to Ex rather than just giving it the comp plan designation.

Sincerely,
Adrian and Mary Vasile
503-515-5794

Please feel free to contact me at any time.

Meharg, Emily

From: James Winkler <jhw@winklercompanies.com>
Sent: Tuesday, July 07, 2015 3:16 PM
To: Hartinger, Kathryn
Cc: James Winkler; Bob Naito
Subject: RE: Naito property north of Broadway
Attachments: Attachments - Madrona Park LOI for Naito Parkway Land Parcels .pdf

Hi Kathryn,

You asked for some additional information about the One Waterfront Project and our request for additional FAR. This is perhaps a longer explanation than you wanted, but the request is critical to the project's future viability.

The original One Waterfront Place (OWP) project envisioned at 270,000gsf, 12 story office tower, with a large parking structure that would be owned by PDC and built on the adjacent site beneath the Broadway Bridge. For reference, the original project website, www.onewaterfrontplace.com, is still operational. The office component was to be built on the OWP property, a roughly 57,000sf parcel zoned EX(d) and the garage on the adjacent roughly 85,000sf PDC site with zoning split into roughly 50,000sf of EX(d) and 35,000sf of CX(d). The PDC property is roughly bisected by the Broadway Bridge.

In mid 2014 we rethought the project in light of the changing office market and emphasis on creative office space and consider several different designs, favoring a phase able approach that would allow the building(s) to be built in a series of increments and started to rethink the demand for parking, size and configuration of the parking structure, as well as a new design for affordable housing atop the parking structure. We worked with Boora Architects to develop the various schemes considered. The office component remained about the same size at +/-250,000 rsf. The garage shrunk and housing and/or more office was considered, along with a possible bicycle connection from the Broadway Bridge to the parking structure to encourage biking to work.

Based on our revised program, we approached PDC to acquire its site and learned that PDC was interested in alternative uses of its property and that the sites are likely to be developed independently. During this period we had Boora evaluate the challenges of developing the Broadway Bridge site for our intended uses. We subsequently learned the Broadway Bridge was highly vulnerable to earthquake and not designed to withstand even a moderate earthquake. After reviewing the recent Multnomah County's November 2014 report: "Seismic Vulnerabilities of Multnomah County's Willamette River Bridges" and the February 2015 draft of the "Multnomah county Willamette River Bridges Capital Improvement Plan (2015-2034)", we concluded it prudent to setback further from the Bridge than original thought and that as a result, less of the Broadway Bridge site is developable (for uses other than parking or storage) than had been anticipated in the Boora letter. The Boora letter and excerpts from the Multnomah County reports are attached.

The North Pearl District Plan denied FAR increases to the properties along Naito Parkway based on concerns about large parcel size and the potential for very large scale development and treated the OWP and PDC Broadway Bridge sites as a single superblock. In point of fact, the sites are separate and PDC is currently marketing its site. Given the possible collapse of the Bridge superstructure in an earthquake, setting back further from the Bridge to avoid foreseeable losses effectively reduces potential project scale. We believe that the OWP site should have its FAR increased to 4:1 because the concern about a massive project is unwarranted. Without access to the PDC parcel, the OWP parcel will need to provide sufficient onsite parking. The site is contaminated and given the constraints of the NFA letter with DEQ, limitations on reimbursement for haul off of contaminated material and high water table, it is infeasible to provide more than one level of below grade parking. If we cannot bury parking, then we will need to park above grade and use a portion of the property's FAR.

Given separate property ownership, concerns about potential bridge collapse that effectively reduce project size, contamination and a high water table that constrain the ability to provide subsurface parking, we submit the concern about massive projects is unwarranted and that FAR should be increased to allow the OWP place project to move forward and be treated similarly to other properties in the North Pearl District.

If you and/or your team would like to meet to further discuss our request, we'd be pleased to do so. If you have questions, please let me know.

Thank you for your consideration.

Jim

--
James H. Winkler
Winkler Development Corporation
210 SW Morrison Street, Suite 600
Portland, OR 97204
jhw@winklercompanies.com
tel: 503.225.0701
fax: 503.273.8591
www.winklerdevcorp.com

From: Hartinger, Kathryn [mailto:Kathryn.Hartinger@portlandoregon.gov]
Sent: Wednesday, July 1, 2015 3:55 PM
To: James Winkler
Subject: RE: Naito property north of Broadway

Hi Jim,

I just met with my team and raised your concern. As part of the Central City 2035 Plan, we are definitely open to looking at an FAR increase there but, of course, will need time to confer with our bureau partners.

Can you give me just a little more information on what your current thinking is for the site? Estimated sf? Uses?

And just to make sure you're aware of our timeline – the CC2035 Plan won't go to Council til likely next summer. Our goal is to have a public review draft out by the end of this year – so there's some time.

Thanks!

Kathryn

From: James Winkler [mailto:jhw@winklercompanies.com]
Sent: Friday, June 26, 2015 2:22 PM
To: Hartinger, Kathryn
Subject: RE: Naito property north of Broadway

Hi Kathryn,
I am referring the roughly 57,000sf parcel we own just north of the Broadway Bridge, which we refer to as the One Waterfront Place site. Our initial plans contemplated a roughly 270,000 gsf building, with a parking structure located beneath the Broadway Bridge, on the adjoining site owned by PDC. PDC now plans to sell the site to another party. Initially, concerns about combining the two parcels and the potential for a mega project caused the FAR of our site to remain at 2:1 rather than being increased with the rest of the North Pearl subarea. Without access to the adjacent PDC

site, we need an increase in FAR to enable us to develop and park a project with the same rentable area as originally contemplated.

I look forward to discussing our request further. Enjoy the sunshine!

Regards,

Jim

--
James H. Winkler
Winkler Development Corporation
210 SW Morrison Street, Suite 600
Portland, OR 97204
jhw@winklercompanies.com
tel: 503.225.0701
fax: 503.273.8591
www.winklerdevcorp.com

From: Hartinger, Kathryn [mailto:Kathryn.Hartinger@portlandoregon.gov]
Sent: Friday, June 26, 2015 12:55 PM
To: James Winkler
Subject: Naito property north of Broadway

Jim,

Got your message yesterday. I've been in meetings all morning and am shortly headed out for a few more but wanted to touch base before the weekend.

I have a copy of your January letter – and we've actually had a few other inquiries/requests about properties in that area since the West Quad Plan was adopted in March.

Can I ask exactly which properties you're referencing? Do you have specific plans for these sites that would require additional FAR? I'm just trying to get a little context.

Thanks! Hope you have a great weekend,

Kathryn

Kathryn Hartinger
Portland Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
(503) 823-9714
kathryn.hartinger@portlandoregon.gov

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boora architects

720 SW Washington
Suite 800
Portland, Oregon 97205
503.226.1575
503.241.7429 fax

boora.com

March 31, 2015

Portland Development Commission
222 NW Fifth Avenue
Portland, OR 97209-3859

RE: PDC Broadway Bridge Site
FAR Analysis and Site Evaluation

Boora Architects has been asked by our client, Jim Winkler, to evaluate the capacity of the PDC Broadway Bridge site with regards to potential for future development. The purpose of this letter is to summarize our analysis of the site constraints, zoning code limitations, building code restrictions and general suitability of the site for various uses.

The site consists of 85,997 square feet that lies in two different zone designations; 50,947 sf of the total is in the EXd zone with and a base FAR of 2:1 and 35,050 sf of the total is in the CXd zone with a base FAR of 4:1. We have included a site plan drawing to illustrate the site constraints as we understand them. Our analysis of the site constraints shows the following:

- The combined site is adjusted to an overall base FAR of 3:1 and available bonus FAR of 2.5:1. The result is a base FAR of 257,991 sf. With the use of additional bonus FAR, the total allowable development size would be 472,983 sf.
- There is a 14 foot wide sewer easement on the west side of the property and an 8 foot wide public utility easement on the east side.
- There are vehicular access and fire lane requirements that further limit developable area. Due to the significant obstructions of the Broadway Bridge structure and stairways on the eastern edge of the site, the only possible location for a curb cut along NW Naito Parkway is at the northeast corner of the property. As such we must account for fire lane access along the entire northern and western edges of the site, at a minimum.
- The Broadway Bridge is a substantial site restriction. The bridge requires a 70 foot wide easement overhead. The structure of the bridge limits construction in this zone under the bridge to approximately 25 feet above grade.
- For any buildings taller than 25 feet on either side of the bridge, we will need to maintain setbacks from the bridge. Depending on the type of construction for the buildings, the setbacks could be as wide 30 feet to avoid rated exterior wall construction.
- The Oregon Structural Specialty Code requires setbacks along the north and south property lines of up to 30 feet to avoid rated exterior wall construction. In addition, the code requires separations of at least 30 feet between dissimilar uses such as a parking structure and an office building.

Our primary concern is that the site is an inferior location for a mixed use development when compared to other sites in the city. There are several constraints, restrictions and adjacent land uses that make it difficult for the site to be developed into an attractive mixed use project that commanded the type of rents required for financial feasibility. The major drawbacks to the site are:

- The Broadway Bridge above bisects the overall site into one developable parcel to the north, and a very limited parcel to the south. The bridge easement limits the use of 17,150 sf of site area located beneath the bridge. Practical uses within this area are likely limited to parking or storage units.
- Noise, vibration and diesel exhaust fumes from freight and passenger trains utilizing the adjacent railroad tracks. Mitigation of these issues would require a higher level of acoustical glazing and wall treatment for the building and a higher level of air purification, both of which would add costs to any proposed structure.
- Noise, vibration and exhaust fumes from the Broadway Bridge. Again, mitigation of these factors would be costly, and even then might not fully address this significant detriment.
- Very high water table in the area subjects the soils to liquefaction in a seismic event. There will be a premium foundation cost due to multiple deep piles required for this type of soil condition.
- The west side of the site is bounded by the Union Station railroad tracks and will have limited and undesirable views at the first two levels of any proposed construction. Views would be obstructed to the south from the ground floor up through the ninth floor by the Broadway Bridge. Views of the river from the site would be largely obstructed by the Albers Mill building located to the east, directly across NW Naito Parkway.
- Any structure located on the northern portion of the site would have poor solar orientation due to the fact that the south side of the building would be shaded by the bridge.
- Based on the traffic volumes generated by the project the City would likely require a traffic signal at the site entrance on Naito Parkway.
- Access to the services and amenities in the Pearl District is severely limited. Pedestrian and vehicular access to the Pearl is restricted by the railroad tracks adjacent to the property. The first pedestrian crossing to the north is at NW Ninth Avenue, several blocks away from the site, and the first pedestrian crossing south of the property is the pedestrian bridge into Union Station, also several blocks away from the site. The first vehicular access to the south is NW Davis Street. The inclusion of a bridge connection over the railroad tracks to the Pearl District, while not mandated by any code is, in our opinion, essential to the project and its financial viability.
- The rents required to make market rate housing viable would likely not be able to be achieved due to the significant site constraints. Low income housing may be a viable option.

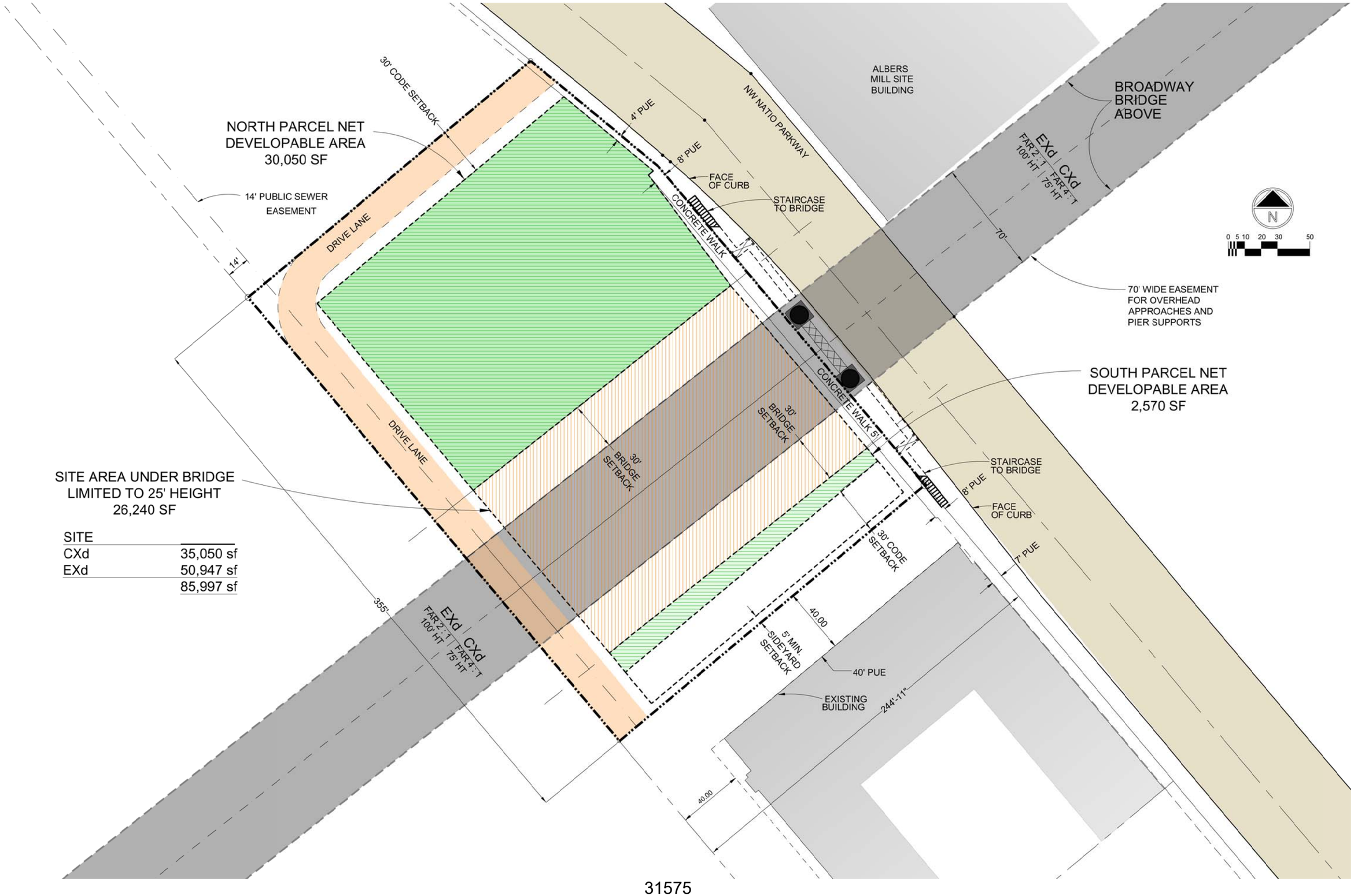
Considering the multiple site limitations and constraints, we believe it is impractical to build up to the total allowable FAR. There is no commercial value for the unused FAR since it cannot be transferred to another site in the City. In conclusion, our opinion is that the site is poorly suited for a mixed use development and that the site is really best suited to a low occupancy use such as a parking garage and low income housing. Please feel free to call me at any time if you have any questions, or wish to discuss the matter in greater detail.

Sincerely,

Boora Architects



Leslie Cliffe, RA, LEED AP BD+C, Associate Principal


NORTH PARCEL NET
DEVELOPABLE AREA
30,050 SF
30' CODE SETBACK
4' PUE
8' PUE
NW NATIO PARKWAY
ALBERS
MILL SITE
BUILDING
BROADWAY
BRIDGE
ABOVE
EXd | CXd
FAR 2 : 1 | FAR 4 : 1
100' HT | 75' HT
14' PUBLIC SEWER
EASEMENT
DRIVE LANE
14'
FACE
OF CURB
STAIRCASE
TO BRIDGE
CONCRETE WALK
70'
70' WIDE EASEMENT
FOR OVERHEAD
APPROACHES AND
PIER SUPPORTS
N
0 5 10 20 30 50
SOUTH PARCEL NET
DEVELOPABLE AREA
2,570 SF
30'
BRIDGE
SETBACK
CONCRETE WALK 5'
STAIRCASE
TO BRIDGE
8' PUE
FACE
OF CURB
7' PUE
SITE AREA UNDER BRIDGE
LIMITED TO 25' HEIGHT
26,240 SF
SITE
CXd 35,050 sf
EXd 50,947 sf
85,997 sf
355'
EXd | CXd
FAR 2 : 1 | FAR 4 : 1
100' HT | 75' HT
30' CODE
SETBACK
40.00
5' MIN.
SIDEYARD
SETBACK
40' PUE
EXISTING
BUILDING
244'-11"
40.00



Seismic Vulnerabilities of Multnomah County's Willamette River Bridges

November 6, 2014

Ian Cannon, P.E. - Multnomah County Bridge Division
Steve Drahota, P.E. - HDR Engineering, Inc.

31576

Broadway Bridge – Double-Leaf Rall-type Bascule Bridge





Primary Seismic Vulnerabilities:

- Bridge falling from its supports
- Piers and columns
- Below-water foundations
- Rall wheel and track
- Mechanical and electrical systems
- Liquefaction settlement
- Bearing connections
- Truss members

31577

Multnomah County Willamette River Bridges Capital Improvement Plan (2015-2034)

DRAFT for Public Comment



31578

Multnomah County Willamette River Bridges Capital Improvement Plan (2015-2034)

1 Executive Summary

Purpose: This Multnomah County Willamette River Bridges Capital Improvement Plan (Bridge CIP) identifies a 20-year program of necessary capital projects and associated funding needs to maintain and seismically retrofit the County's iconic Willamette River bridges (Broadway, Burnside, Hawthorne, Morrison, Sauvie Island and Sellwood) for the period 2015-2034. These bridges connect the community and currently serve approximately 200,000 people daily. As of 2014, the County's four historic movable bridges lack the necessary seismic resiliency to withstand moderate to major earthquakes. This is especially true for the anticipated Magnitude 9.0 Cascadia Subduction Zone event that the Oregon Department of Geology and Mineral Industries has calculated as having a 37% chance of occurring before 2065.

Bridge CIP Objectives: The Bridge CIP meets the following objectives established by Multnomah County:

- Provide a rational basis for identifying and prioritizing capital projects.
- Establish criteria for informing program and project selection decisions.
- Provide collaborative public and stakeholder input for criteria selection.
- Identify needs, projects and costs to maintain the bridges to identified performance standards.
- Conduct a seismic evaluation to support programmatic rehabilitation needs, projects and costs.
- Develop a comprehensive understanding of the current condition of the six bridges.
- Assess life cycle and capital maintenance needs for key mechanical, electrical and structural systems and paint.
- Obtain Board of County Commissioners (BCC) input and approval for the Bridge CIP.

Results: The Bridge CIP identifies 53 capital projects with a total cost of approximately $1.3 billion. The Bridge CIP provides an action plan for 2015-2034 resulting in the following outcomes:

- Dependable bridge operation
- Safe and reliable river crossings
- Enhanced seismic resiliency

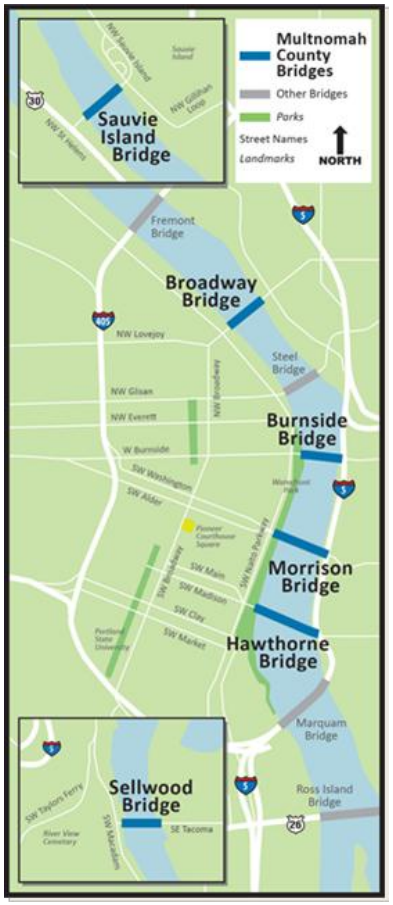


Figure 1 – Multnomah County Willamette River Bridges Overview

3.7 Seismic Philosophy and Bridge Replacement

As of 2014, the County's four historic movable bridges lack the necessary seismic resiliency to withstand moderate to major earthquakes. This is especially true for the anticipated Magnitude 9.0 Cascadia Subduction

estimated cost of $1.36 billion, assuming construction in the 2040-2044 time interval.

Zone event that the Oregon Department of Geology and Mineral Industries has calculated as having a 37% chance of occurring before 2065. To address seismic resiliency within the Bridge CIP, a series of steps were taken to derive appropriate seismic performance criteria. These steps consist of the following:

Step 1 – Review Prior Seismic Retrofit Projects Constructed by Multnomah County: As-constructed plans for prior bridge seismic retrofit work were provided by the County. A review of these plans determined that the only bridge seismic retrofit work constructed for any of the Willamette River bridges was a partial Phase 1 retrofit on the Burnside Bridge.

Step 2 – Establish Seismic Performance Criteria: To determine the criteria for seismic resiliency, the County convened a Seismic Panel Workshop that included the Oregon Department of Transportation (ODOT) State Bridge Engineer, the ODOT Seismic Expert, and selected industry seismic experts to assess a range of potential performance criteria. Before the workshop, it was confirmed that the Burnside Bridge, as a component of Metro's Regional Lifeline Route corridor, must meet a higher performance standard than the other three downtown movable bridges. Based on the workshop and subsequent meetings with County Commissioners, the County's seismic performance criteria used in the Bridge CIP are:

- **Burnside Bridge**: This bridge should remain fully operational to vehicles and river traffic following a Magnitude 9.0 Cascadia Subduction Zone earthquake.
- **Broadway, Morrison, and Hawthorne Bridges:** The bridge superstructure, defined as its longitudinal spans, should not collapse due to small (Magnitude 4 +/-) earthquakes.

Step 3 – Develop Seismic Resiliency Project Bundles: Using the seismic performance criteria established in Step 2, bridge seismic retrofit bundles were developed for each of the bridges.

Multnomah County Willamette River Bridges
Capital Improvement Plan

Capital Projects Summary – BROADWAY BRIDGE ONLY							
Project Rank	**Bridge Name (s)**	**Project Name**	**Primary Work Category**	**Project ID #**	**Importance Score**	**Target Construction Time**	**Total Cost at Target Construction Time**
3	Broadway	Rall Wheel Rehabilitation	Mechanical	BUN-BR-02	TI-1 48.03	2015-2020	$15,423,401
6	Broadway	Bridge Painting - 2015 Paint Project	Paint	BUN-BR-13	TI-1 17.14	2015-2020	$12,658,907
11	Broadway	Gate, Span Lock and Structural Rehabilitation - River Spans	Electrical and Lighting	BUN-BR-10	TI-2 31.07	2021-2025	$4,579,643
12	Broadway	Roadway and Structural Rehabilitation	Driving Surface	BUN-BR-11	TI-2 29.16	2021-2025	$2,209,311
16	Broadway	Broadway Bridge West Approach Structural Rehabilitation and Paint	Paint	BUN-BR-09	TI-2 21.49	2021-2025	$20,311,661
18	Broadway	Bridge Deck / Rail / Illumination Improvements	Driving Surface	BUN-BR-07	TI-2 20.42	2021-2025	$6,130,398
26	Broadway	Broadway Bridge Limited Seismic Retrofit	Seismic	BUN-BR-06	TI-3 88.10	2026-2030	$52,628,358
34	Broadway	Movable Span Deck Replacement	Driving Surface	BUN-BR-16	TI-3 19.63	2026-2030	$10,148,330
37	Broadway	Operating Machinery Rehabilitation and Brake Replacement	Mechanical	BUN-BR-01	TI-4 31.52	2031-2035	$2,300,579
39	Broadway	Electrical System Master Control Switch Installation and Miscellaneous Operator House Improvements	Electrical and Lighting	BUN-BR-03	TI-4 18.66	2031-2035	$307,377
40	Broadway	Bridge Painting - Maintenance of 2002 Paint Project	Paint	BUN-BR-12	TI-4 17.26	2031-2035	$66,631,927
41	Broadway	Bridge Painting - Maintenance of 2015 Paint Project	Paint	BUN-BR-14	TI-4 14.80	2031-2035	$14,891,720
46	Broadway	ADA Improvements	Accessibility	BUN-BR-15	TI-4 9.57	2031-2035	$1,875,456
50	Broadway	Installation of Remote Operation and Monitoring Equipment	Electrical and Lighting	BUN-BR-04	TI-4 8.15	2031-2035	$2,063,574
						TOTAL:	**$212,160,642**

Importance Score Definition: “TI# - 9.81”; "TI" is an abbreviation for "time interval" and is used to describe a five-year interval within the Bridge CIP 20-year planning horizon. The "#" refers to the 1st (2015-2019), 2nd (2020-2024), 3rd (2025-2029) or 4th (2030-2034) planning interval. "9.81" is the numerical value of the importance factor score.

Multnomah County Willamette River Bridges
Capital Improvement Plan

Project Summary Information: Broadway Bridge Limited Seismic Retrofit							
Bridge Names(s):	Broadway			Project ID#:	BUN-BR-06	Project Status:	In Progress
Project Rank:	26	Primary Category of Work	Seismic	Performance Attribute Total Score	61	Importance Score:	TI-3 88.10
Logical Grouping Project ID #'s:	BR-SEIS-04						
Bridge Num and Names(s):	06757A NW Broadway Ramp over Broadway St Conn [Broadway] ; 06757 Willamette River, Broadway St [Broadway] ; 06757 Willamette River, Broadway St [Broadway]; 06757C N Broadway St over N Interstate Ave [Broadway]						

Definition of Problem

The Broadway Bridge was identified to have seismic vulnerabilities throughout its members. The Multnomah County Willamette River Bridges Capital Improvement Plan Consultant Team identified the vulnerabilities based on an assessment of the as-built plans, previous retrofit studies and engineering judgment. From the assessment, it was determined that superstructure spans are vulnerable to falling from their existing bent caps and/or abutment seats during a major earthquake. This is primarily caused by inadequate detailing or dimensioning.

Description of Proposed Solution

The proposed solution for the defined problem would be to construct a Phase 1 bridge seismic retrofit throughout the structure. The assumed Phase 1 seismic retrofit incorporates measures that restrain each superstructure span from collapsing during a defined seismic event. This consist of installing transverse and longitudinal restraint mechanisms at every expansion joint, constructing shear lugs at each bent cap to prevent movement, and/or constructing restraining members adjacent to each movable bridge component. Existing bearings also need be replaced.

Project Justification

The benefits of completing the proposed solution are to avoid a likely loss of life associated with a bridge span collapse, reducing damage to adjacent structures, and maintaining bridge service caused by a lower level seismic event. The improved performance will also reduce economic losses associated with the event and improve compliance with current seismic design standards.



Right-of-Way:	$159,750
Utility Reimbusement:	$0
Construction:	$37,309,078
Preliminary Engineering:	$7,579,765
Construction Engineering:	$7,579,765
Total Cost at Target Construction Time:	$52,628,358
Target Construction Time:	2026-2030

Notes:

This project includes improvements identified during the 2014 public engagement process.



CC2035 Discussion Draft Plan
NAIOP Meeting

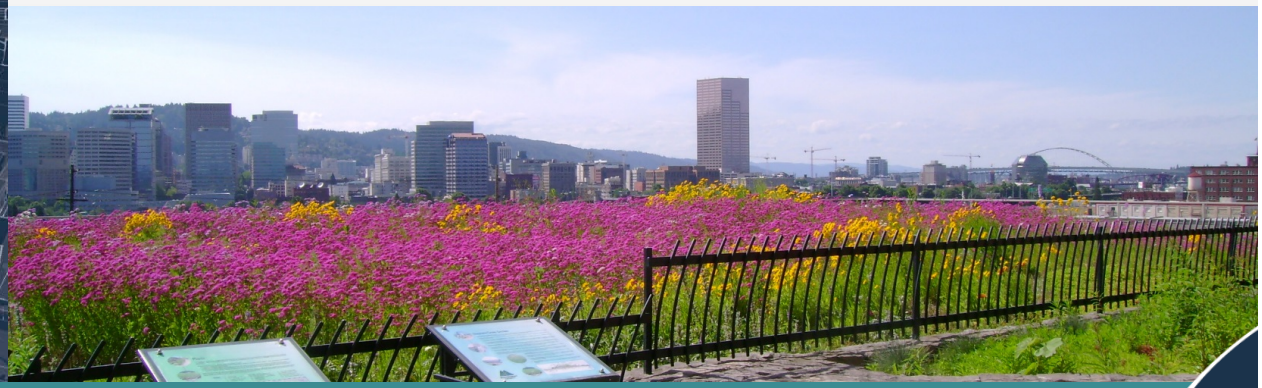
May 24, 2016

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

Central City 2035 Timeline:

- **Proposed Draft release: 6/20**
- **Planning & Sustainability Briefing: 6/28**
- **Public hearings: 7/26 & 8/9**
- **Public work sessions: 9/27, 11/8 & 11/22**





BONUSES, TRANSFERS & AFFORDABLE HOUSING

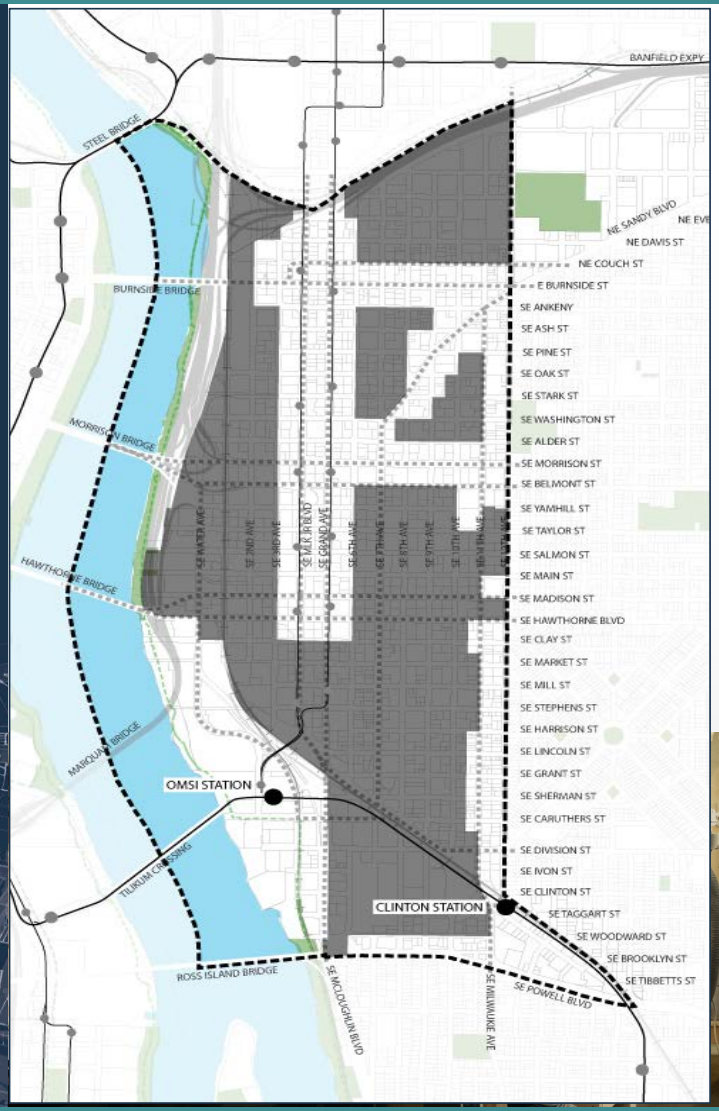
1) Overhaul the bonus and transfer system
   - Repeal most existing bonuses and transfers
   - Prioritize affordable housing and seismic/historic preservation, riverfront open space





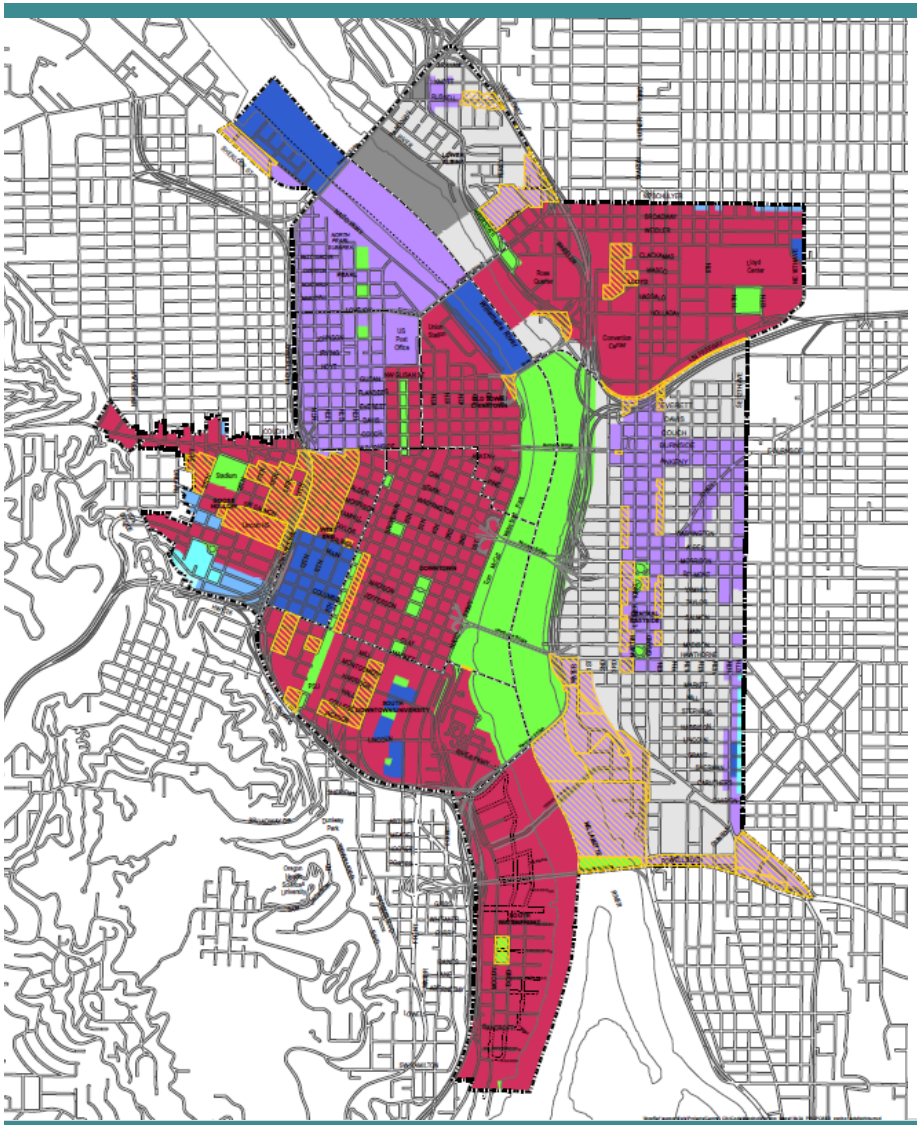
JOBS

1) Expand industrial office uses in the Central Eastside
2) Clarify and improve freight routes
3) Expand areas zoned mixed use and greater commercial allowances





Proposed Zoning Changes Highlighted



Legend

- Central City Plan District
- Subdistrict boundary
- Subarea boundary
- Area of change
- Open Space (OS)
- 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)
- Central Commercial (CX)
- Central Employment (EX)
- General Industrial 1 (IG1)
- Heavy Industrial (IH)
- IG1(EXd)
- Proposed right-of-way
- Proposed accessways

HISTORIC RESOURCES & SEISMIC UPGRADES

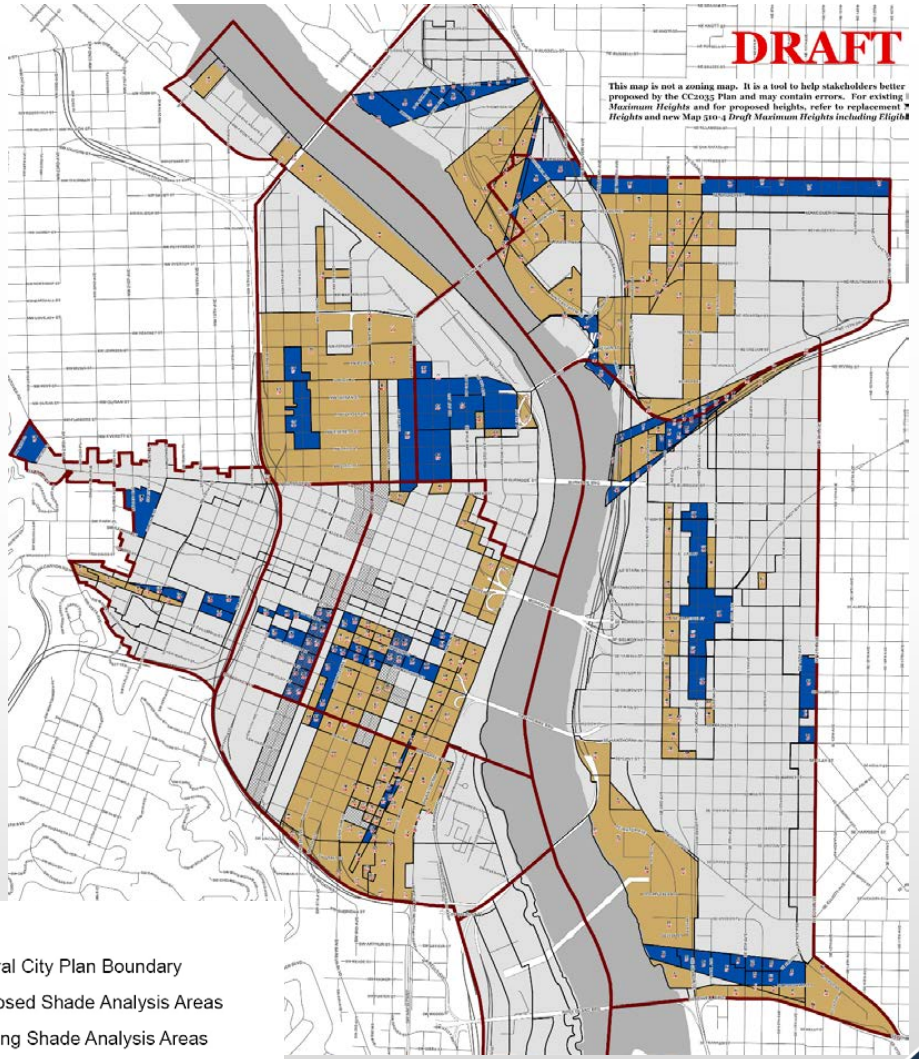
1) Expand historic transfer and require seismic reinforcement
2) Remove height bonus in historic districts
3) Add flexibility for commercial uses in industrial and residential zones





HEIGHT & VIEWS

1) Maintain existing height pattern
2) Increase heights along transit mall and bridgeheads
3) No bonus height in historic districts
4) Modify height limits in view corridors
5) No projections in view corridors



31589

TRANSPORTATION & PARKING

1) Simplify parking code, and allow more flexible operation of structured parking
2) Require Transportation Demand Management (TDM) plans for new development
3) Multi-Modal Mixed-Use Areas designation





WILLAMETTE RIVER

1) Establish new river overlay zoning code to include
   - Increased river setback
   - More flexible landscaping standard
   - New river environmental overlay zone on the river, riverbanks and riparian areas
2) Establish a new river review and repeal the current greenway review
3) Allow small retail spaces in Gov. Tom McCall Waterfront Park/ East bank Crescent/Holladay Park

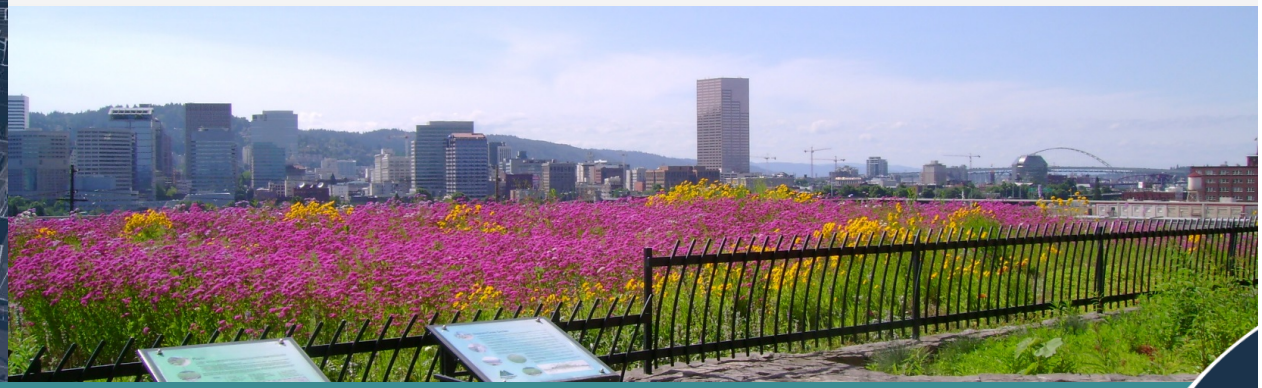




ENVIRONMENT

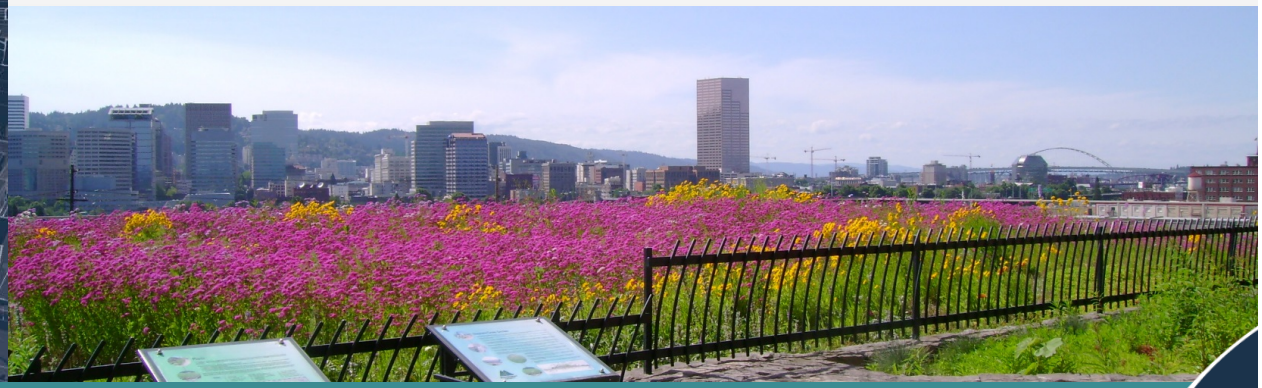
1) Remove Ecoroof bonus and instead require ecoroofs
2) Require registration for LEED Gold
3) Create bird friendly lighting along the riverfront





Thank You!

Questions




CENTRALCITY
2035
Architectural Heritage Center
April 12, 2016
Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

Agenda

- Provide an overview of the multi-volume Discussion Draft CC2035 Plan and schedule
- Summarize major code changes by 8 topic areas
- Highlight historic resource-related plan elements
- Answer questions



Learn more

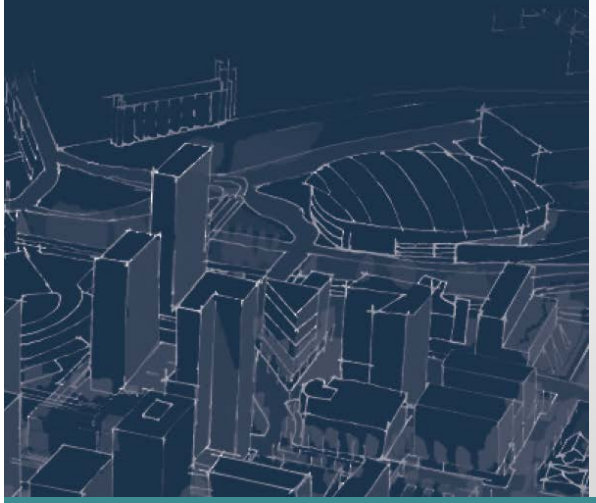
Visit website

Explore Map App

Attend open houses

Stop by during drop in hours

Contact staff



CC2035 Plan

Volume 1: Goals and Policies

Volume 2: Zoning Code and Map Amendments

Volume 3: Inventories

Volume 4: Background Materials

Volume 5: Implementation Plan



TIMELINE

CENTRALCITY 2035

FEB — MAR — APR — MAY — JUN — JUL — AUG — SEP — OCT — NOV

DD Discussion Draft

Publish February 2016

Open houses on 2/24 & 3/2

Lobby displays

Staff drop–ins from 2/22 – 3/6

Staff presentations at community meetings

Comments due 3/31/2016

PD Proposed Draft

Publish May 2016

PLANNING & SUSTAINABILITY COMMISSION

Public hearings, work sessions & recommendations

REC Recommended Draft

Publish August 2016

CITY COUNCIL

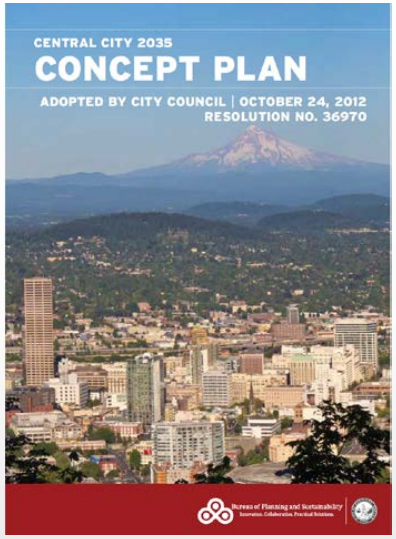
Public hearings, deliberations & adoption

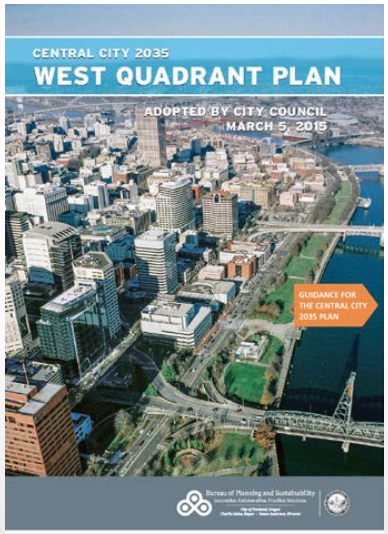
A Adopted Draft

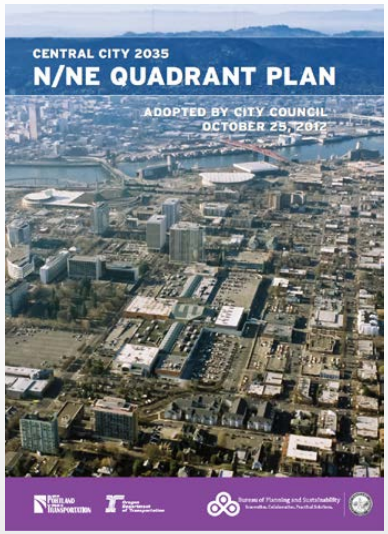
Effective late 2017

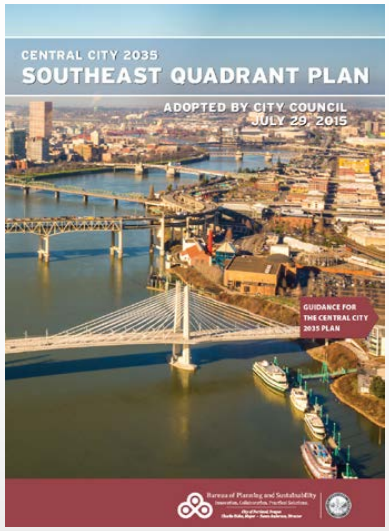


CC2035 Concept Plan & Quadrant Plans









The CC2035 Discussion Draft

- Updates the 1988 Central City Plan
- Builds on five years of work with over 8,000 Portlanders
- Lays the groundwork for a prosperous healthy, equitable and resilient Central City



LIVABILITY & THE PUBLIC REALM

Code references:

- 33.510.215
- 33.510.220
- 33.510.225
- 33.510.210
- 33.475.210
- 33.510.255



1) New street and development character code *(setbacks, ground floor windows, ground floor active uses, and design guidelines)*
2) New riverfront open space bonus
3) Expand river setback for recreation and habitat
4) Update large site master plan tool
5) Green Loop concept



JOBS

Code references:
- 33.510.119
- Transportation System Plan Updates
- Zoning Map
- 33.510.117

1) Expand industrial office uses in the Central Eastside
2) Clarify and improve freight routes
3) Expand areas zoned mixed use and greater commercial allowances





BONUSES, TRANSFERS & AFFORDABLE HOUSING

Code references:
- 33.510.200
- 33.510.210

1) Overhaul the bonus and transfer system
   - Repeal most existing bonuses and transfers
   - Prioritize affordable housing and seismic/historic preservation





TRANSPORTATION & PARKING

Code references:

- 33.510.261-262
- 33.808
- Transportation System Plan Updates
- 33.510.260

1) New Transportation System Plan (TSP) policies, maps and projects
2) Simplify parking code, and allow more flexible operation of structured parking
3) Require ground floor active uses with structured parking
4) Require Transportation Demand Management (TDM) plans for new development





HEIGHT & VIEWS

1) Maintain basic existing height pattern
2) Increase heights along transit mall and bridgeheads
3) Remove height bonuses in historic districts
4) Modify height limits in view corridors

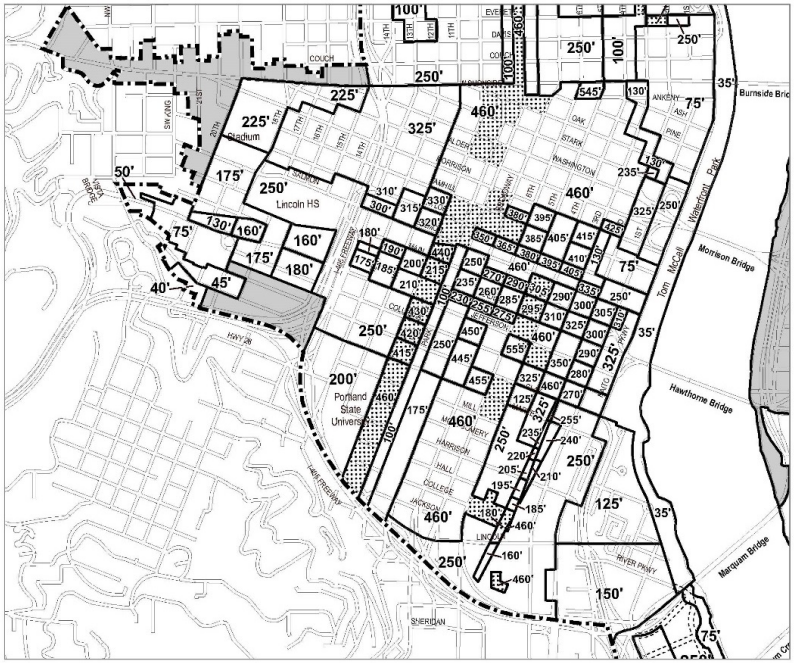


Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 3 of 3

Map Revised Xxxxx XX, 201X



WILLAMETTE RIVER

Code references:
- 33.475
- 33.510.115



1) Establish new river overlay zoning code to include
   - Increased river setback
   - More flexible landscaping standard
   - New river environmental overlay zone on the river, riverbanks and riparian areas
2) Establish a new river review and repeal the current greenway review
3) Allow small retail spaces in Gov. Tom McCall Waterfront Park



ENVIRONMENT

Code references:
- 33.510.243
- 33.510.244
- 33.475.210



1) Remove ecoroof bonus and instead require ecoroofs
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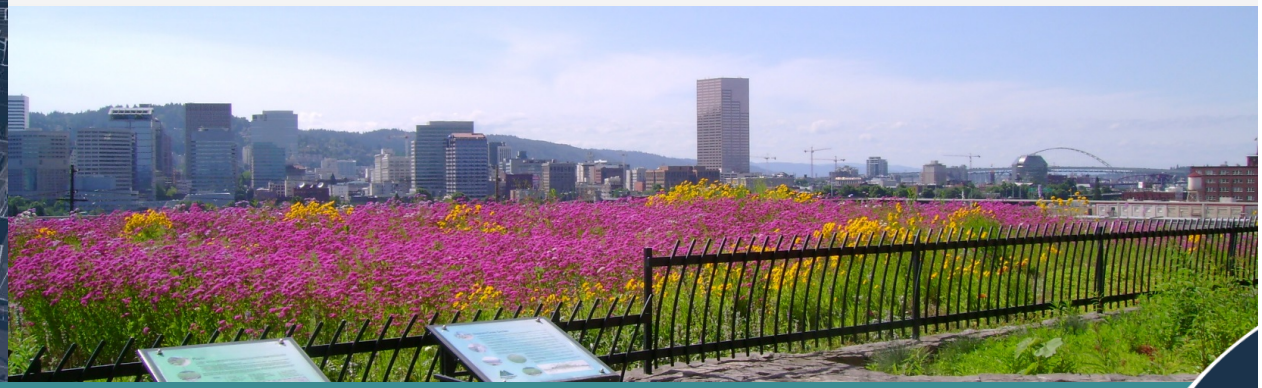


HISTORIC RESOURCES:

POLICIES

Volume 1
Urban Design
Page 68



CENTRAL CITY-WIDE POLICIES

5.16 Renovation and rehabilitation:

Encourage the preservation, renovation and rehabilitation of historic buildings.

5.17 Historic resources and districts:

Enhance the identity of historically, culturally and architecturally significant buildings and places, while promoting contextually-sensitive infill development on vacant and surface parking lots.



HISTORIC RESOURCES:

POLICIES

Volume 1
Urban Design
Pages 69-73



DISTRICT-SPECIFIC POLICIES

- Downtown
- West End
- The Pearl
- Old Town/Chinatown
- Lower Albina
- Central Eastside



HISTORIC RESOURCES:

POLICIES

Volume 1
Urban Design
Page 71



DISTRICT POLICY EXAMPLE

Lower Albina Policy 5.LA-4

Preserve, rehabilitate and celebrate historic structures in Lower Albina, including those in the Russell Street Conservation District and culturally significant African-American resources identified in the Cornerstones of Community Inventory.



HISTORIC RESOURCES:

ZONING

Code references:
- 33.510.200



New Central City historic FAR transfer:

- Transfers within CC Plan District
- Landmarks and contributing properties in districts
- Must meet City seismic standards or have a phased seismic upgrade agreement



HISTORIC RESOURCES:

ZONING

Code references:
- 33.510.117
- 33.510.119



Add flexibility for commercial uses in historic resources and existing structures:

- RX Zone: Existing structures: up to 100% can be in Retail or Office use
- IG1 Zone: Landmarks and contributing resources: up to 100% can be in Industrial Office use



HISTORIC RESOURCES:

ZONING

Code references:
- Map 510-3

Volume 3: Scenic Resources Inventory

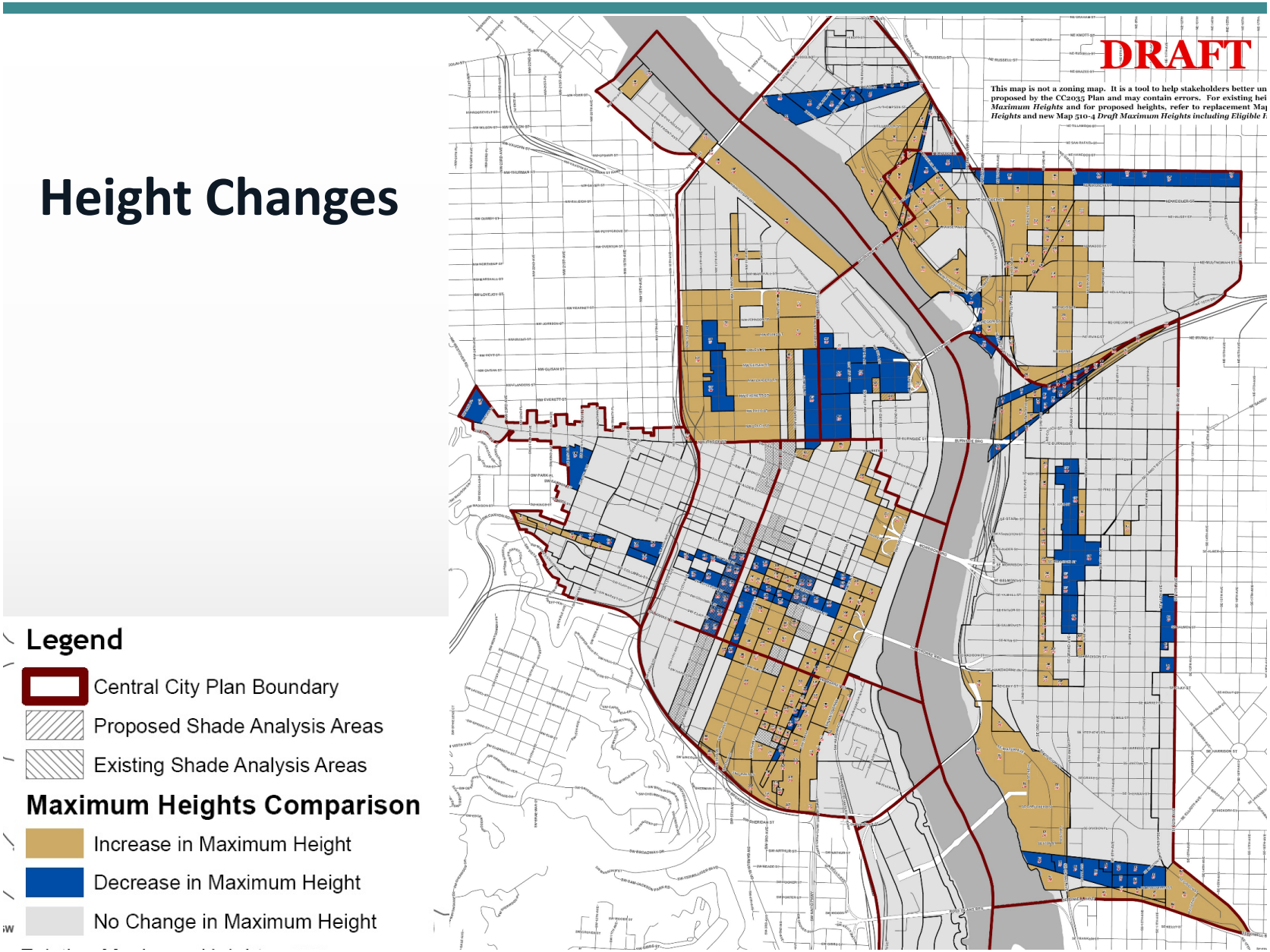


Maximum Height and Scenic Resources:

- Remove height bonus from historic districts
- Heights reduced in part of OT/CT and along NE Broadway
- Require shadow studies adjacent to parks
- Updated Scenic Resources Inventory and Protection Plan
- Heights adjusted in View Corridors



Height Changes



HISTORIC RESOURCES:

WORK PLAN

Early Implementation

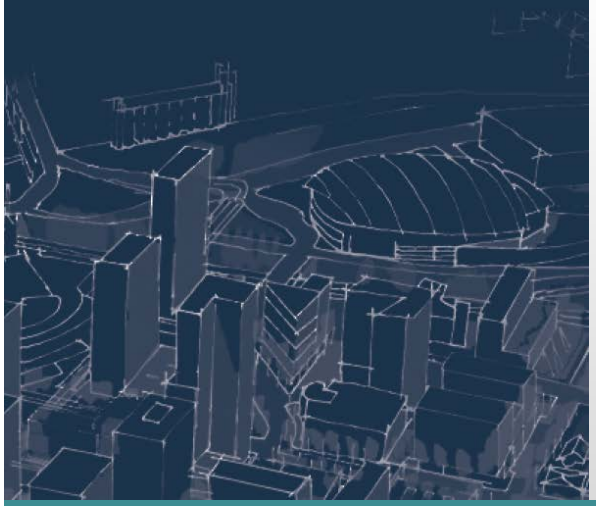
1. Skidmore/Old Town Guidelines: City Council mid-April
2. New Chinatown/Japantown Guidelines:
   - Project Advisory Committee meetings
   - Landmarks Commission hearings early fall
3. African-American MPD (CLG grant, begin summer)



HISTORIC RESOURCES:

FUTURE WORK PLANS

Volume 5
Implementation Plan



- Consider requiring seismic upgrades for projects using public assistance
- New/enhanced financial tools to support seismic upgrades
- Seismic upgrade to Union Station
- Update Central City Fundamental and East Portland/Grand Avenue HD guidelines
- Advocate for state historic tax credit
- Update HRI, prioritize West End, Goose Hollow, Central Eastside
- Support landmark nominations in Lower Albina
- Improve approval criteria in Russell St. Conservation District
- Update New Chinatown/Japantown NR nomination
- Collaborate with PSU on preservation efforts
- Review Downtown MPD nomination and revise if needed

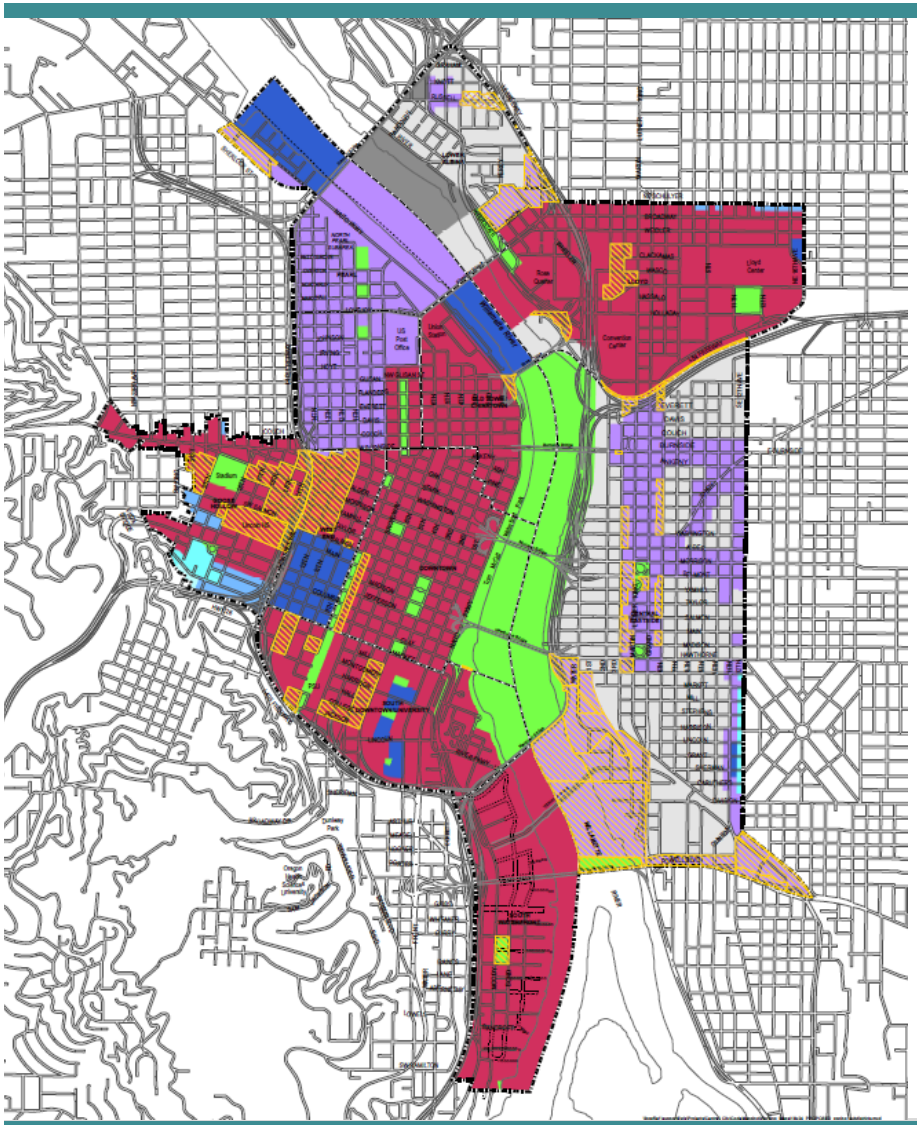
Thank You



Additional Volume 2 Materials

- Height (510-3 and 510-4)
- View Corridors (510-20)
- Maximum FAR (510-2)
- River (e) Overlay
- Top of Bank (475-2)
- Parking Sectors (510-10) and Max. Parking Ratios Table (510-2)
- Required Master Plan Sites (510-19)
- Sample of Transportation System Plan Designation Maps

Proposed Zoning Changes Highlighted



Legend

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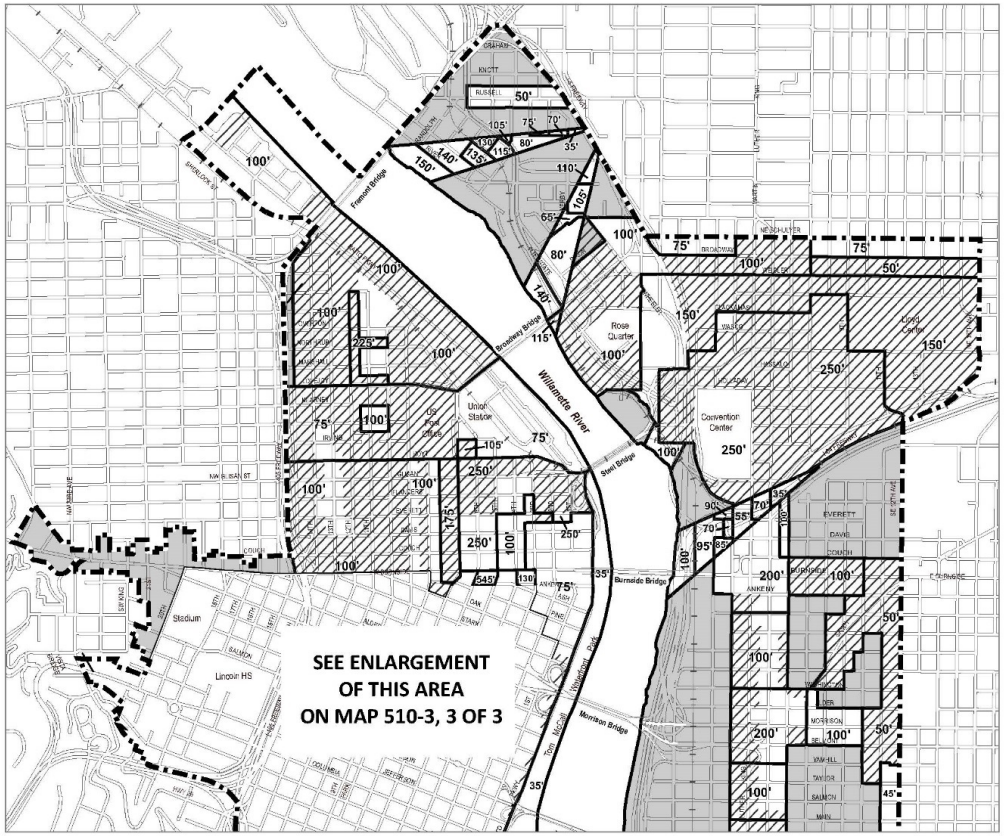
- Central Multi-Dwelling Residential (RX)
- Central Commercial (CX)
- Central Employment (EX)
- General Industrial 1 (IG1)
- Heavy Industrial (IH)
- IG1(EXd)
- Proposed right-of-way
- Proposed accessways

Draft Maximum Heights

Map 510-3

Map 1 of 3

Map Revised Xxxxx XX, 201X



Legend

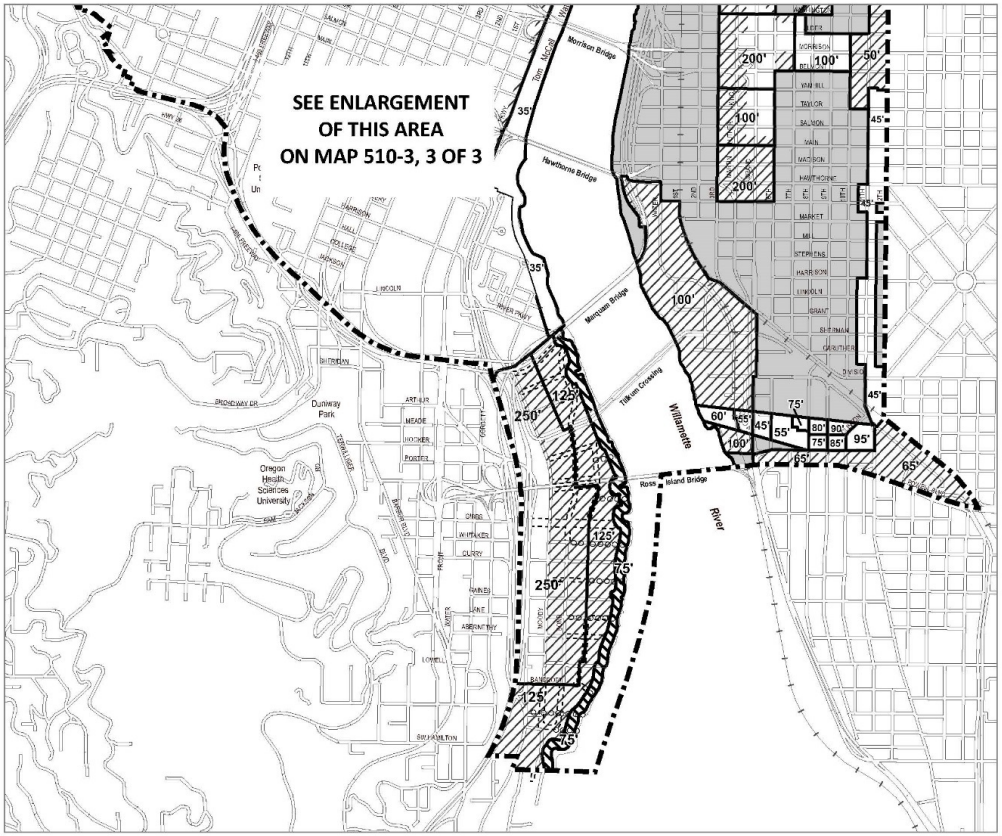
- Central City Plan District boundary
- X' — Maximum building height
- Areas where maximum height is determined by base zone
- Area eligible for height increase
- Maximum height limit of 75' for first 125 feet from top of bank
- Proposed right-of-way
- Proposed accessways

Draft Maximum Heights

Map 510-3

Map 2 of 3

Map Revised Xxxxx XX, 201X



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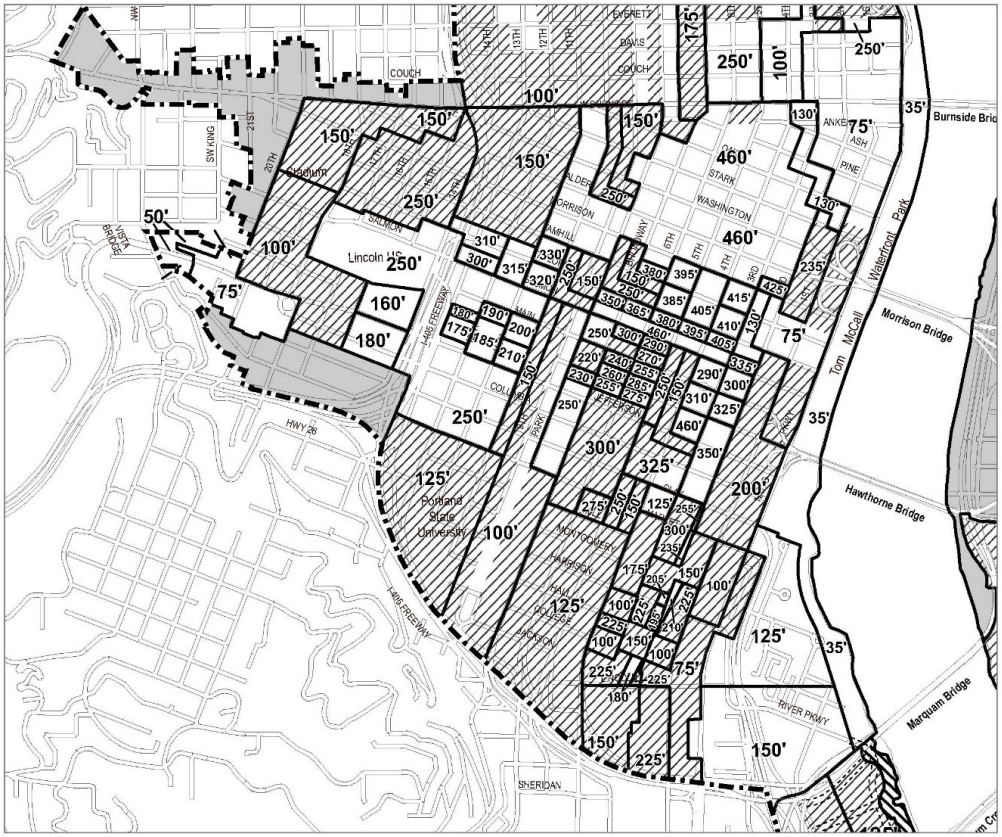
Draft Maximum Heights

Map 510-3

Map 3 of 3

Map Revised Xxxxx XX, 201X



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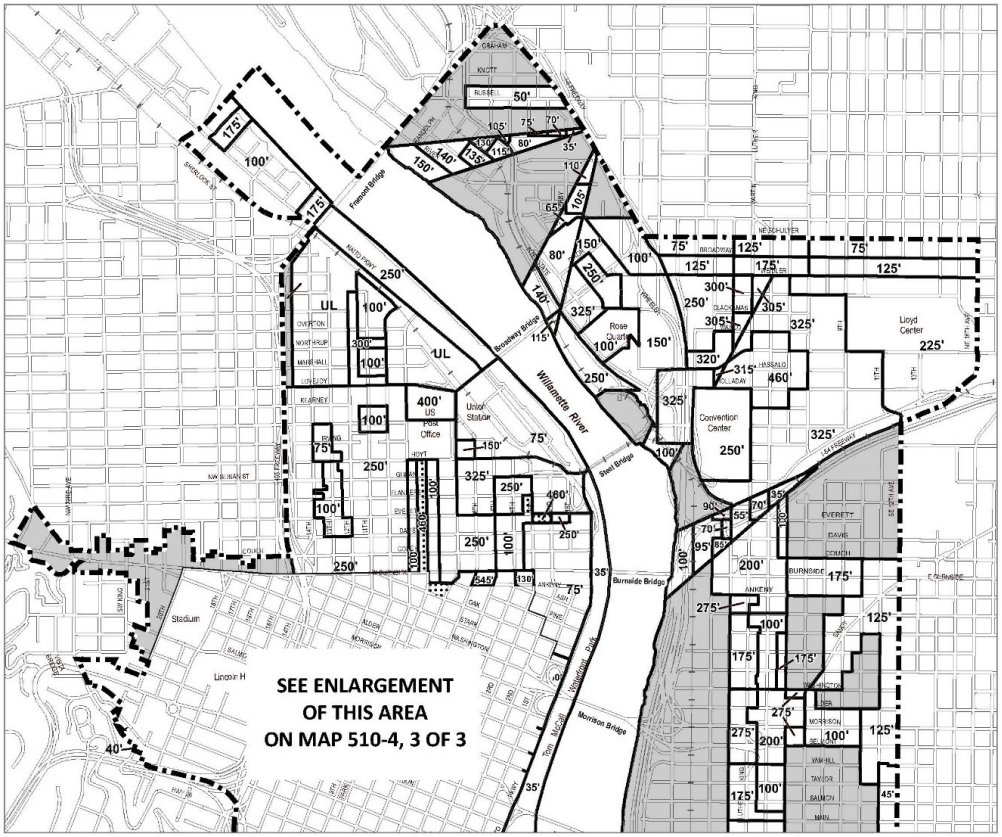
Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 1 of 3

Map Revised Xxxxx XX, 201X



Legend

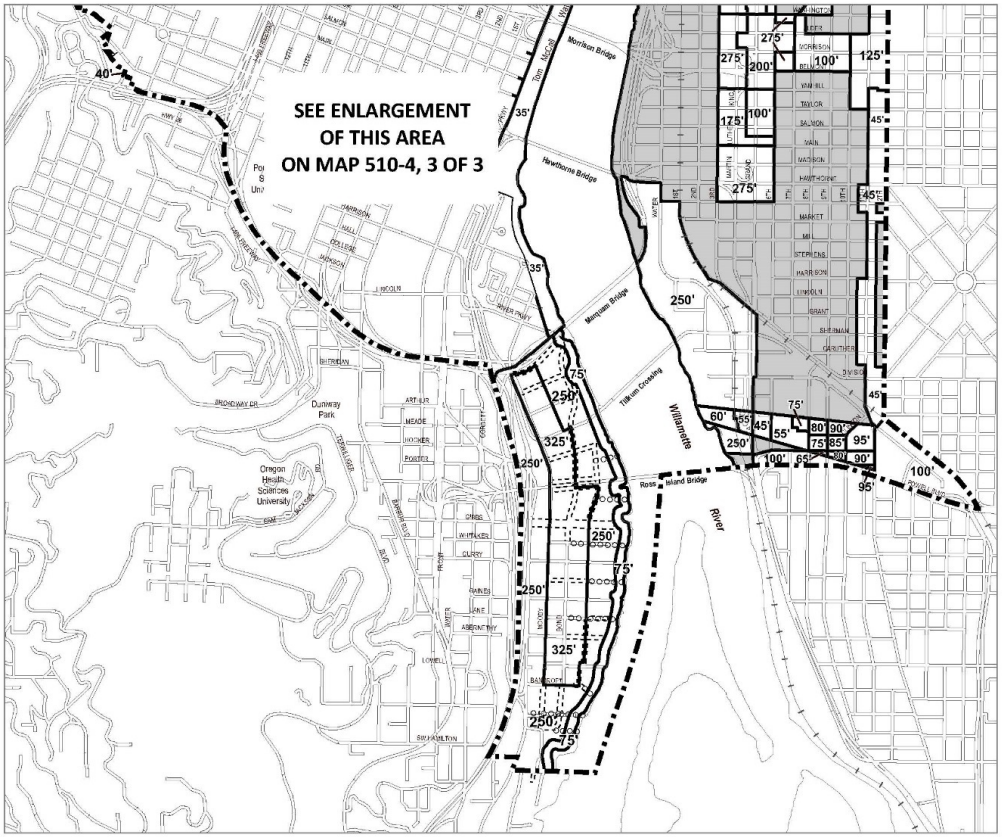
- Central City Plan District boundary
- X' — Maximum building height including eligible height increases
- Areas where maximum height is determined by base zone
- Proposed right-of-way
- Proposed accessways
- Areas where a shadow analysis is required
- UL — Unlimited height allowed

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 2 of 3

Map Revised Xxxxx XX, 201X



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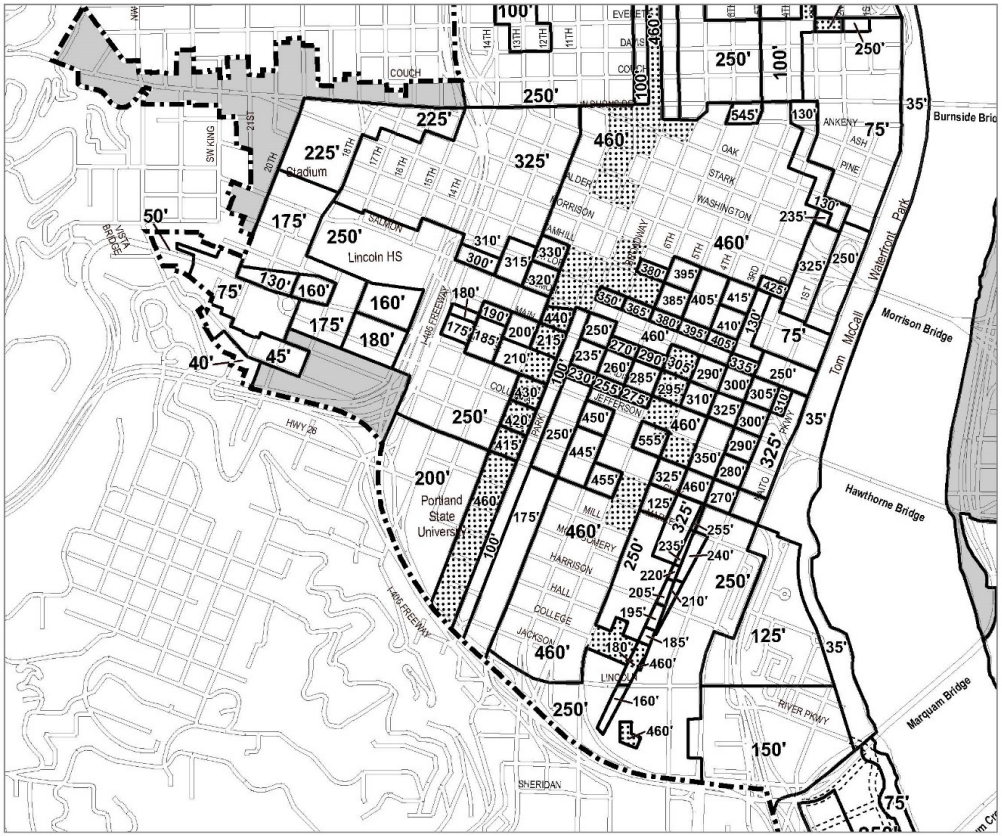
Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 3 of 3

Map Revised Xxxxx XX, 201X



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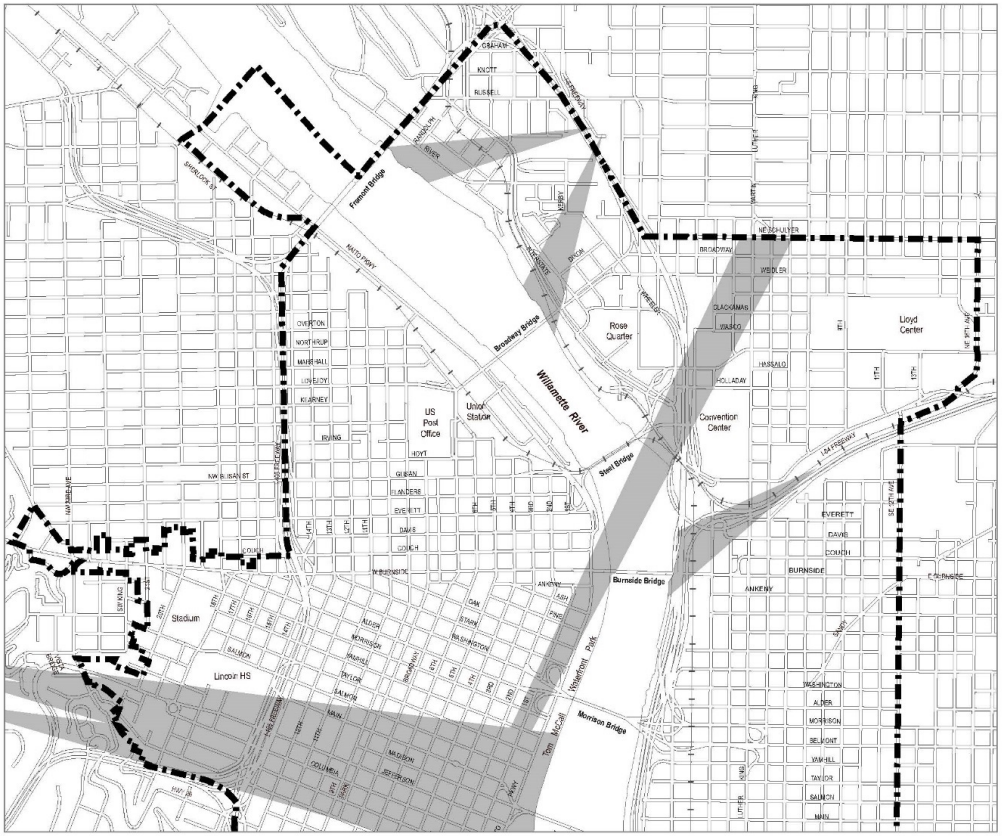
Draft View Corridor Areas

Map 510-20

Map 1 of 2

Map Revised Xxxxx X, 201X



Legend

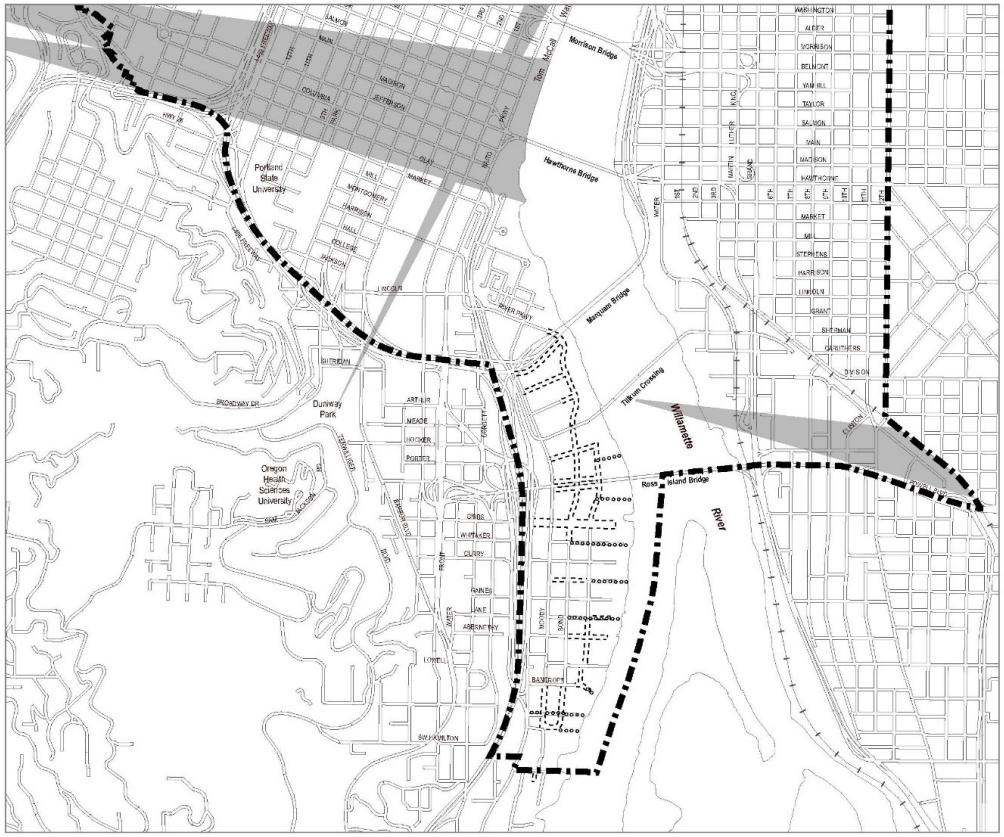
- Central City Plan District boundary
- Areas within Scenic View Corridors
- Proposed right-of-way
- Proposed accessway

Draft View Corridor Areas

Map 510-20

Map 2 of 2

Map Revised Xxxxx X, 201X



Legend

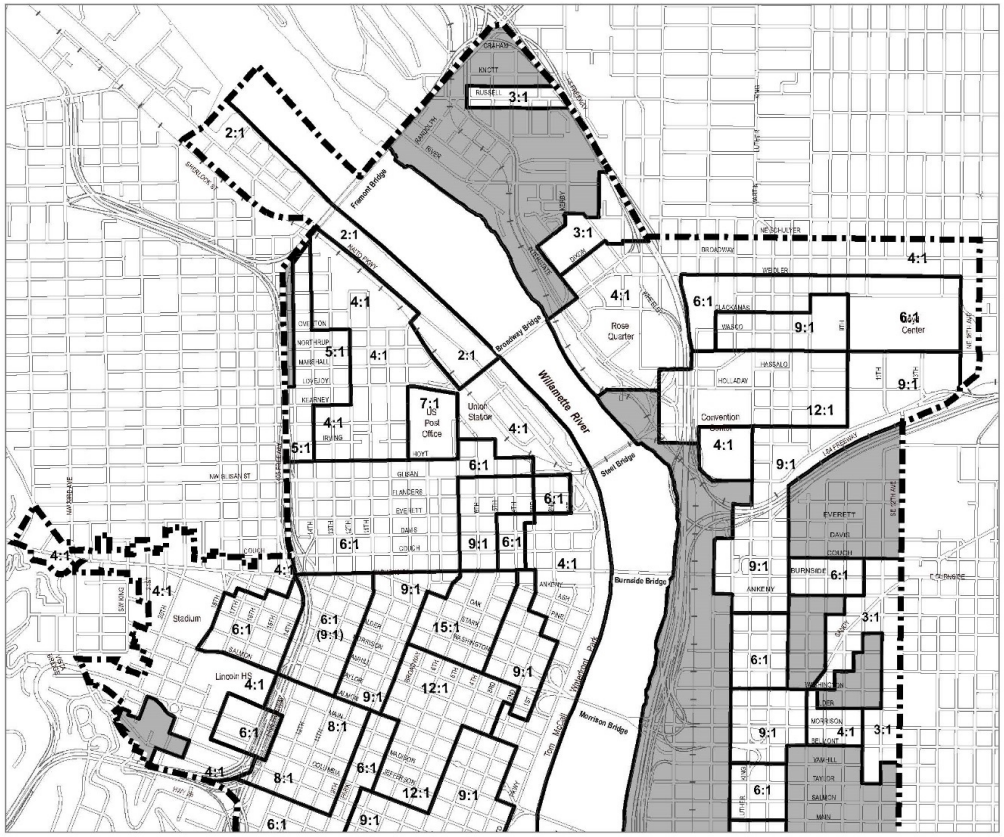
- Central City Plan District boundary
- Areas within Scenic View Corridors
- Proposed right-of-way
- Proposed accessway

Draft Maximum Floor Area Ratios

Map 510-2

Map 1 of 2

Map Revised Xxxx XX, 201X



Legend

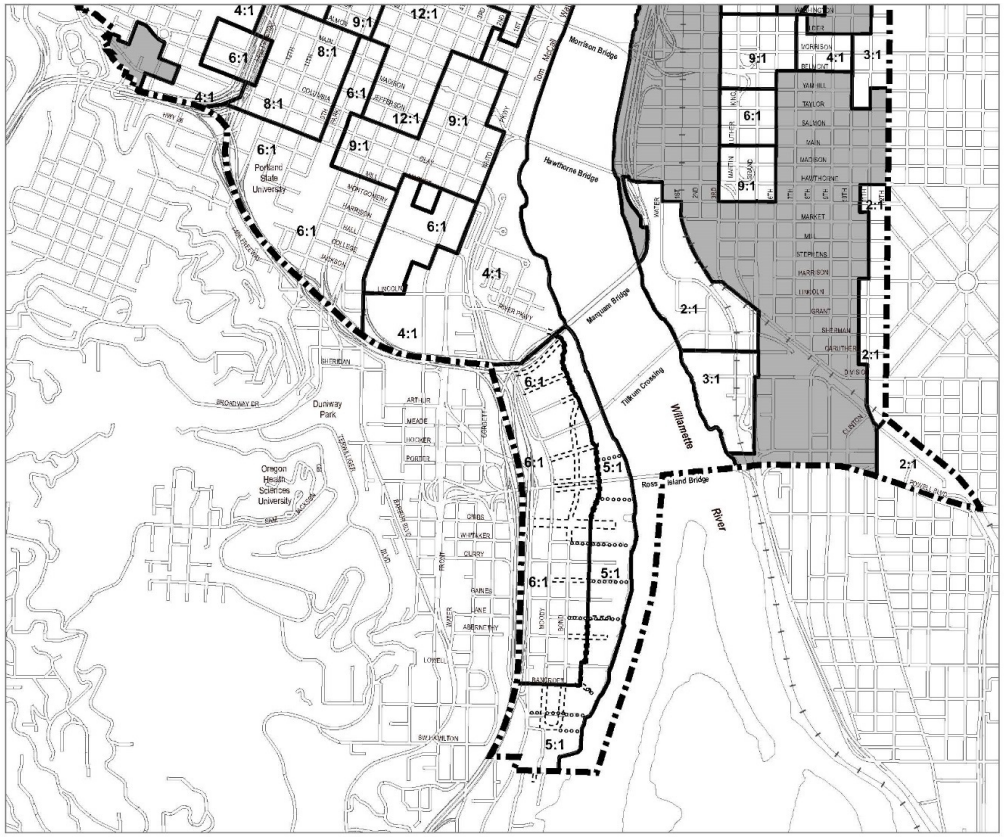
- Central City Plan District boundary
- Maximum FAR area boundary
- Area where floor area ratio (FAR) is determined by base zone
- Proposed right-of-way
- Proposed accessway
- **X:Y** Maximum FAR
  - **X** = Gross square foot of building
  - **Y** = Square foot of site
- **(X:Y)** Residential maximum FAR

Draft Maximum Floor Area Ratios

Map 510-2

Map 2 of 2

Map Revised Xxxx XX, 201X



Legend

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  - **X** = Gross square foot of building
  - **Y** = Square foot of site
- **(X:Y)** Residential maximum FAR

Draft Central Reach River Environmental Overlay Zone

Map 1

February 1, 2016



Draft Central Reach River Environmental Overlay Zone

Map 2

February 1, 2016



Top-of-Bank

DRAFT Map 475-2

Map 1 of 3

Map Revised Xxxxx X, 2015



Central City Plan District Boundary

Top-of-Bank

Top-of-Bank

DRAFT Map 475-2

Map 2 of 3

Map Revised Xxxxx X, 2015



Central City Plan District Boundary

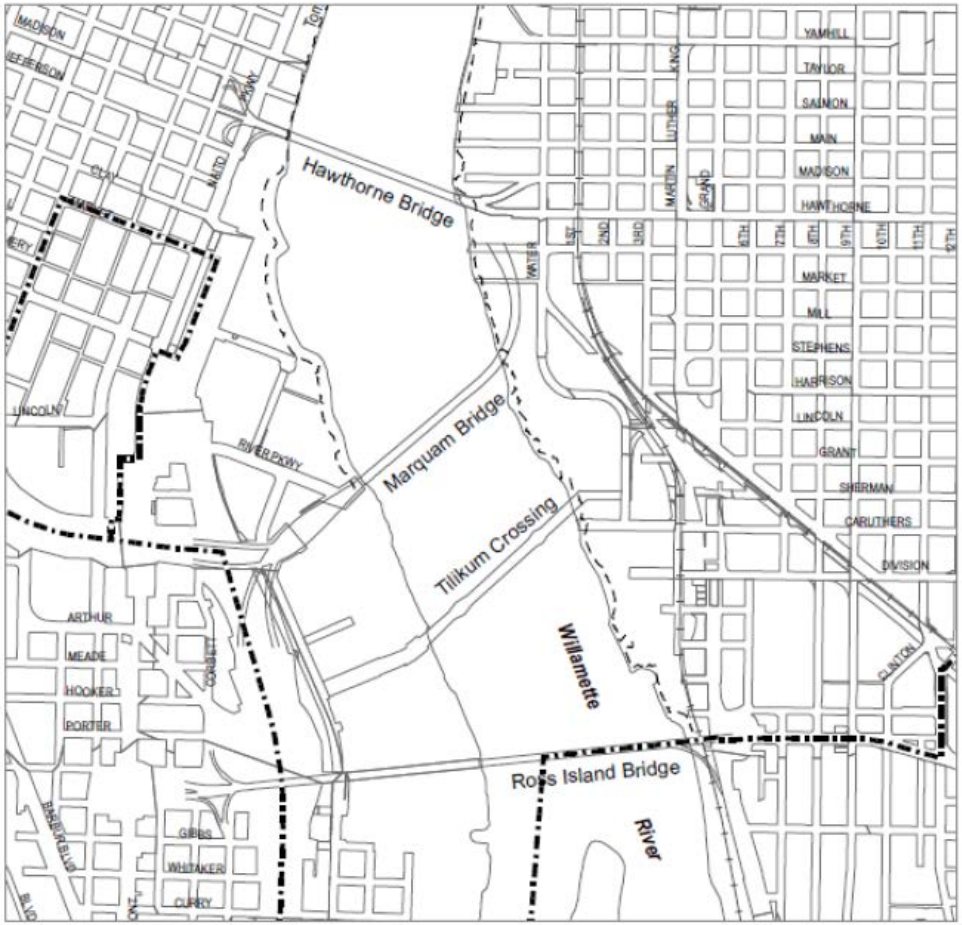
Top-of-Bank

Top-of-Bank

DRAFT Map 475-2

Map 3 of 3

Map Revised Xxxxx X, 2015



Central City Plan District Boundary

Top-of-Bank

Draft Parking Sectors

Map 510-10

Map Revised Xxxxx X, 201X

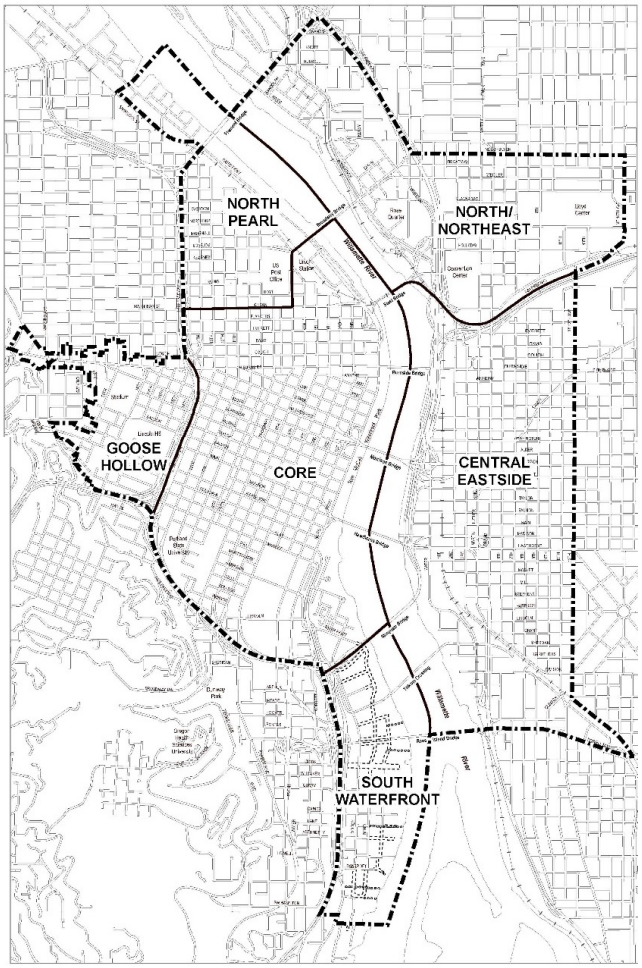


Table 510-2
Maximum Parking Ratios[1]

Uses	Parking Sectors					
	Central Eastside	Core	Goose Hollow	North/Northeast	North Pearl	South Waterfront
Office, Retail Sales/Service, Schools/Colleges	2.0	1.0	1.5	1.35	1.5	2.0
Medical Center	2.0	1.5	1.5	1.35	1.5	2.0
Industrial	2.0	1.0	1.0	2.0	1.0	1.0
Religious/Theater	0.25	0.25	0.25	0.25	0.25	0.25
Residential	1.2	1.2	1.2	1.2	1.2	1.2
Hotels	1.0	1.0	1.0	1.0	1.0	1.0

[1] Maximum ratios are per 1,000 square feet of net building area for non-residential/hotel uses; per dwelling unit or hotel room for residential/hotel uses

Legend

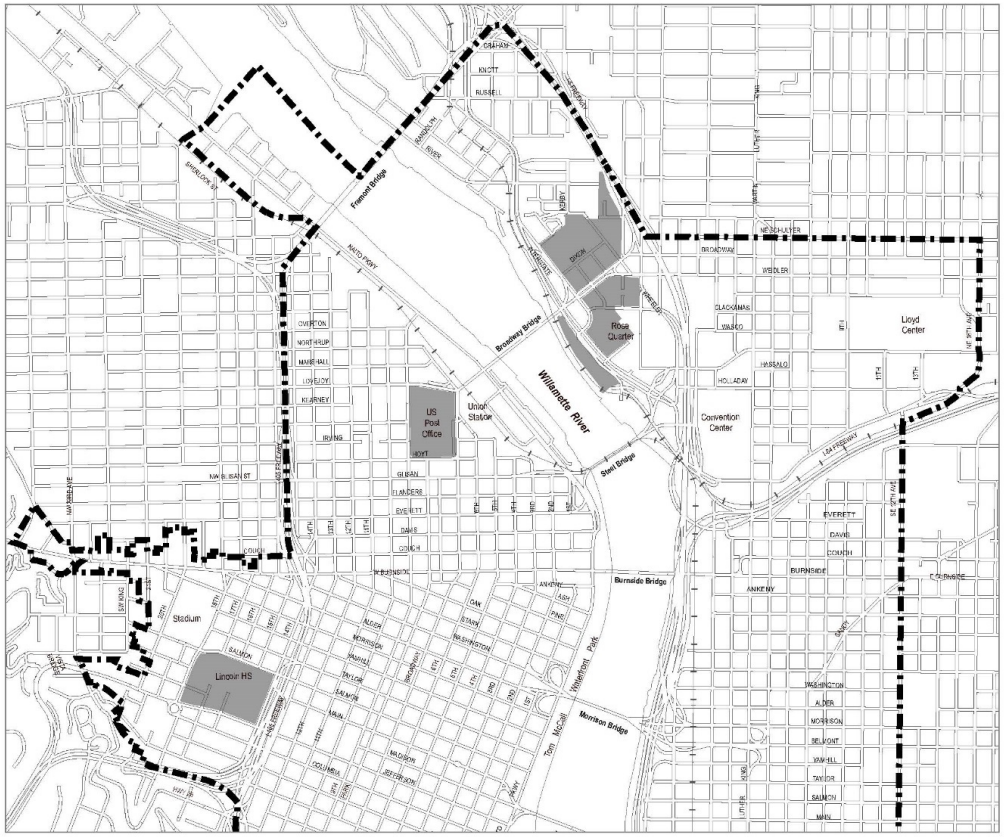
- Central City Plan District boundary
- Sector boundary
- Proposed right-of-way
- Proposed accessway

Draft Required Master Plan Sites

Map 510-19

Map 1 of 2

Map Revised Xxxxx XX 201X



Legend

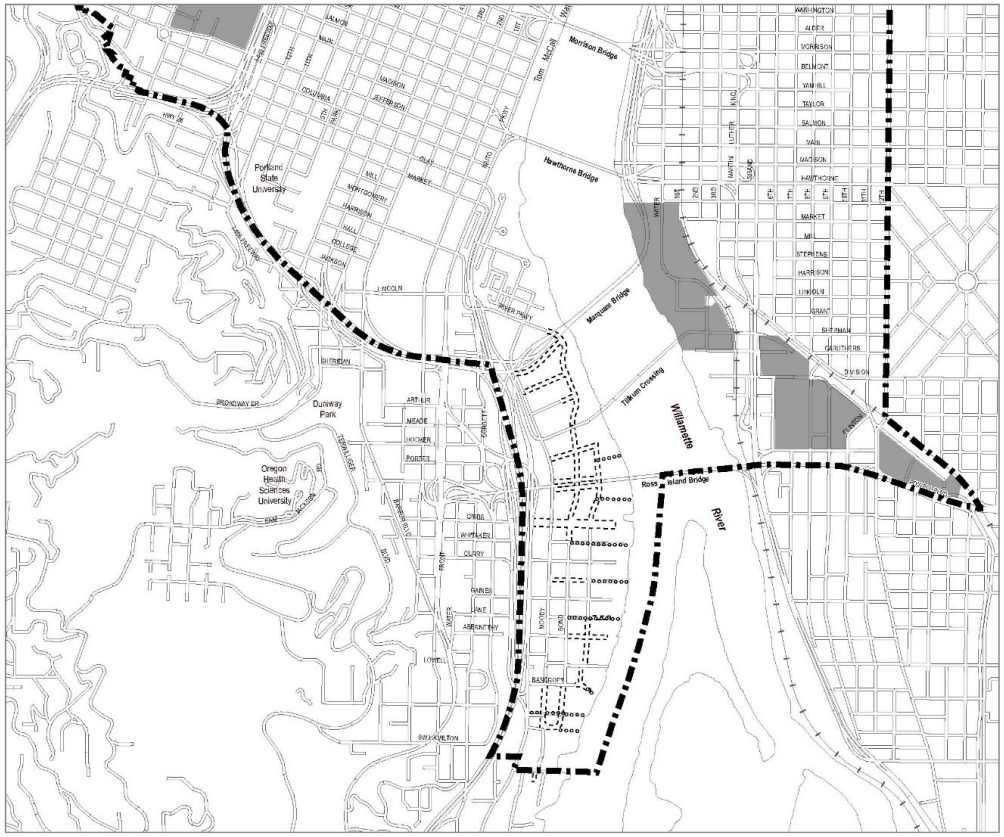
- Central City Plan District boundary
- Required Master Plan Sites
- Proposed right-of-way
- Proposed accessway

Draft Required Master Plan Sites

Map 510-19

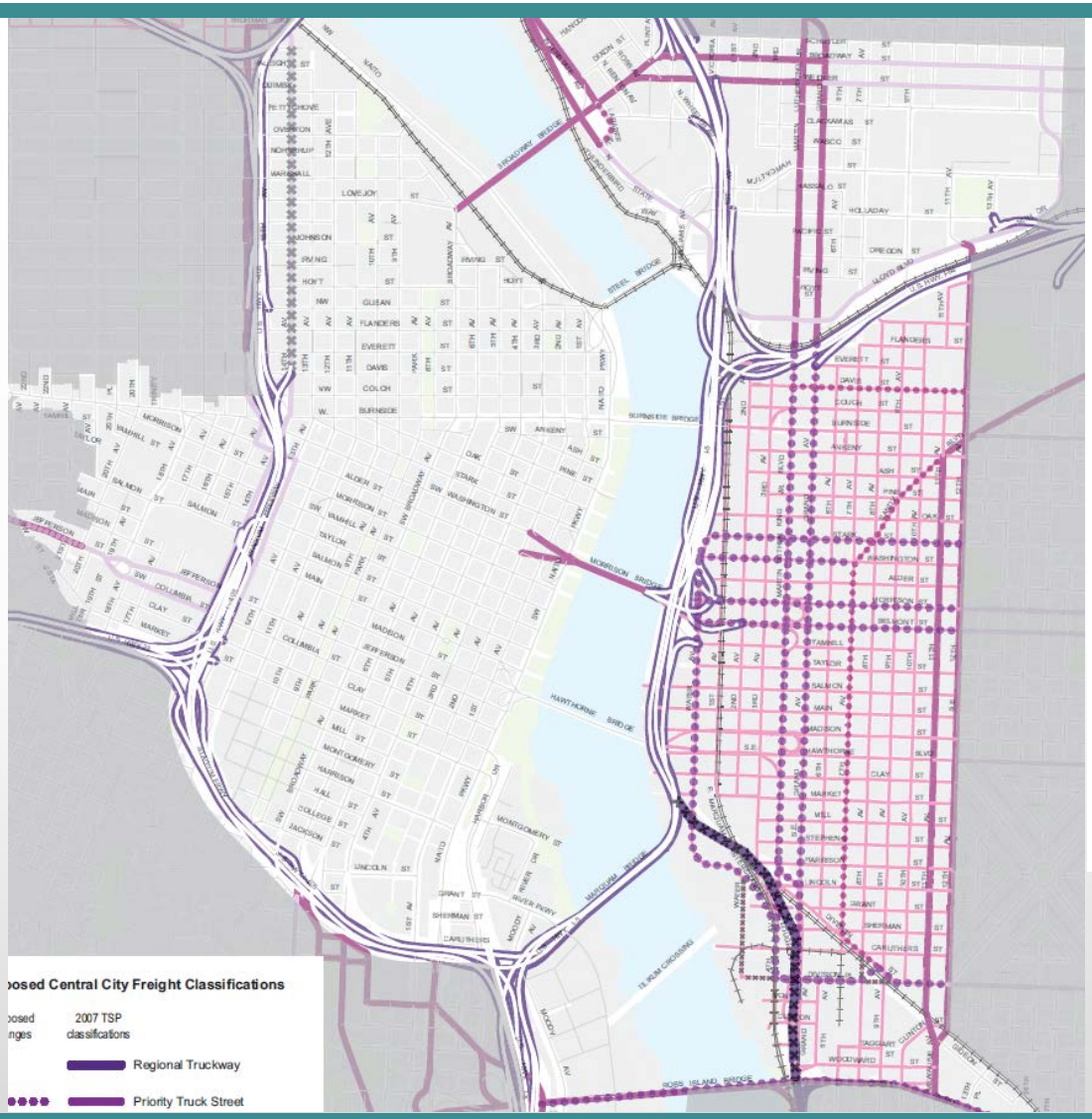
Map 2 of 2

Map Revised Xxxxx XX 201X



Legend

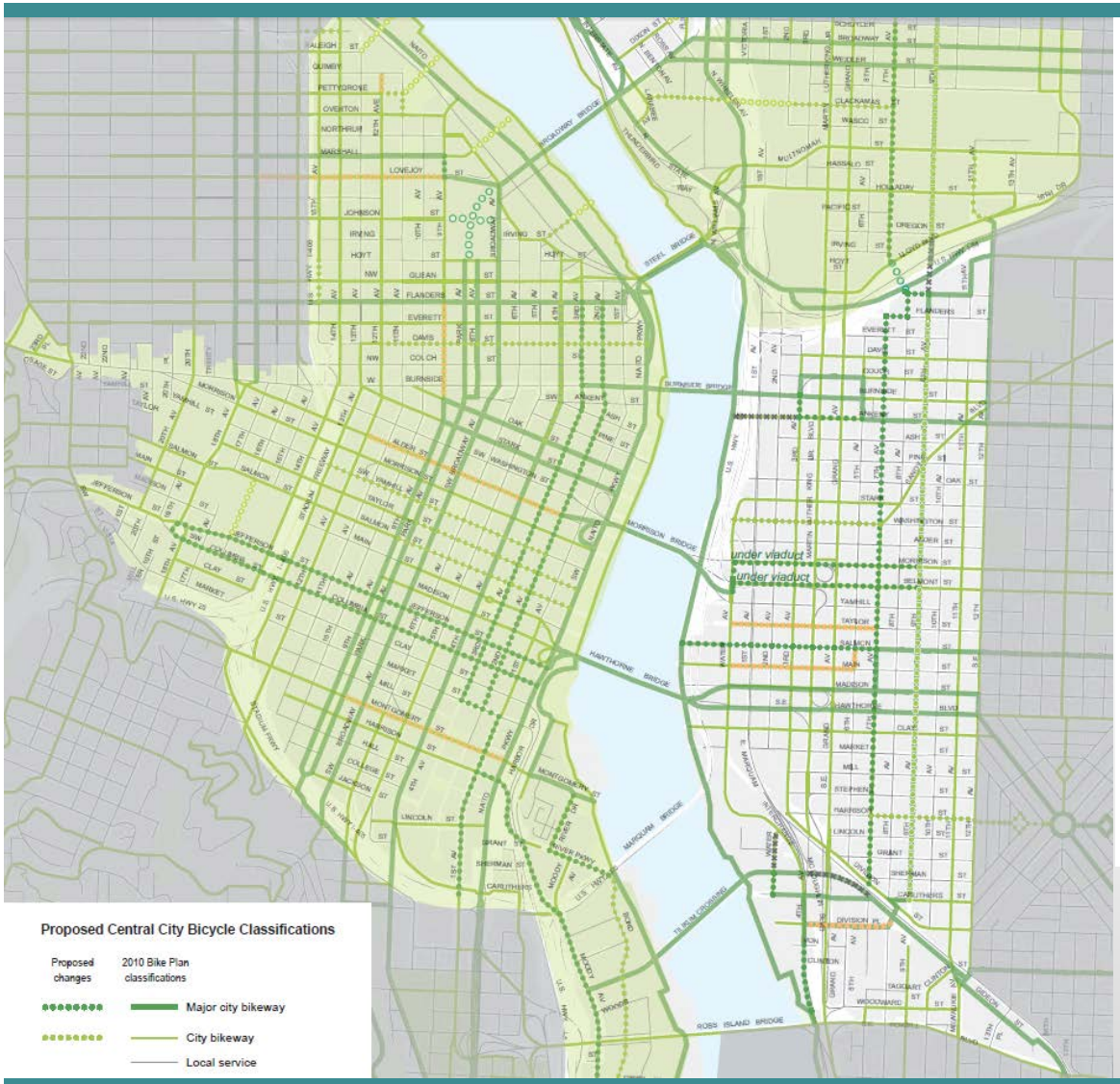
- Central City Plan District boundary
- Required Master Plan Sites
- Proposed right-of-way
- Proposed accessway



TSP
Freight Classifications

Proposed changes	2007 TSP classifications
	Regional Truckway
	Priority Truck Street
	Major Truck Street
	Truck Access Street
	Freight District Street
	Local Service Truck Street
	Railroad Main Line
	Railroad Branch Line
	Remove

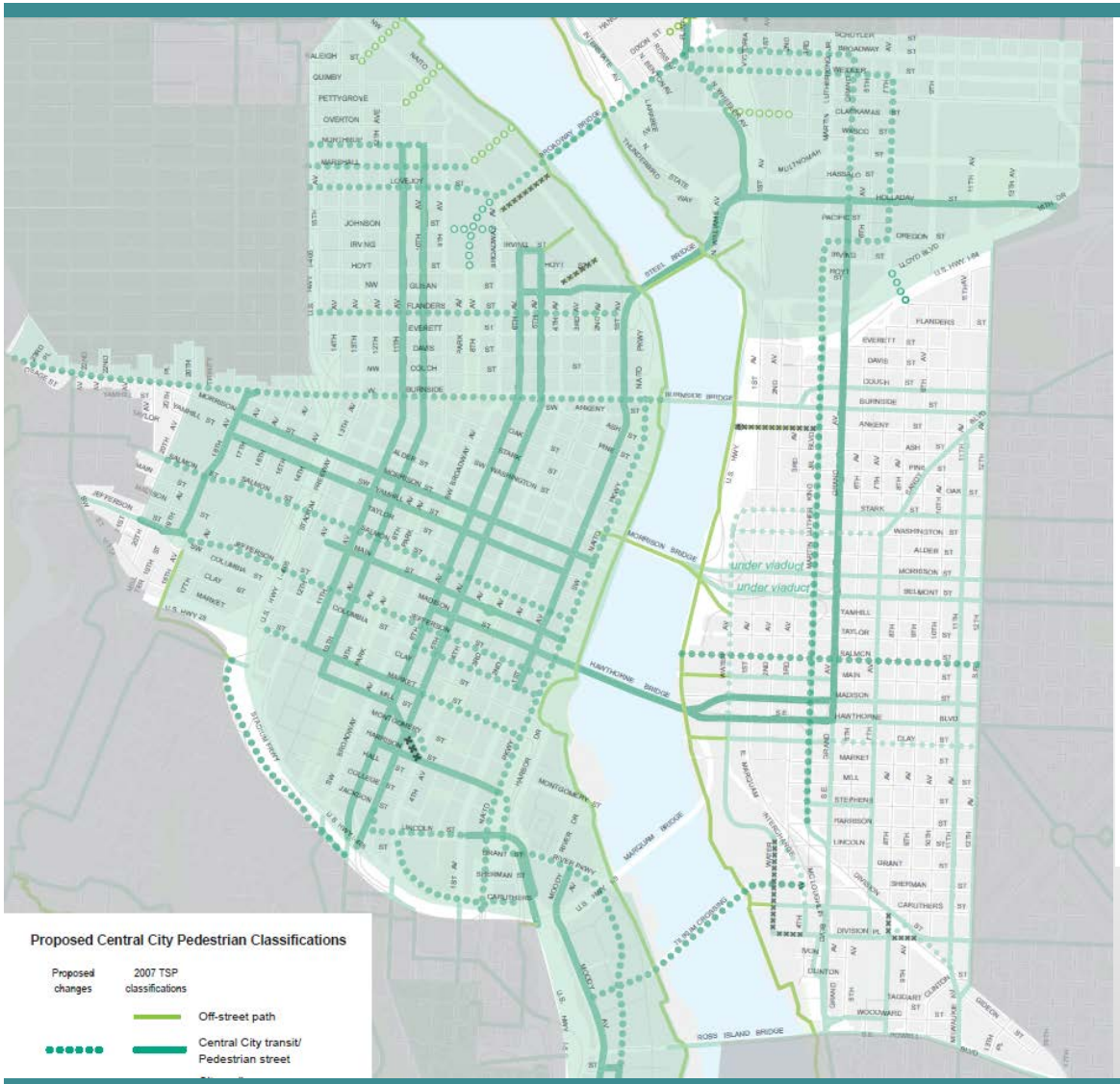
TSP
Bicycle Classifications



Proposed Central City Bicycle Classifications

Proposed changes	2010 Bike Plan classifications
	Major city bikeway
	City bikeway
	Local service

Proposed changes	2010 Bike Plan classifications
	Major city bikeway
	City bikeway
	Local service
	Bicycle district
	New connection, e.g. bridge
	Change to local service
	Remove



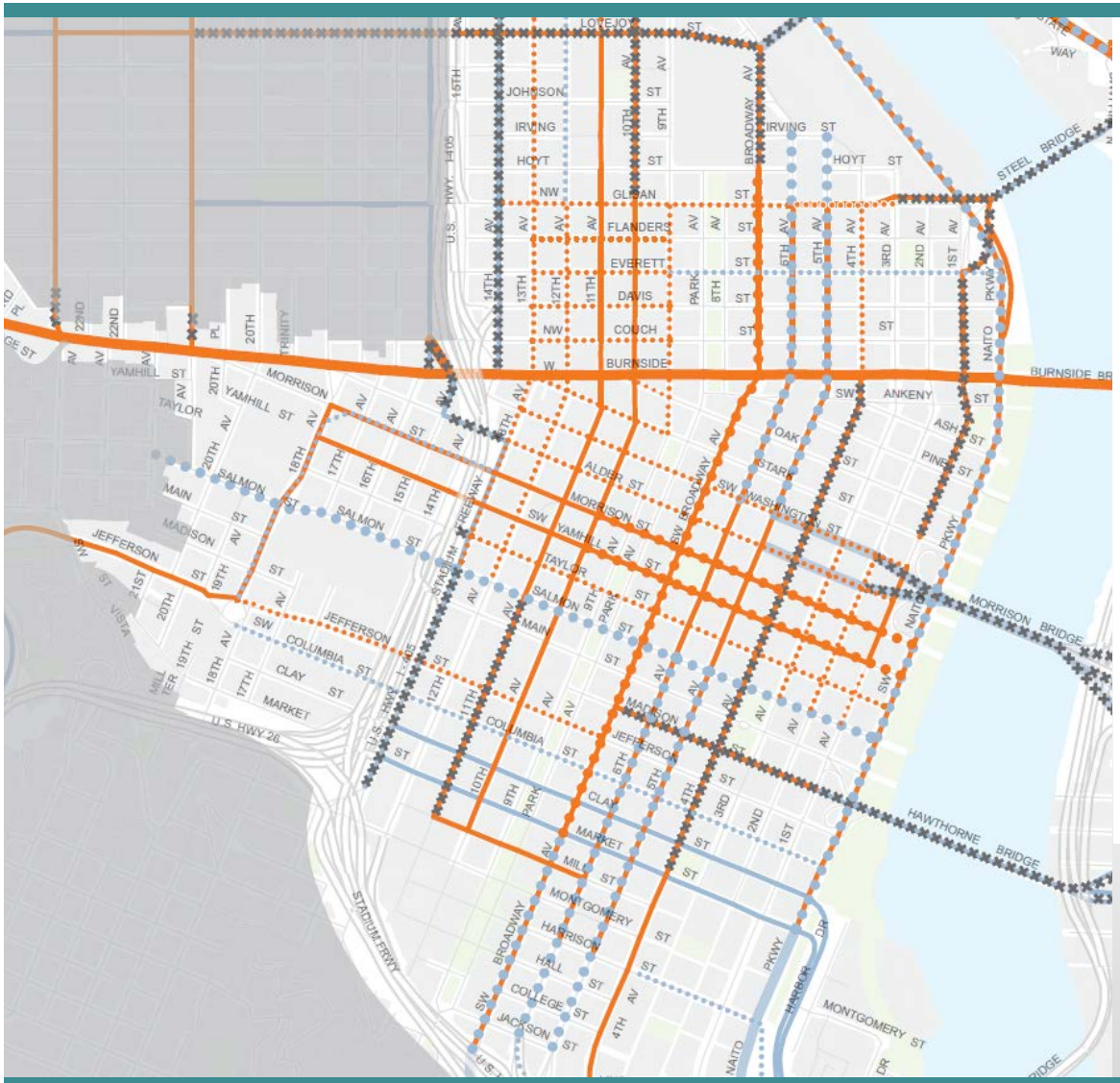
TSP
Pedestrian Classifications

Proposed changes

2007 TSP classifications

- Off-street path
- Central City transit/ Pedestrian street
- City walkway
- Pedestrian district, ***all streets in these areas are city walkways***
- Local access

- New connection
- Remove



TSP
Street Design Classifications

Proposed changes

2007 TSP classifications

- Urban Throughway
- Urban Highway
- Urban Road

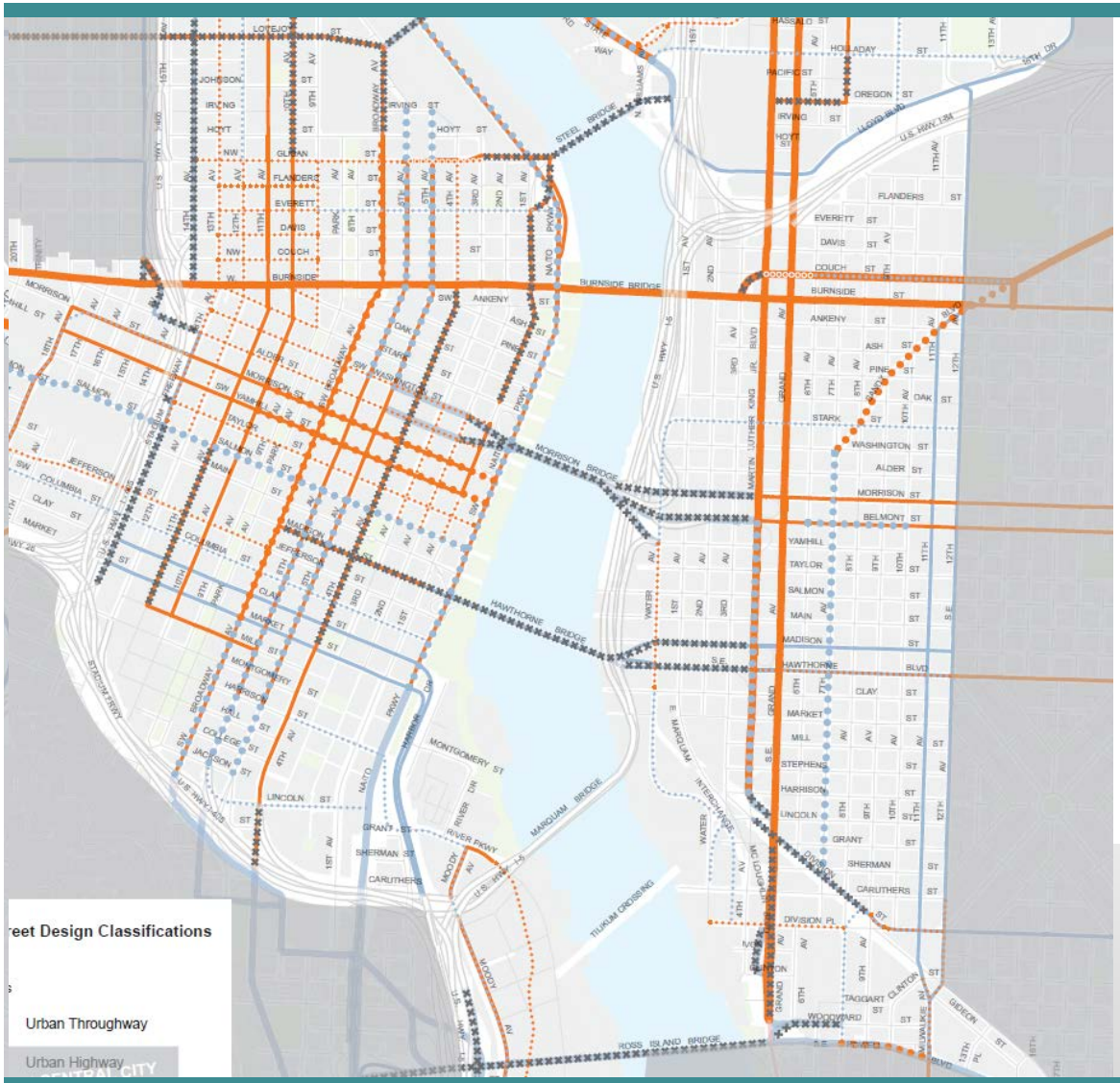
NOT IN CENTRAL CITY

Main Streets
- Civic
- District

Corridors
- Civic
- District

- Remove

TSP
Street Design Classifications



Proposed changes

2007 TSP classifications

- Urban Throughway
- Urban Highway
- Urban Road

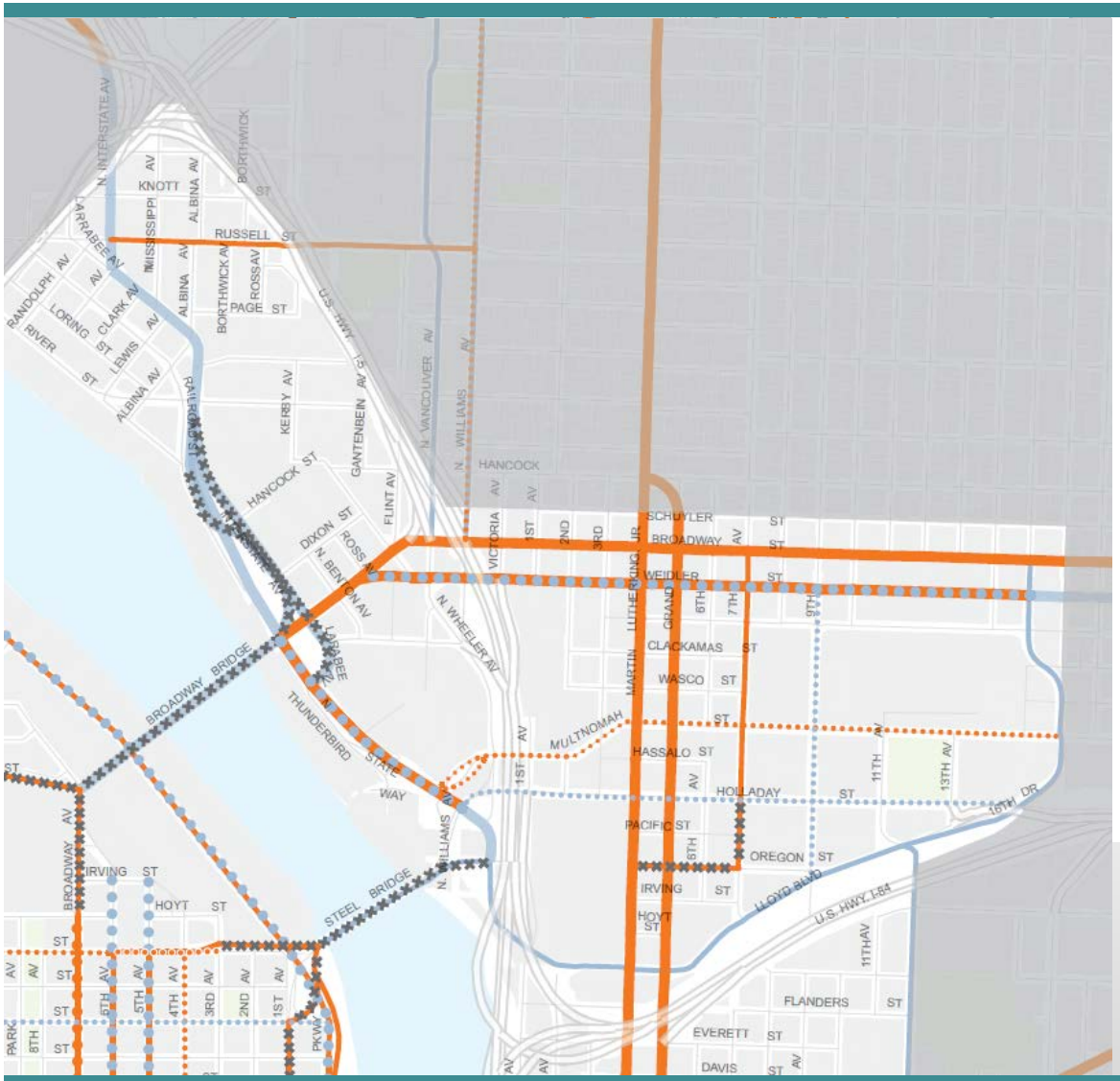
NOT IN CENTRAL CITY

Main Streets
- Civic
- District

Corridors
- Civic
- District

- Remove

TSP
Street Design Classifications



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Peter T. Stark

Legal Advisor
Bob Barsocchini
Goodwill

CEIC LAND USE AND URBAN DEVELOPMENT COMMITTEE
(LUUDC)

MEETING NOTICE

DATE: April 5, 2016 3:30-5:00 pm
PLACE: Goodwill Industries Board Room
ADDRESS: 1943 SE Sixth Avenue

AGENDA

3:30 General Introductions
Minutes

3:35 Presentation
CENTRAL CITY New Zoning
2035
Bureau of Planning and Sustainability

4:30 LAND USE REPORTS
Homeless campsite at Harrison and Third
ODOT Property
James Beard Public Market
I-84 Bike/Pedestrian Bridge
Bridge Lighting

4:50 Old Business
New Business

5:00 Adjourned

Please advise, in advance, if audio/video equipment is necessary.

CENTRAL EASTSIDE INDUSTRIAL COUNCIL
PO Box 14251, Portland, OR 97293-0251
(503) 768-4299, Fax (888) 550-3703 – ceic@ceic.cc – www.ceic.cc

HISTORIC RESOURCES:

POLICIES

Volume 1
Urban Design
Page 68

CENTRAL CITY-WIDE POLICIES

5.16 Renovation and rehabilitation:

Encourage the preservation, renovation and rehabilitation of historic buildings.

5.17 Historic resources and districts:

Enhance the identity of historically, culturally and architecturally significant buildings and places, while promoting contextually-sensitive infill development on vacant and surface parking lots.



HISTORIC RESOURCES:

POLICIES

Volume 1
Urban Design
Pages 69-73



DISTRICT-SPECIFIC POLICIES

- Downtown
- West End
- The Pearl
- Old Town/Chinatown
- Lower Albina
- Central Eastside



HISTORIC RESOURCES:

POLICIES

Volume 1
Urban Design



DISTRICT POLICY EXAMPLEs

- **5.OT-1 New Chinatown/Japantown**. Protect significant resources and enhance the historic multi-cultural significance of the New Chinatown/Japantown Historic District. Support the district's historic character, multi-ethnic history and today's Pan-Asian culture.
- **5.OT-2 Skidmore/Old Town**. Protect historic and architecturally significant resources of the Skidmore/Old Town National Historic Landmark District. Support the district's historic commercial character, history of social service and connection to the Willamette River.



HISTORIC RESOURCES:

ZONING

Code references:
- 33.510.200



New Central City historic FAR transfer:

- Transfers within CC Plan District
- Landmarks and contributing properties in districts
- Must meet City seismic standards



HISTORIC RESOURCES:

ZONING

Code references:
- 33.510.117
- 33.510.119



Add flexibility for commercial uses in historic resources and existing structures:

- RX Zone: Existing structures: up to 100% can be in Retail or Office use
- IG1 Zone: Landmarks and contributing resources: up to 100% can be in Industrial Office use



HISTORIC RESOURCES:

ZONING

Code references:
- Map 510-3

Volume 3: Scenic Resources Inventory

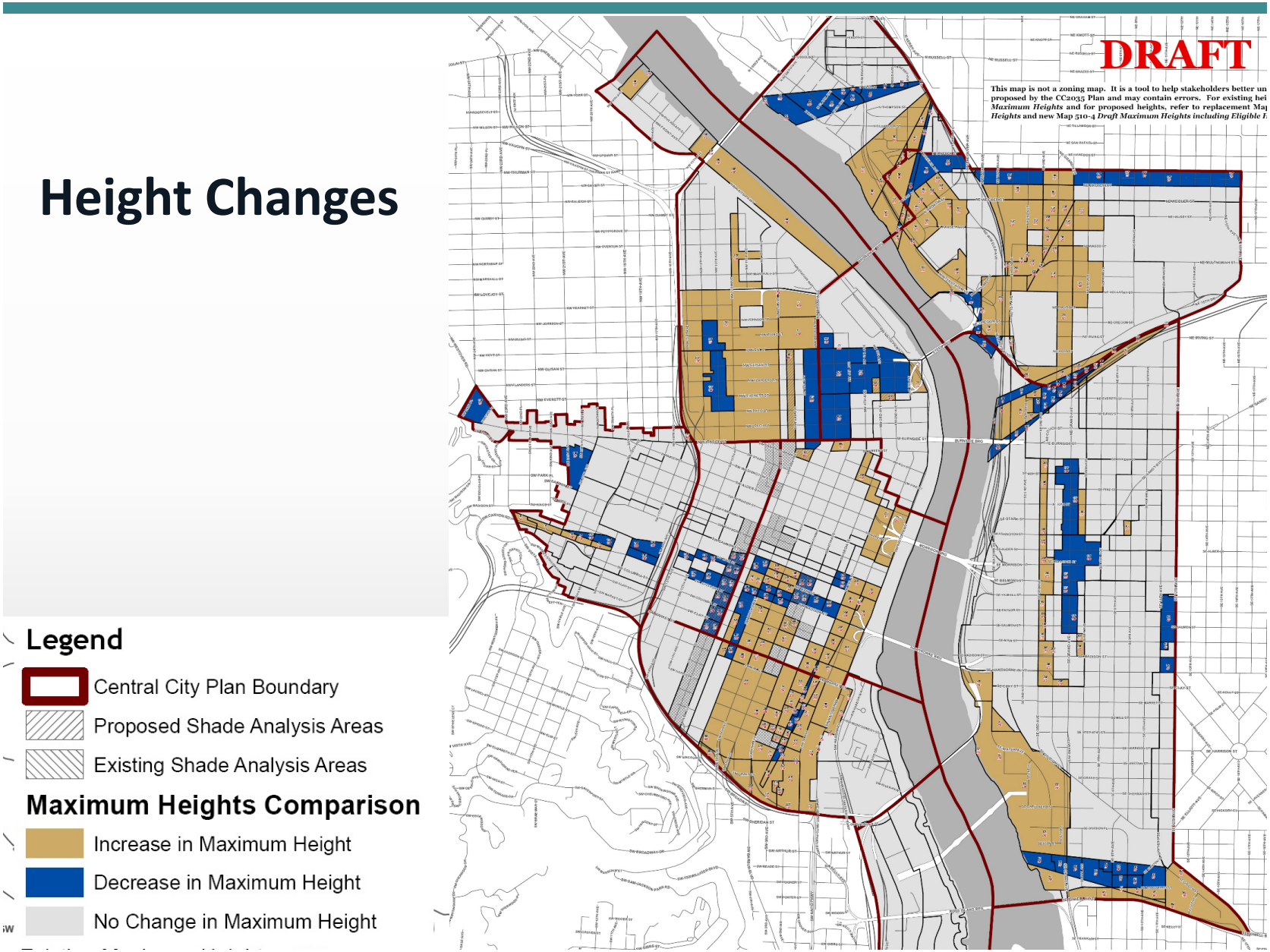


Maximum Height and Scenic Resources:

- Remove height bonus from historic districts
- Heights reduced in part of OT/CT and along NE Broadway
- Require shadow studies adjacent to parks
- Updated Scenic Resources Inventory and Protection Plan
- Heights adjusted in View Corridors



Height Changes



HISTORIC RESOURCES:

WORK PLAN

Early Implementation

1. Skidmore/Old Town Guidelines: City Council mid-April
2. New Chinatown/Japantown Guidelines:
   - First advisory committee meeting March 16
   - First Landmarks Commission briefing March 28
   - Landmarks Commission hearings early fall
3. African-American MPD (CLG grant, begin summer)

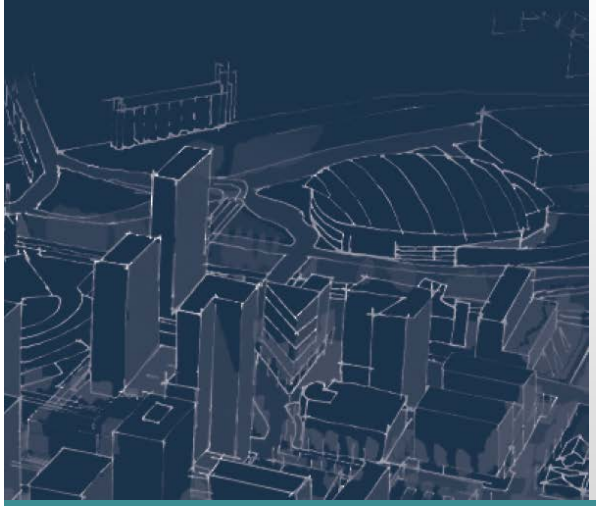




HISTORIC RESOURCES:

FUTURE WORK PLANS

Volume 5
Implementation Plan



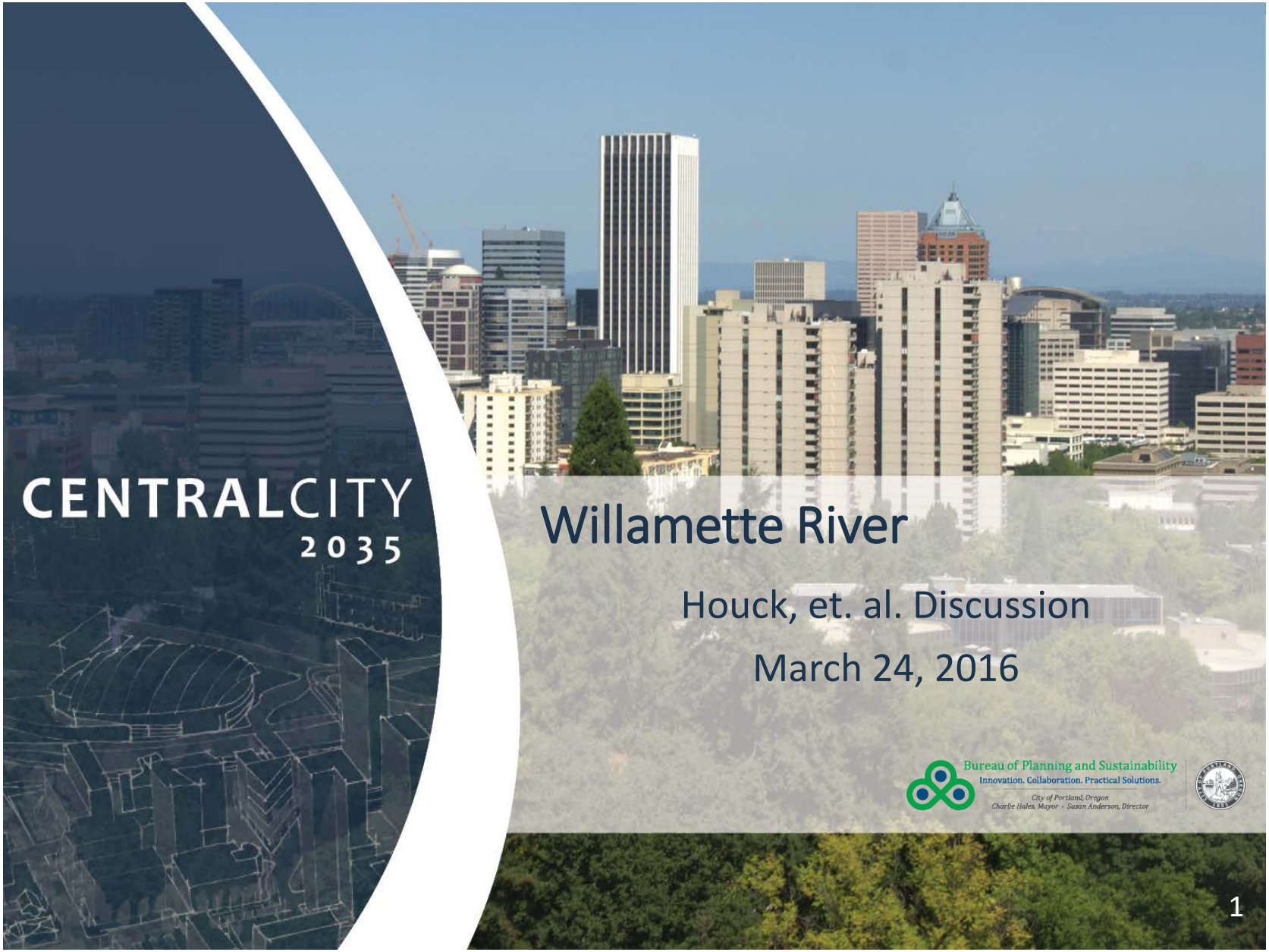
- Consider requiring seismic upgrades for projects using public assistance
- New/enhanced financial tools to support seismic upgrades
- Seismic upgrade to Union Station
- Update Central City Fundamental and East Portland/Grand Avenue HD guidelines
- Advocate for state historic tax credit
- Update HRI, prioritize West End, Goose Hollow, Central Eastside
- Support landmark nominations in Lower Albina
- Improve approval criteria in Russell St. Conservation District
- Update New Chinatown/Japantown NR nomination
- Collaborate with PSU on preservation efforts
- Review Downtown MPD nomination and revise if needed

OHSU Questions – CC2035 Discussion Draft
Meeting: 3/28/2016, 2:30-3:15 p.m.

Areas identified for discussion by Michael Harrison:

1. Greenway Overlay Zone (pg. 145 & 395)
2. Removal and Remediation of Hazardous Substances (pg. 470)
3. River Overlay Boundary (pg. 484 and pg. 491)
4. River Quality Zone (pg. 512)
5. Development in the Greenway Setback (pg. 515 & 517)
6. Scenic Resources Zone (pg. 575)
7. River Review (pg. 601)
8. Top of Bank Measurement (pg. 630 & 728)
9. Greenway Goal Exception (pg. 712)

Remaining questions / areas for follow up (to be filled in at meeting):


CENTRALCITY
2035
Willamette River
Houck, et. al. Discussion
March 24, 2016
Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director
1

WILLAMETTE RIVER

Purpose

Goals for Today's Presentation

- Provide an overview of CC2035 with a river focus
- Address Mike's questions/concerns
- Answer Questions



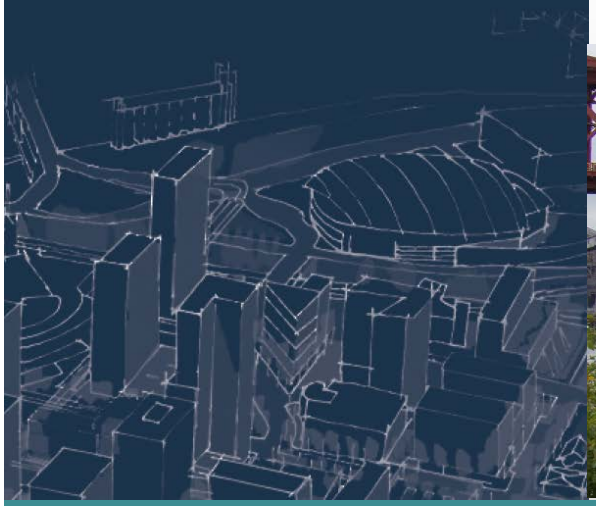
WILLAMETTE RIVER

Schedule

TIMELINE
CENTRALCITY 2035

FEB MAR APR MAY JUN JUL AUG SEP OCT NOV

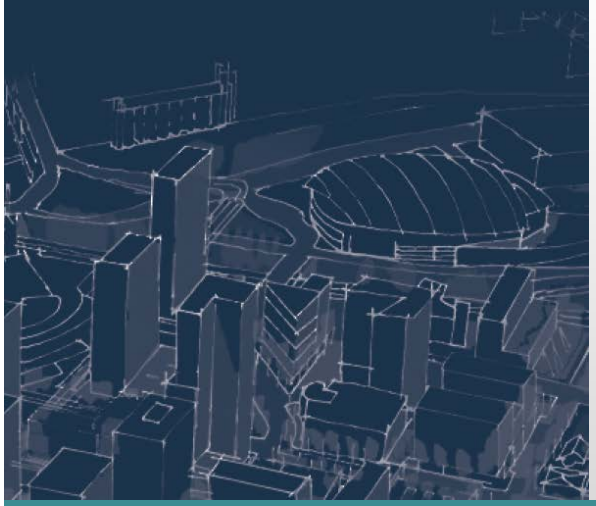
DD Discussion Draft	PD Proposed Draft	REC Recommended Draft	A Adopted Draft
Publish February 2016	*Publish May 2016*	*Publish August 2016*	*Effective late 2017*
Open houses on 2/24 & 3/2	PLANNING & SUSTAINABILITY COMMISSION	CITY COUNCIL	
Lobby displays	Public hearings, work sessions & recommendations	Public hearings, deliberations & adoption	
Staff drop–ins from 2/22 – 3/6			
Staff presentations at community meetings			
Comments due 3/31/2016			





WILLAMETTE RIVER

CC2035 Plan



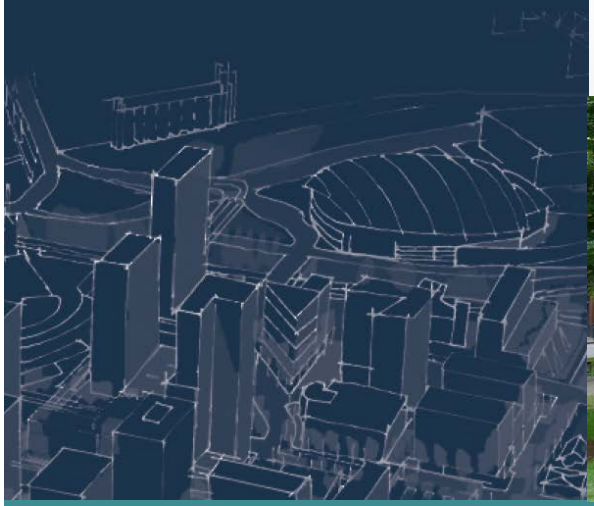
Key Takeaways

- Bringing people to the riverfront for enjoyment and appreciation while promoting a river economy
- Zoning for commercial and recreational activities along the riverfront
- Habitat improvements, landscaping and environmental education
- Public access to, along and into the river
- River transit for future transport



WILLAMETTE RIVER

Central City 2035 Plan



Discussion Draft

Volume 1: Goals and Policies

Volume 2: Zoning Code and Map Amendments

Volume 3: Inventories

Volume 4: Background Materials

Volume 5: Implementation Plan



WILLAMETTE RIVER

Volume 2: Zoning Code

Central Reach Changes

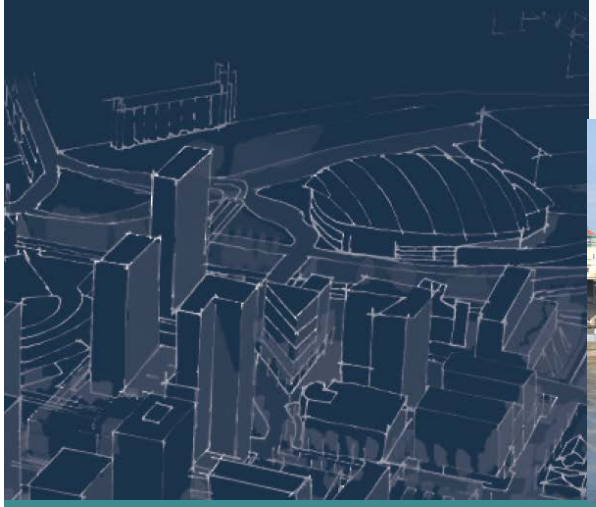
New River Overlay Zones chapter (33.475)

River setback expands

Landscaping standards update

New river environmental overlay zone

River Review/Design Review replaces Greenway Review





WILLAMETTE RIVER

Volume 2: Zoning Code

River Overlay Zones Boundary



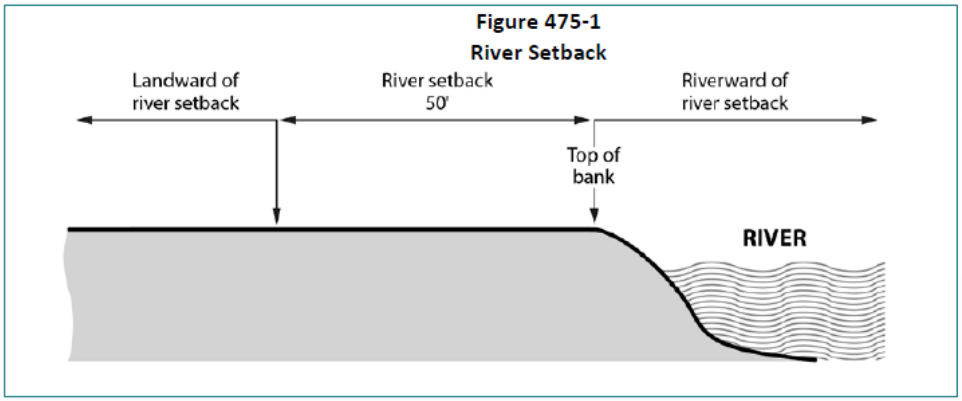


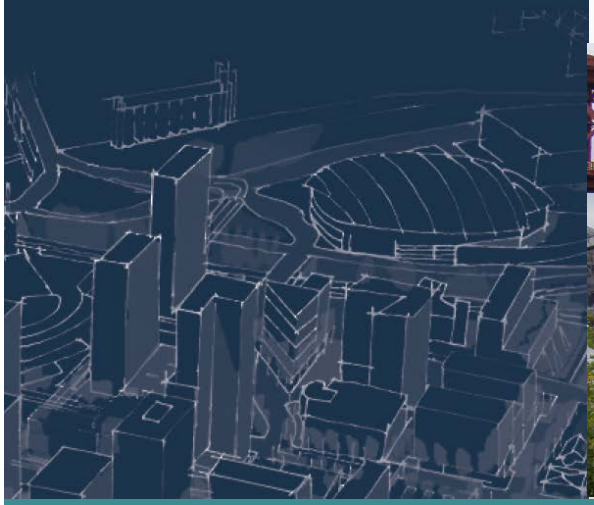


WILLAMETTE RIVER

Volume 2: Zoning Code

River Setback



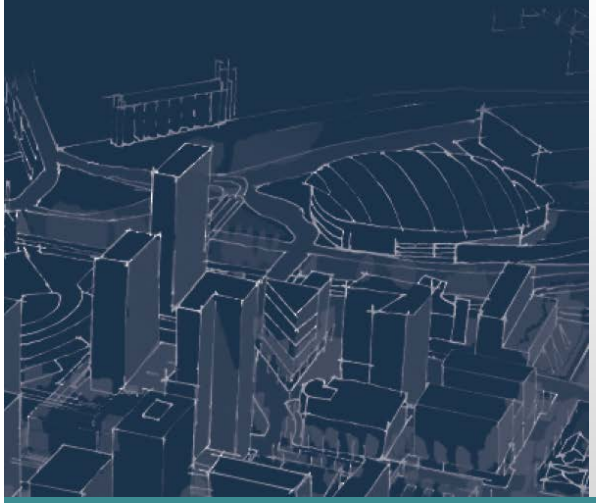




WILLAMETTE RIVER

Volume 2: Zoning Code

River Setback

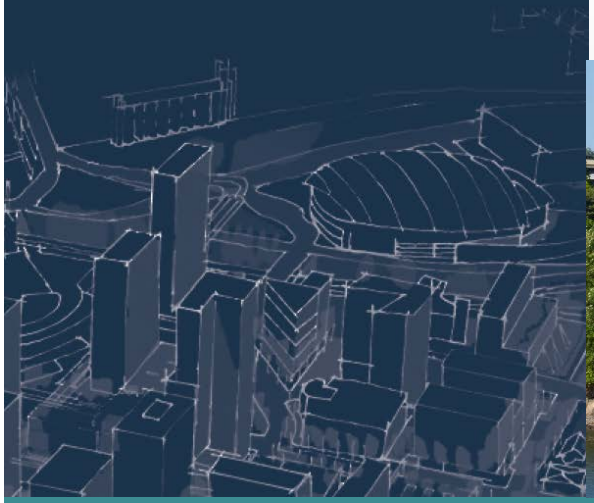


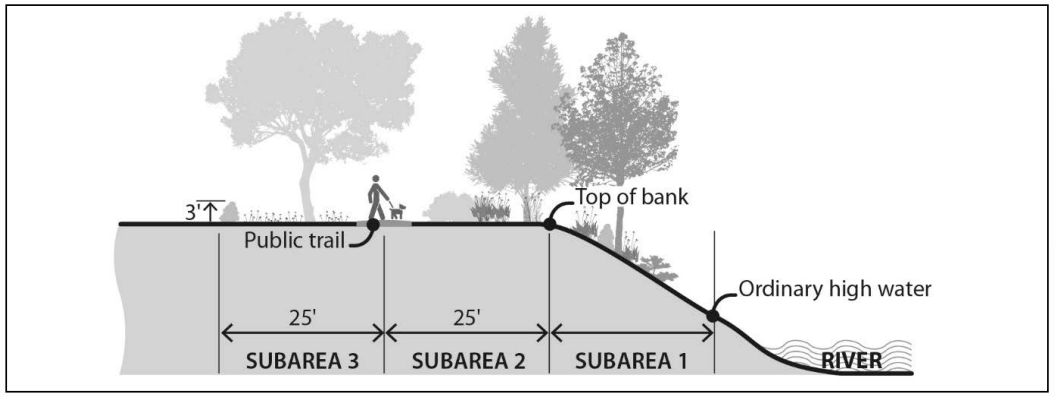


WILLAMETTE RIVER

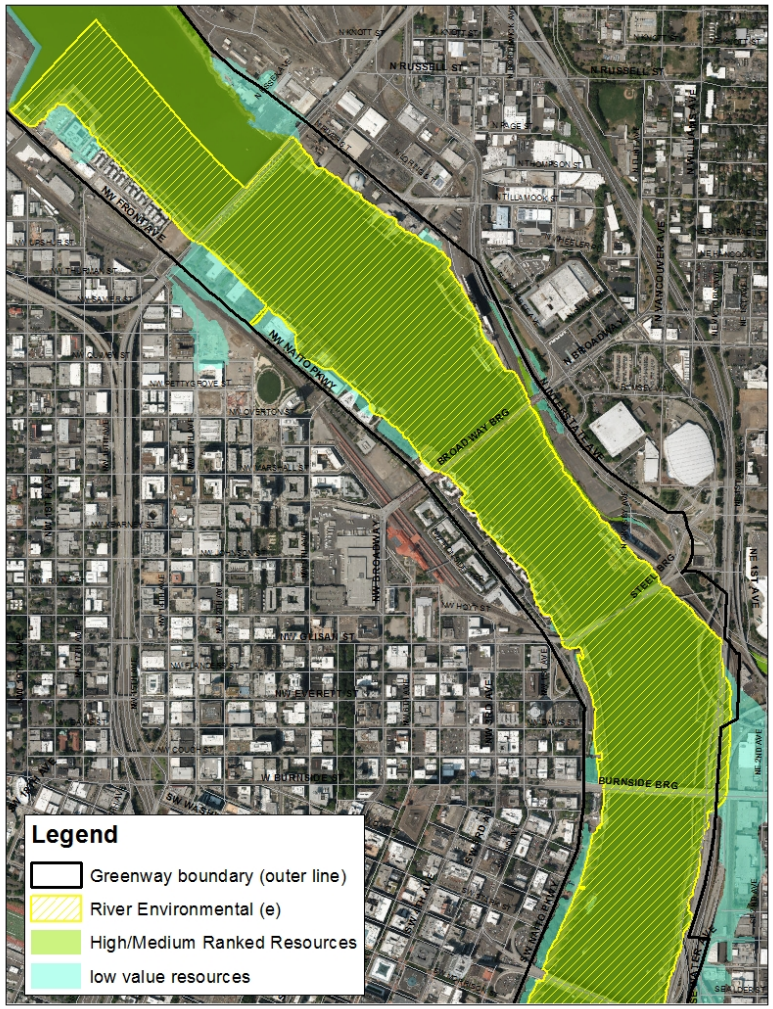
Volume 2: Zoning Code

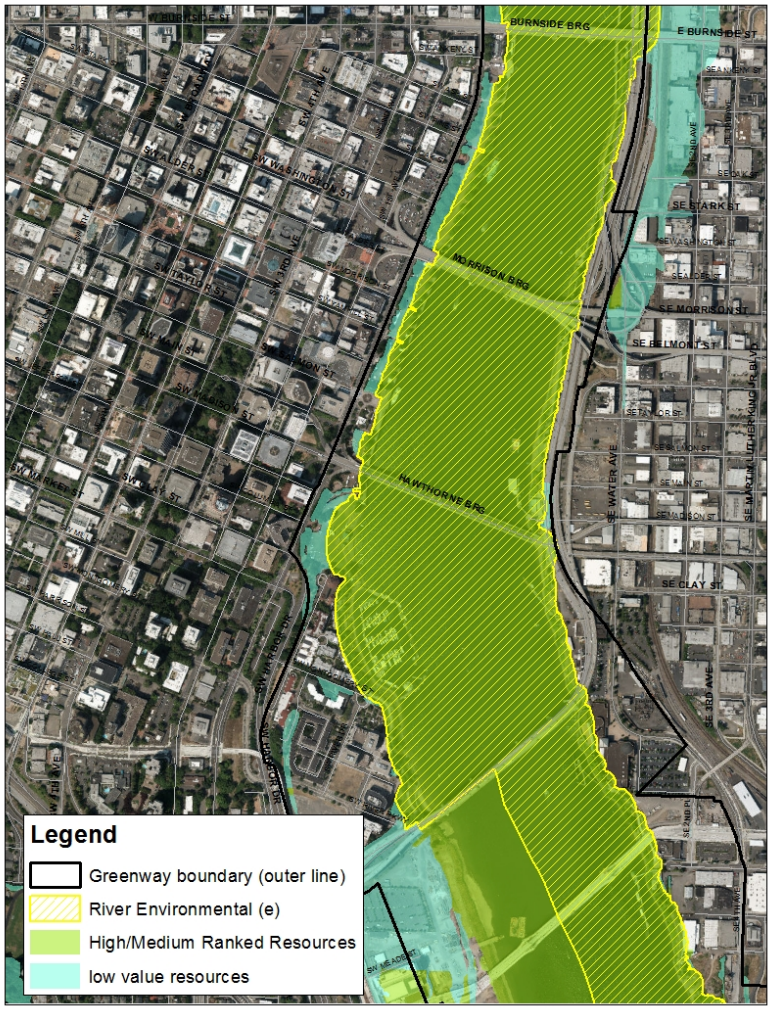
Landscaping

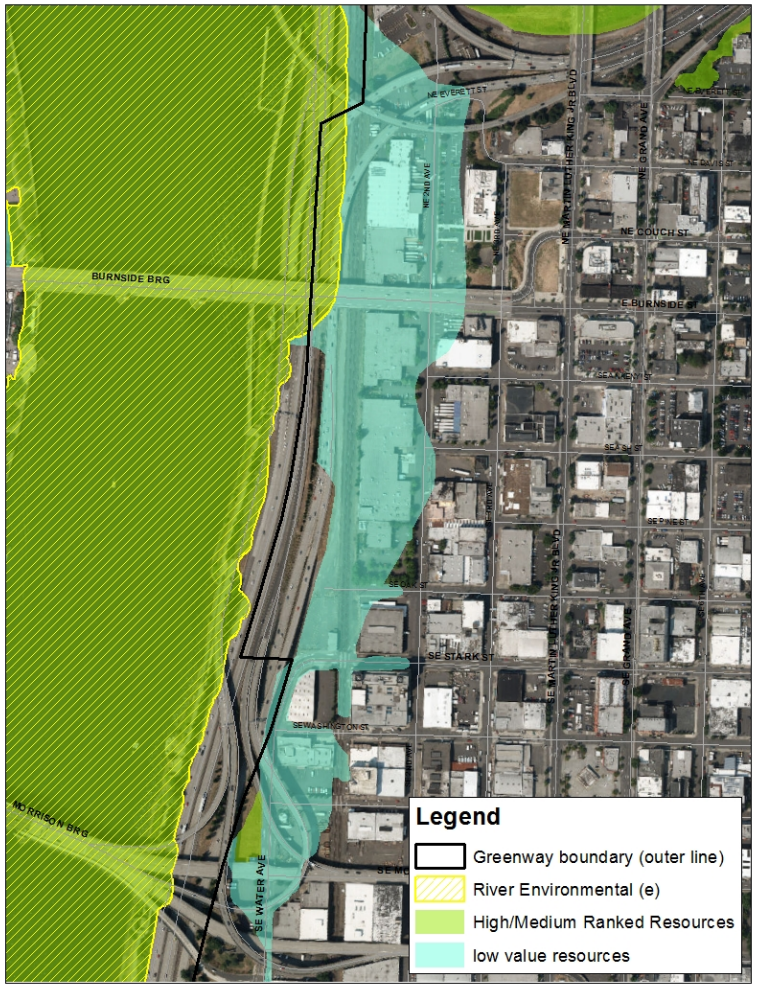







Legend
Greenway boundary (outer line)
River Environmental (e)
High/Medium Ranked Resources
low value resources
N RUSSELL ST
NW FRONT AVE
NW NAITO PKWY
BROADWAY BRG
N INTERSTATE AVE
N VANCOUVER AVE
STEEL BRG
BURNSIDE BRG
NE 1ST AVE
NW GLISAN ST
NW EVERETT ST
W BURNSIDE ST


Legend
Greenway boundary (outer line)
River Environmental (e)
High/Medium Ranked Resources
low value resources
BURNSIDE BRG
E BURNSIDE ST
SE STARK ST
MORRISON BRG
SE MORRISON ST
SE BELMONT ST
HAWTHORNE BRG
SE WATER AVE
SE CLAY ST
SE 3RD AVE


BURNSIDE BRG
NE EVERETT ST
NE COUCH ST
E BURNSIDE ST
SE STARK ST
SE WASHINGTON ST
MORRISON BRG
SE WATER AVE
Legend
Greenway boundary (outer line)
River Environmental (e)
High/Medium Ranked Resources
low value resources


MORRISON BRG
Legend
Greenway boundary (outer line)
River Environmental (e)
High/Medium Ranked Resources
low value resources

Draft Central Reach River Environmental Overlay Zone

Map 2

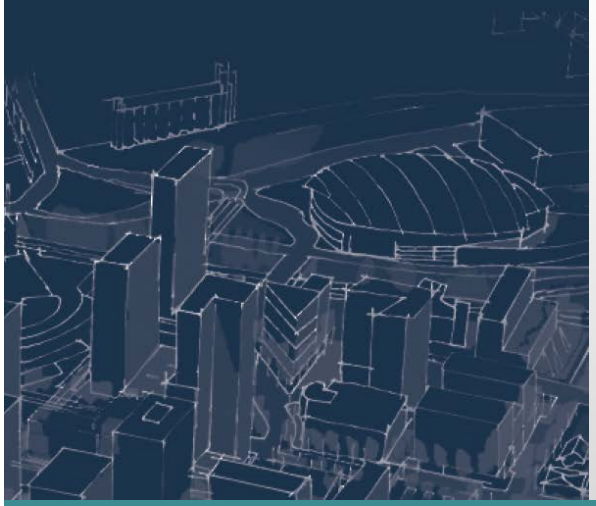
February 1, 2016



WILLAMETTE RIVER

Volume 2: Zoning Code

River E Zone



River E-zone Specifics

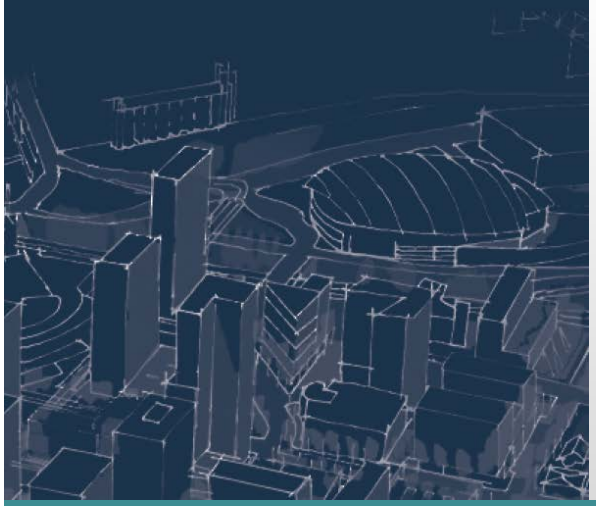
Exemptions

- Removal and pruning of vegetation
- Dredging

Standards

- No general development standards
- Mitigation ratio – 1.5:1 (mitigation area to impact area)
- Trail

WILLAMETTE RIVER



Setback/River E-Zone Summary

Today

- 25 ft setback + 16 ft Trail = 36% remaining for landscaping/habitat

Proposal

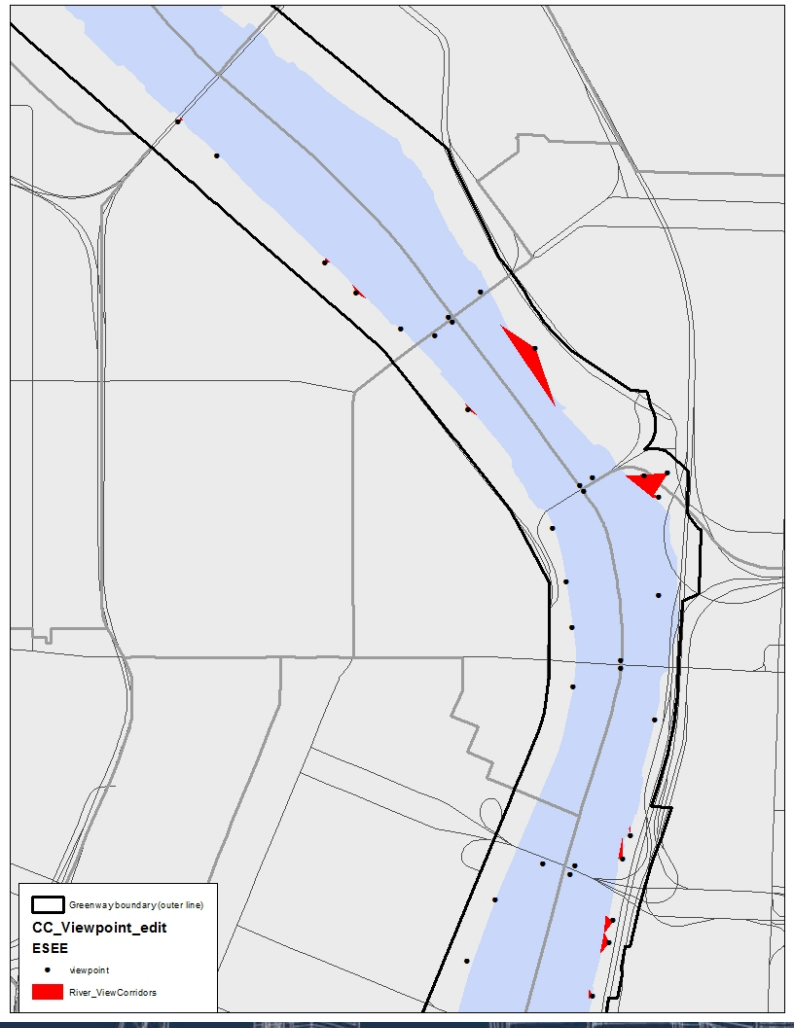
- 50 ft setback + 16 ft Trail = 68% remaining for landscaping/habitat

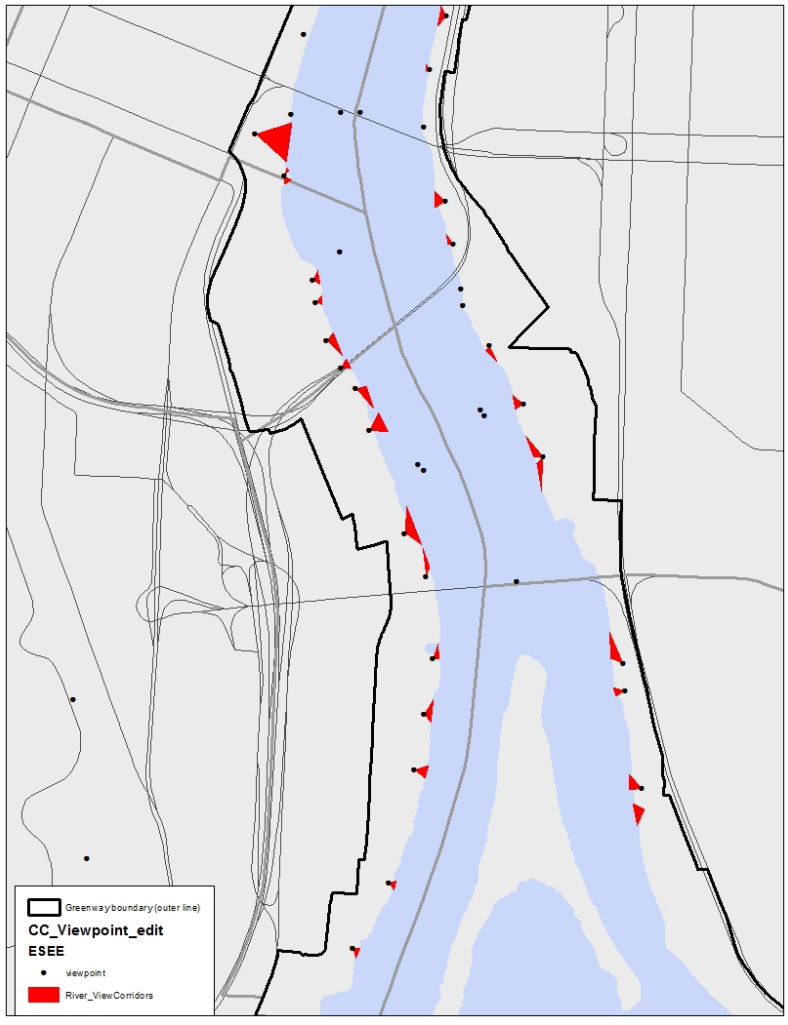
Also – Habitat Enhancement and Restoration Targets








Greenway boundary (outer line)
CC_Viewpoint_edit
ESEE
viewpoint
River_ViewCorridors

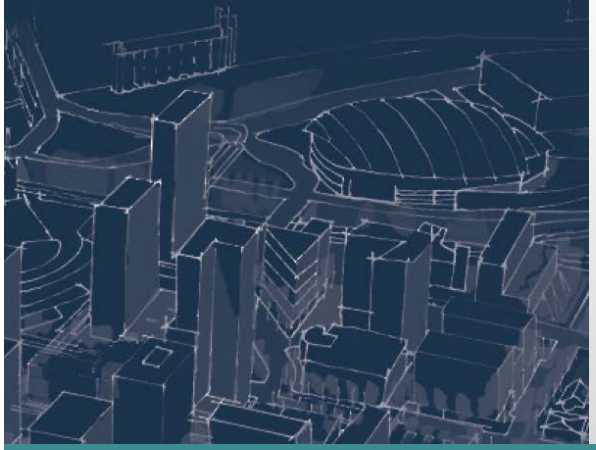

Greenway boundary (outer line)
CC_Viewpoint_edit
ESEE
viewpoint
River_ViewCorridors


Ordinary High Water
Greenway boundary (outer line)
CC_Viewpoint_edit
ESEE
viewpoint
River_ViewCorridors

WILLAMETTE RIVER

Volume 2: Zoning Code

Zoning Map Changes



Gov. Tom McCall Waterfront Park River Overlay Zone change from River Recreational (r) to River General (g) Overlay zone

- The recreational use only restriction no longer applies
- Opens up possibility for retail sales and services that support an active riverfront



WILLAMETTE RIVER

Volume 2: Zoning Code

Retail Sales and Service in OS



Dutch Bros on Lloyd Blvd = 2,280 sq ft

4 Dutch Bros Sized Buildings = 9,120 gq ft

WILLAMETTE RIVER

Volume 2: Zoning Code

Retail Sales and Service in OS







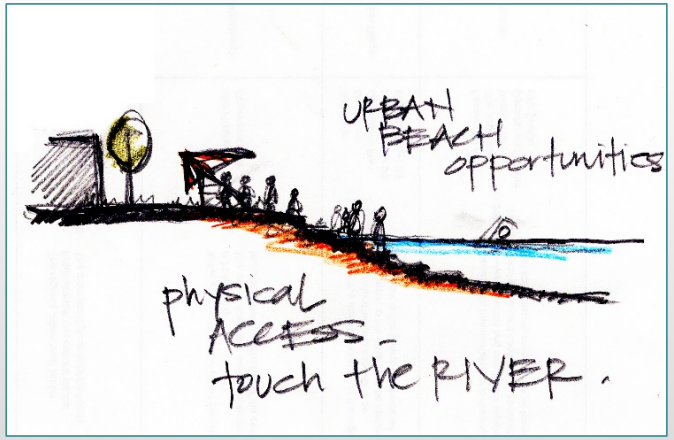


WILLAMETTE RIVER

Volume 2: Zoning Code

River Open Space Bonus





MTSA

Maritime Transportation Security Act (MTSA) Regulated Facilities

- Must meet most regulations
- Trail location and implementation based on site and other conditions
- Exemptions:
  - Fencing required by security plans
  - No trees and shrubs required within 10’ of fencing
  - No lighting standard



Trees

Policies



Central City 2035 policies:

- support future tree canopy

- city-wide and district-specific

- integrated into fabric of the plan

Streetscape	Green infrastructure
Large sites	Habitat connections
Public realm	Tree canopy enhancement
Green loop	Effective tree planting
Resilience	Street tree investments







Tree Canopy Targets



CC2035 contributions to tree canopy

Regulations

- Optional building setbacks (required building lines; Vol. 2, 33.510.215)
- Master plan sites (Vol. 2, 33.510.255)
- Expanded river setback (Vol. 2, 33.475.210)

Investments

- Street tree planting (Vol. 1, policies)
- Green loop (Vol. 1, Big Ideas)
- Riverbank enhancement (Vol. 5)
- Planned new parks (Vol. 1, policies, Urban Design concepts)

Projected canopy increase of ~80 - 120 acres, or ~3 to 4.5% Central City-wide

(from 7.3% existing, to ~10.5% – 11.9% - to be updated w/2014 LiDAR data)



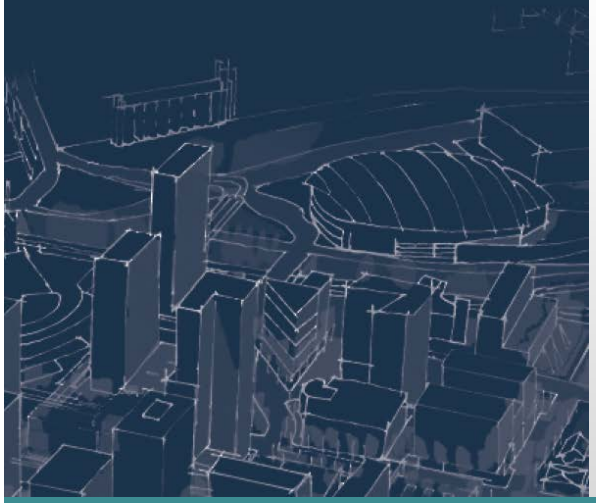





581

Eco-roof Requirement

33.510.243

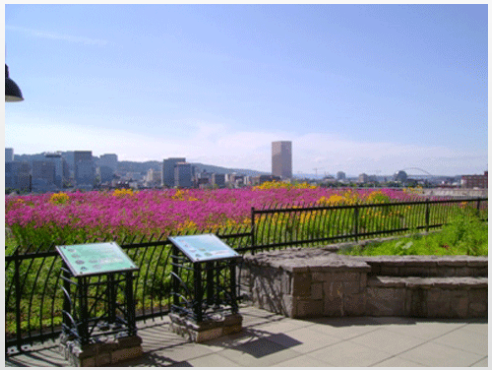


Proposed Code:

All buildings over 20,000 sq ft in size would need to install an ecoroof over 70% of the roof area

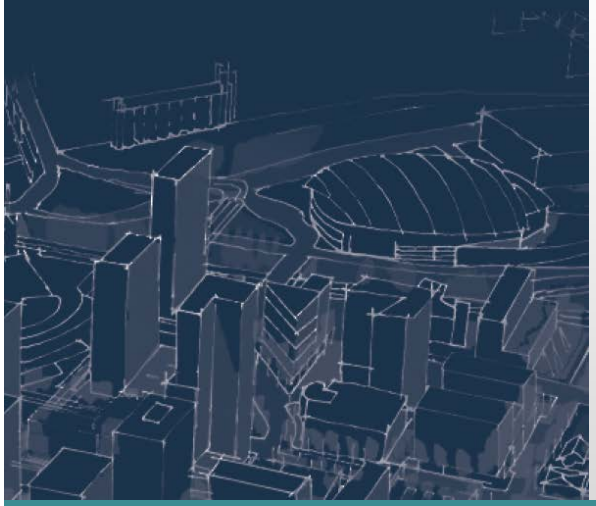
Roof area is the roof top minus area used for mechanical and equipment housing, fire and safety and/or solar.





Eco-roof Requirement

33.510.243



Cost

- More expensive to install
- Sunk cost for addressing stormwater
- Lasts 2x as long as traditional – save money in the long run
- Heating and cooling benefits for the building



WILLAMETTE RIVER

Swimming and Beaches

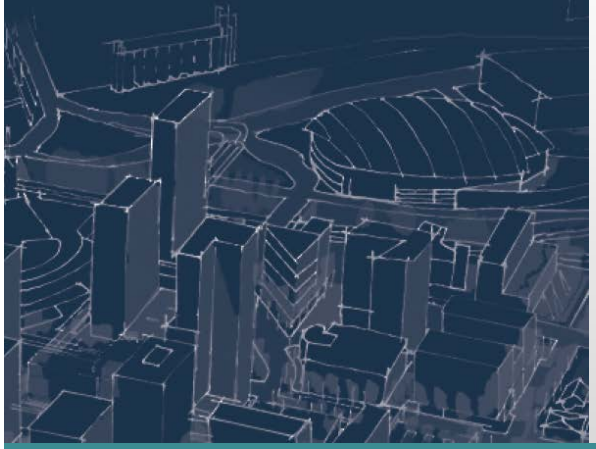
1) Public access can happen anywhere
2) Swimming study
3) Eastbank Crescent
4) Landscaping at public beaches
5) Future Actions



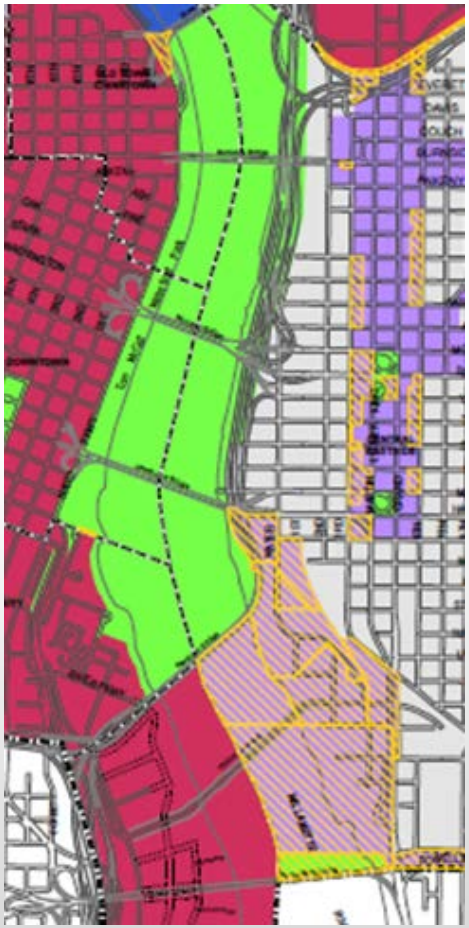
WILLAMETTE RIVER

Volume 2: Zoning Code

Zoning Map Changes



OMSI Station Area Rezoning to Central Employment





Low-Carbon Buildings

33.510.244

Proposed code:

All buildings over 50,000 sq ft in size would need register with LEED

Continued Discussions:

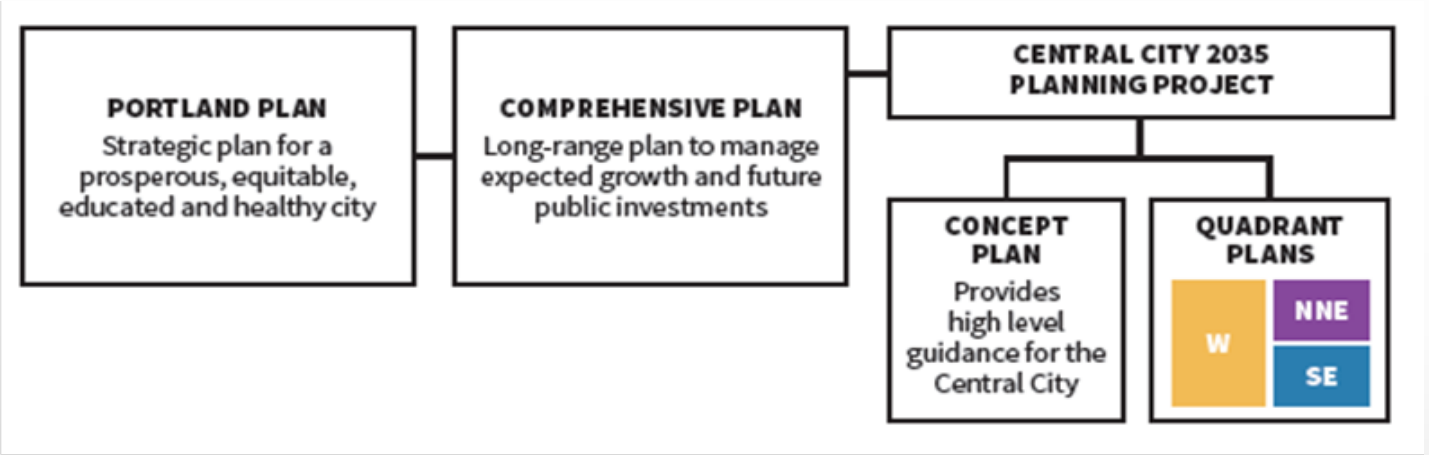
A. Other third-party organizations
B. How to insure certification






CENTRALCITY
2035
West End Meeting
March 23, 2016
Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

The CC2035 Discussion Draft



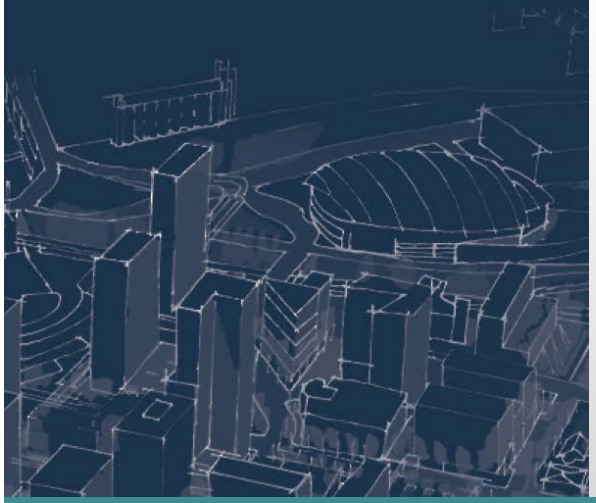
Learn more

Visit website

Explore Map App

CC2035 Hotline

Contact staff



CC2035 Plan

Volume 1: Goals and Policies

Volume 2: Zoning Code and Map Amendments

Volume 3: Inventories

Volume 4: Background Materials

Volume 5: Implementation Plan, Targets



LIVABILITY & THE PUBLIC REALM

Code references:

- 33.510.215
- 33.510.220
- 33.510.225
- 33.510.210
- 33.475.210
- 33.510.255



1) New street and development character code *(setbacks, ground floor windows, ground floor active uses, and design guidelines)*
2) New riverfront open space bonus
3) Expand river setback for recreation and habitat
4) Update large site master plan tool
5) Green Loop concept



JOBS

Code references:
- 33.510.119
- Transportation System Plan Updates
- Zoning Map
- 33.510.117

1) Expand areas zoned mixed use and greater commercial allowances
2) Clarify and improve freight routes
3) Expand industrial office uses in the Central Eastside





BONUSES, TRANSFERS & AFFORDABLE HOUSING

Code references:
- 33.510.200
- 33.510.210



1) Overhaul the bonus and transfer system
   - Repeal most existing bonuses and transfers
   - Prioritize affordable housing and seismic/historic preservation



TRANSPORTATION & PARKING

Code references:

- 33.510.261-262
- 33.808
- Transportation System Plan Updates
- 33.510.260



1) New Transportation System Plan (TSP) policies, maps and projects
2) Simplify parking code, and allow more flexible operation of structured parking
3) Require Transportation Demand Management (TDM) plans for new development
4) Designate the Central City as a Multimodal Mixed-Use Area (MMA)



HISTORIC RESOURCES & SEISMIC UPGRADES

Code references:

- 33.510.200
- Map 510-3
- 33.510.117
- 33.510.119



1) Expand historic transfer and require seismic reinforcement
2) Remove height bonus in historic districts
3) Add flexibility for commercial uses in industrial and residential zones



HEIGHT & VIEWS

Code references:
- 33.510.205
- 33.510.210
- 33.480
- Maps 510-3 & 4
- Map 510-20

1) Maintain most existing height pattern
   - Map 510-3 Maximum Heights
   - Map 510-4 Maximum Heights including bonuses
2) Increase heights along transit mall and bridgeheads
3) Modify height limits in view corridors
4) Earn greater height through bonuses





WILLAMETTE RIVER

Code references:
- 33.475
- 33.510.115

1) Establish new river overlay zoning code to include
   - Increased river setback
   - More flexible landscaping standard
   - New river environmental overlay zone on the river, riverbanks and riparian areas
   - Standards for common development types
2) Establish a new river review and repeal the current greenway review
3) Allow small retail spaces in Gov. Tom McCall Waterfront Park



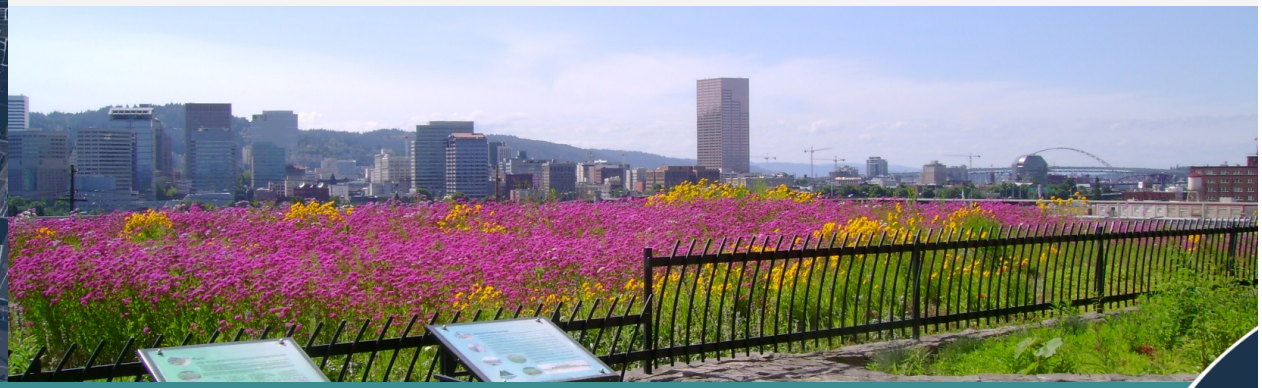


ENVIRONMENT

Code references:
- 33.510.243
- 33.510.244
- 33.475.210

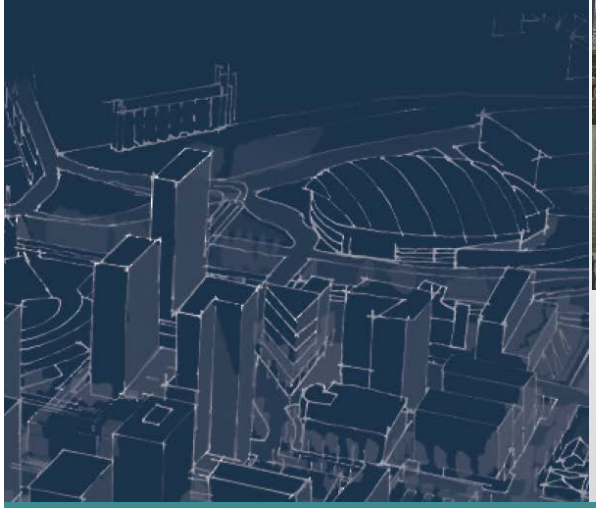
1) Remove Ecoroof bonus and instead require ecoroofs
2) Require registration for LEED Gold
3) Create bird friendly lighting along riverfront

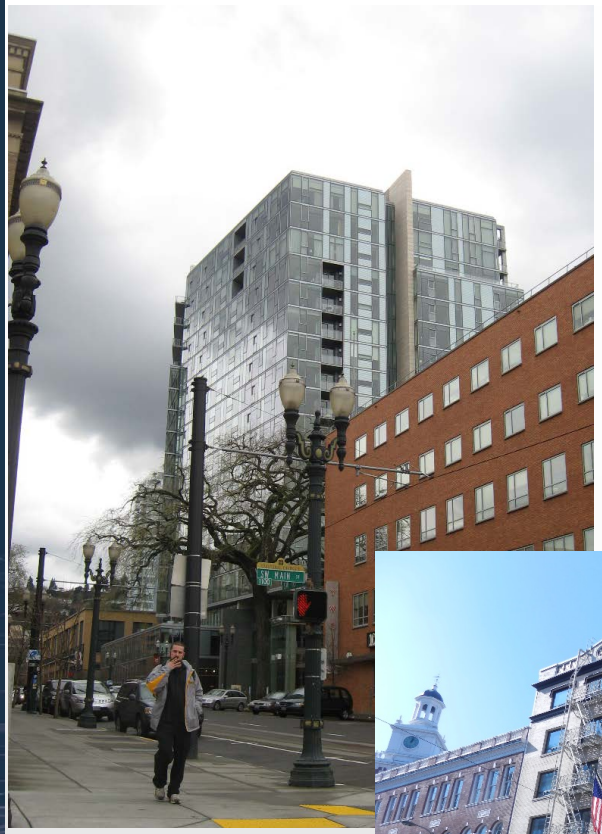




THE WEST END

- Affordable Housing
- Historic Preservation
- Building Height
- Scenic Resources



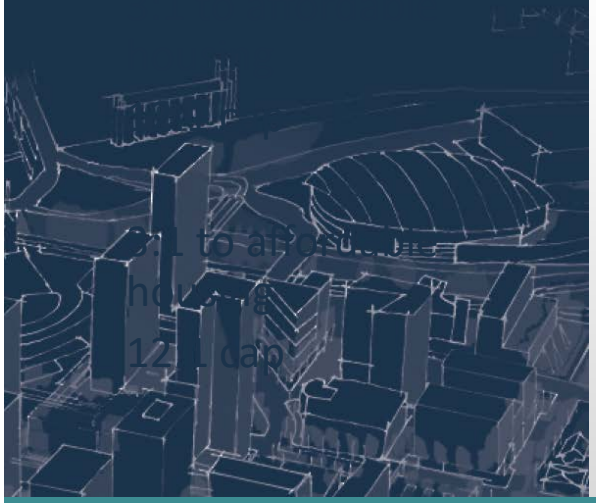


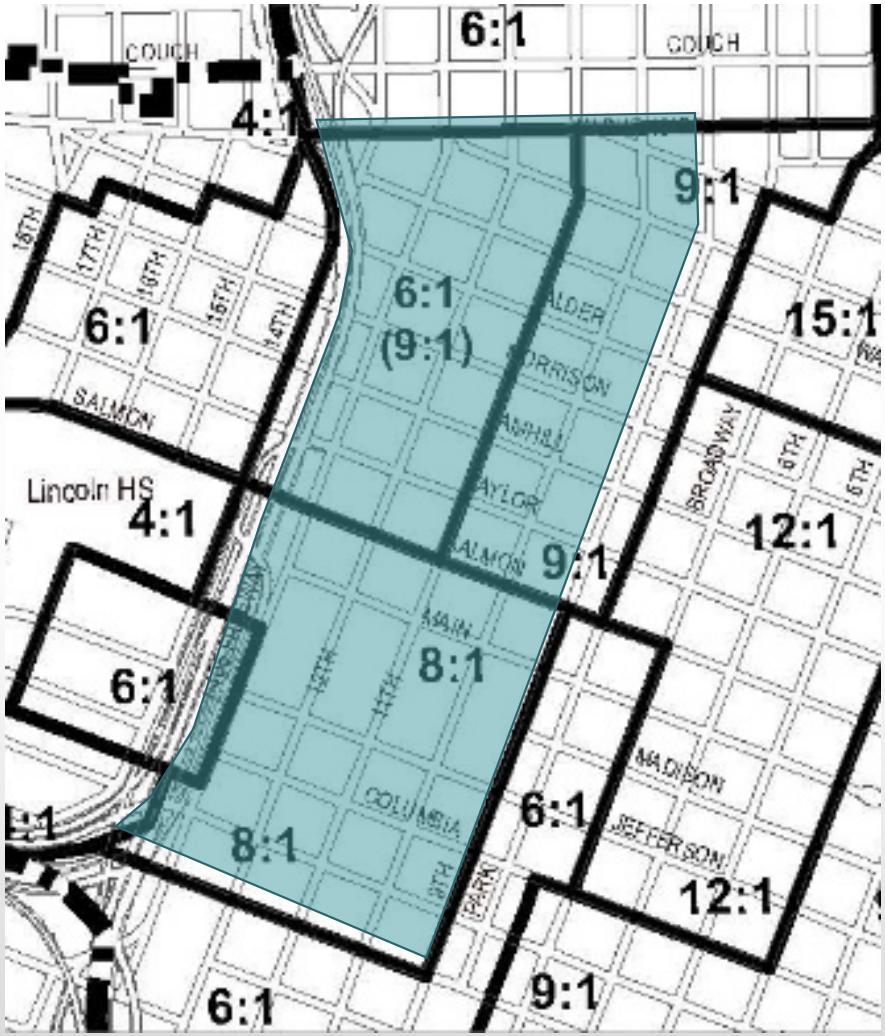


THE WEST END

Affordable Housing

- Updated bonus system
- 3:1 affordable housing
- 12:1 cap

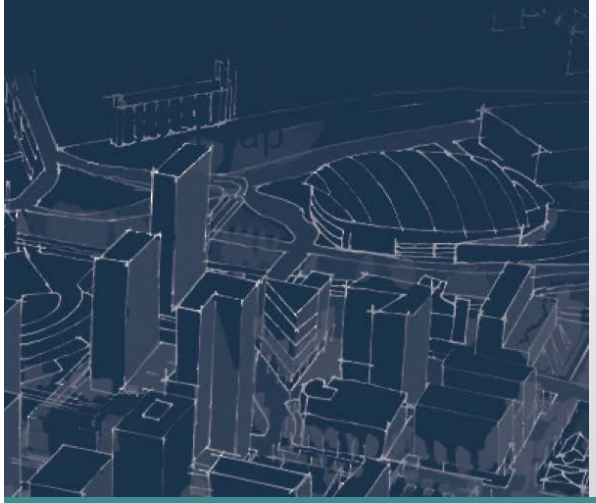




THE WEST END

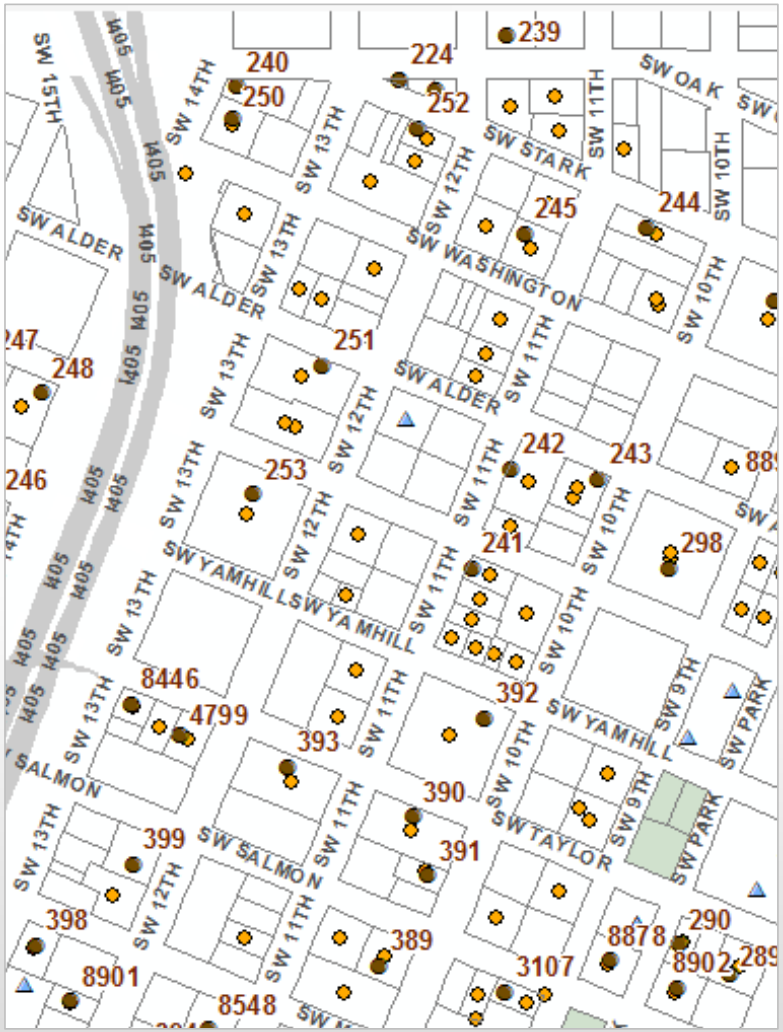
Historic Preservation

- Added flexibility for commercial uses in RX
- Expanded historic transfer, seismic reinforcement
- Transfer within a subdistrict



Landmark

HRI



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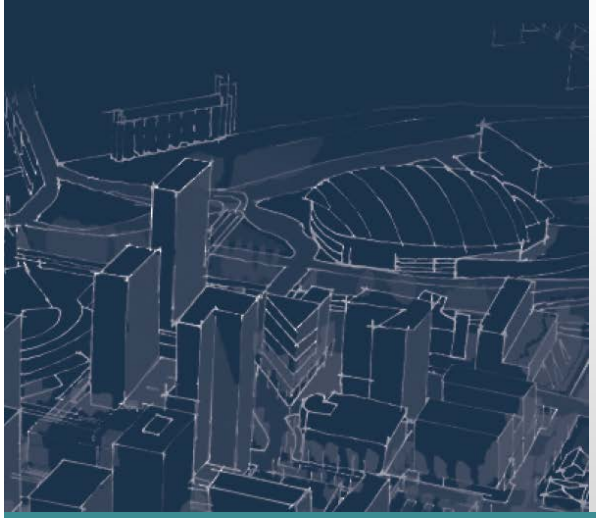
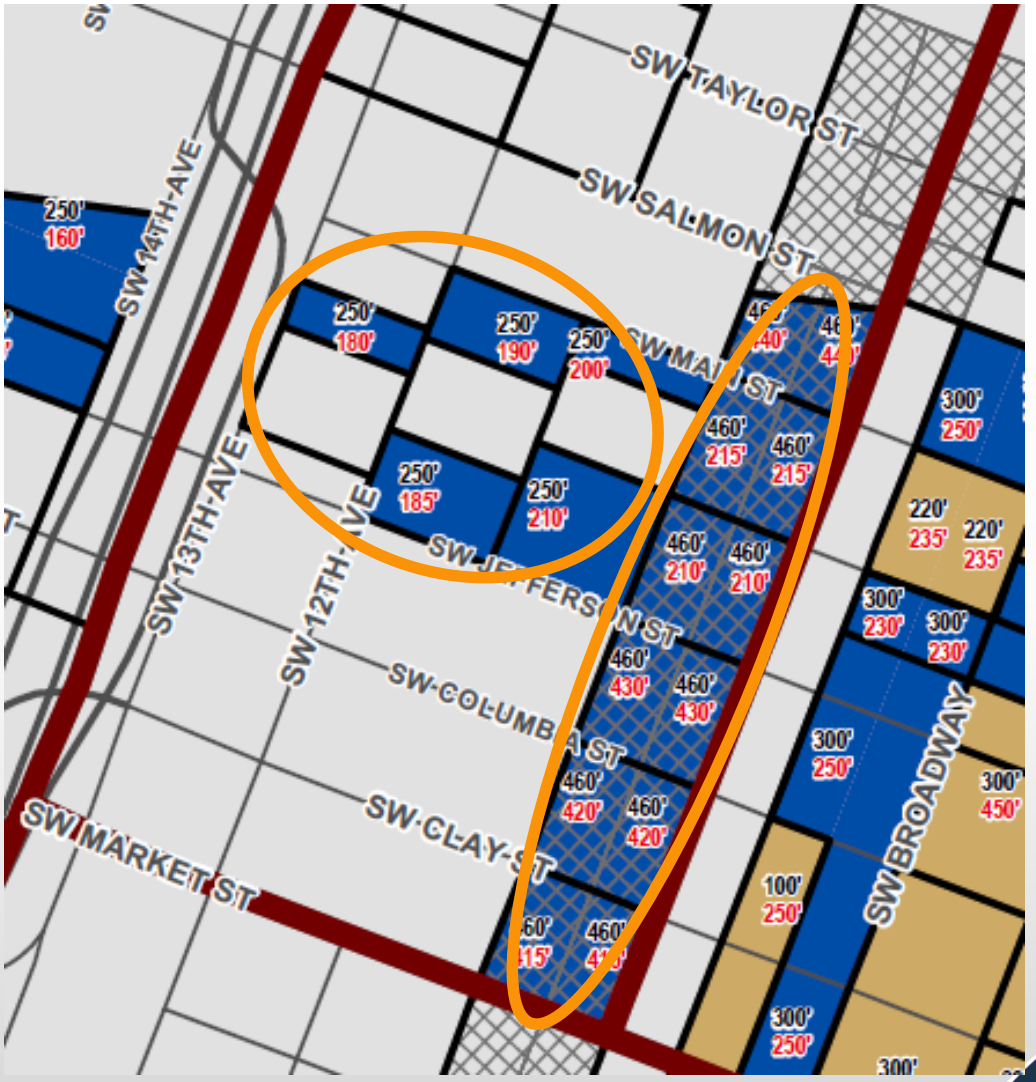
Innovation. Collaboration. Practical Solutions.

THE WEST END

Building height changes (1/2)

- View corridors
- South Park Blocks

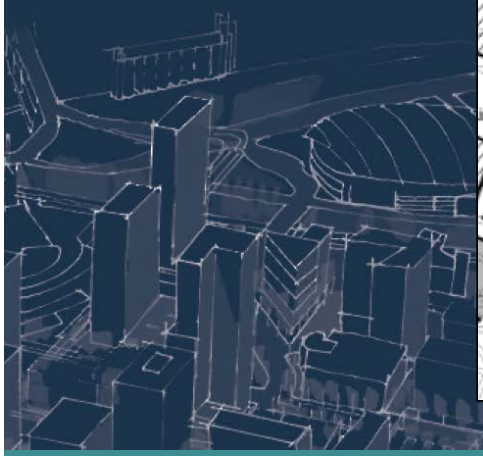


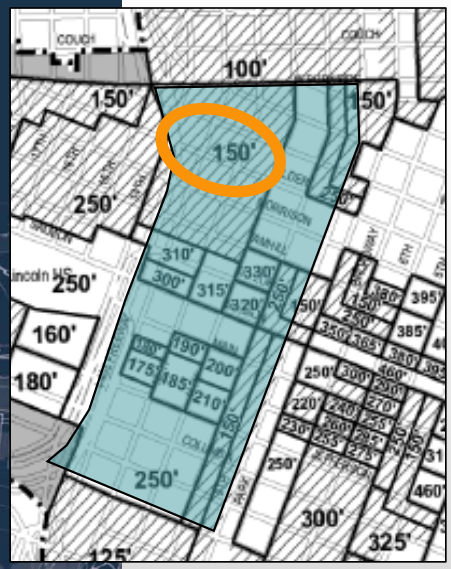


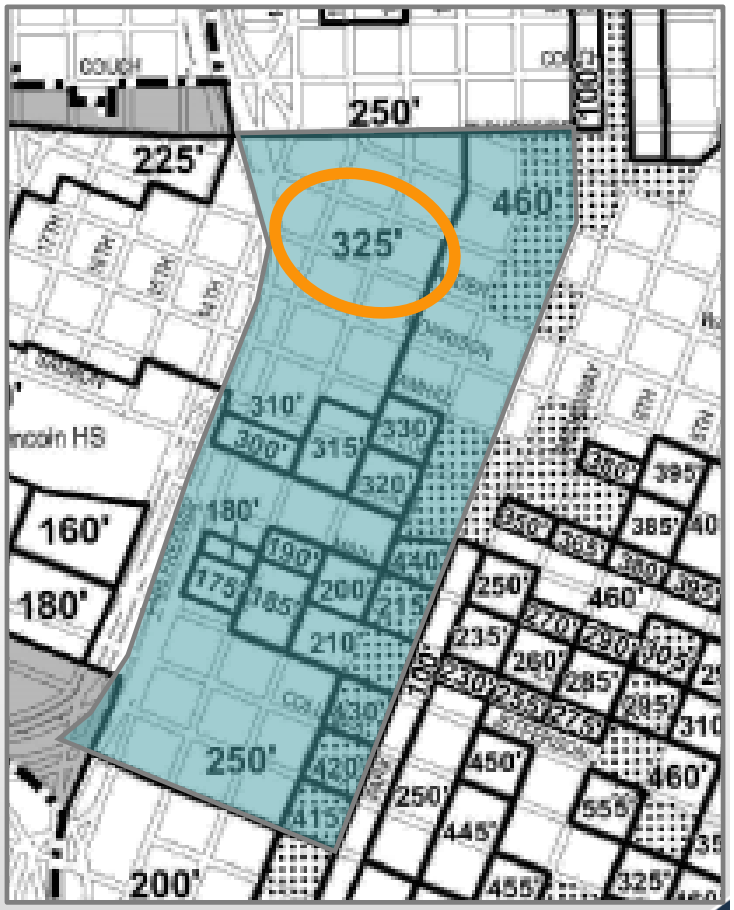
THE WEST END

Building height changes (2/2)

Northwest area



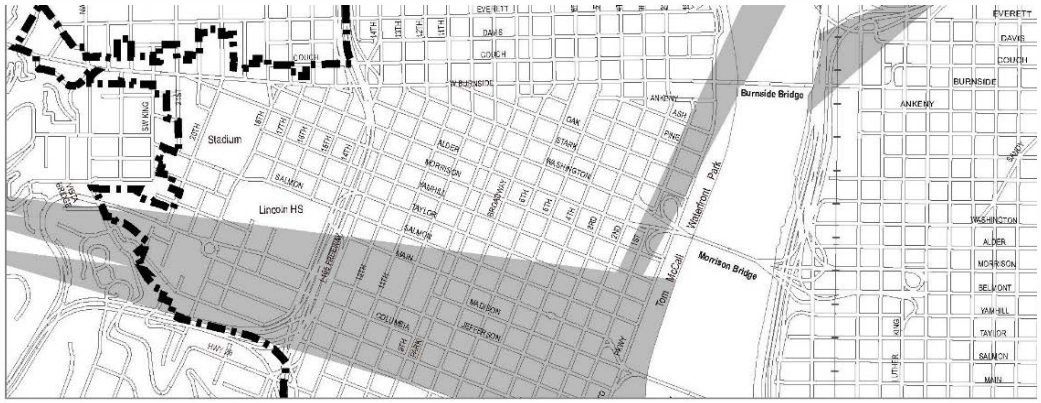




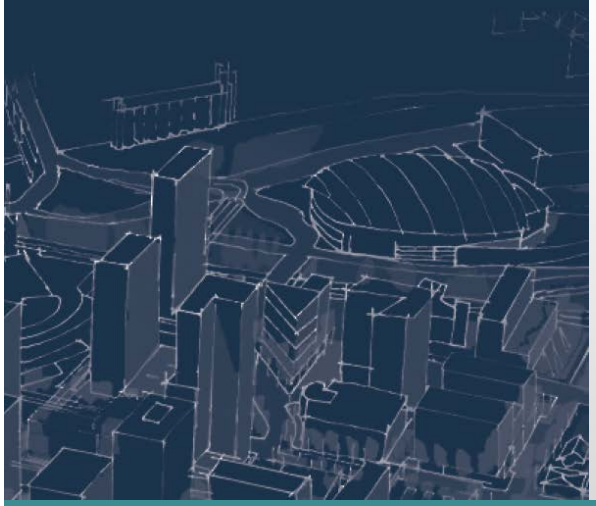
THE WEST END

Scenic Resources

- Corridors
- Where height changed







TIMELINE

CENTRALCITY 2035

FEB — MAR — APR — MAY — JUN — JUL — AUG — SEP — OCT — NOV

DD Discussion Draft

Publish February 2016

Open houses on 2/24 & 3/2

Lobby displays

Staff drop–ins from 2/22 – 3/6

Staff presentations at community meetings

Comments due 3/31/2016

PD Proposed Draft

Publish May 2016

PLANNING & SUSTAINABILITY COMMISSION

Public hearings, work sessions & recommendations

REC Recommended Draft

Publish August 2016

CITY COUNCIL

Public hearings, deliberations & adoption

A Adopted Draft

Effective late 2017

THE WEST END

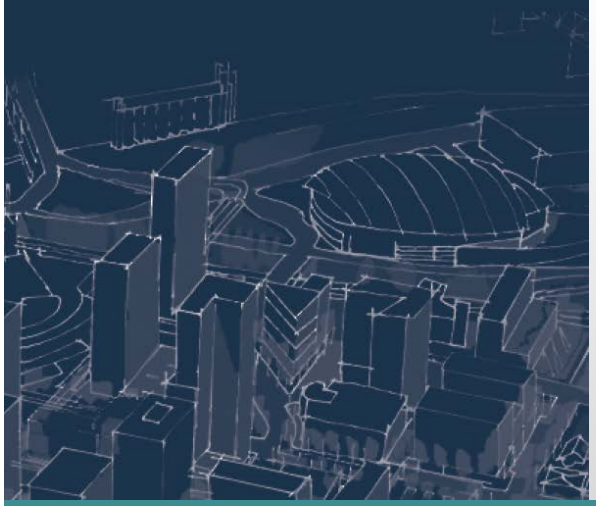
I-405 Air Quality



THE WEST END

Stakeholder Advisory Committee Disclosure Forms

- Completed forms will be made available for review in advance of PSC hearings



Conflict of Interest Disclosure Form
West Quadrant Plan Stakeholder Advisory Committee
Applicable time period: March 2013 – July 2014

Name: _____
First *Middle Initial* *Last*

Mailing Address: _____

Occupation: _____

Daytime Phone: _____ **Email:** _____

List all names under which you or members of your household did business during the timeframe that the Stakeholder Advisory Committee was meeting (March 2013 – July 2014). Include the business address and a brief description of the business. *(Add rows as needed)*

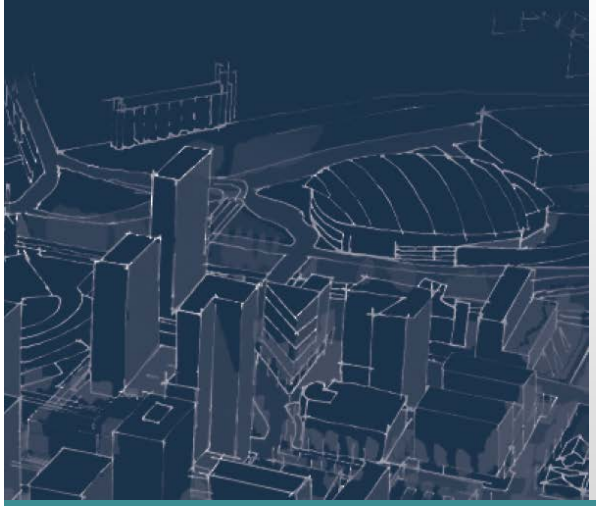
Name	Business Name and Address	Description

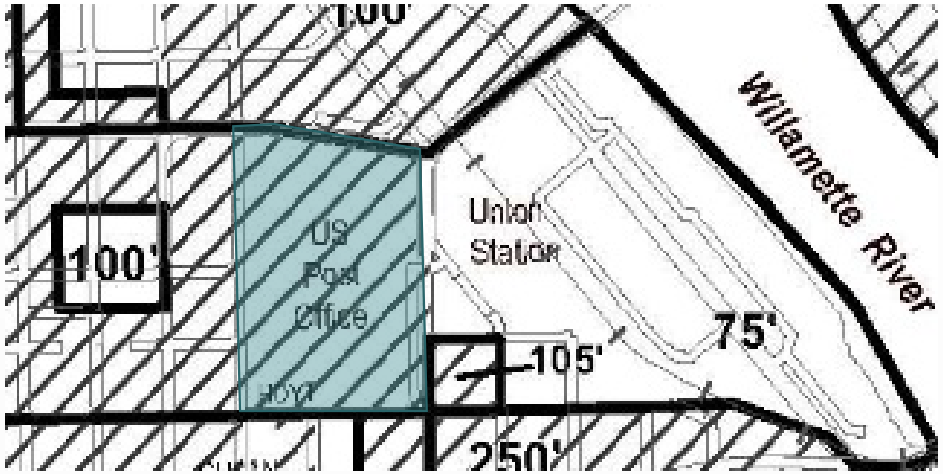
List by common address any property owned, in whole or in part, by you, members of your household, or any business with which you were associated during the timeframe that the Stakeholder Advisory Committee was meeting (March 2013 – July 2014) within the project study area. *(Add rows as needed)*

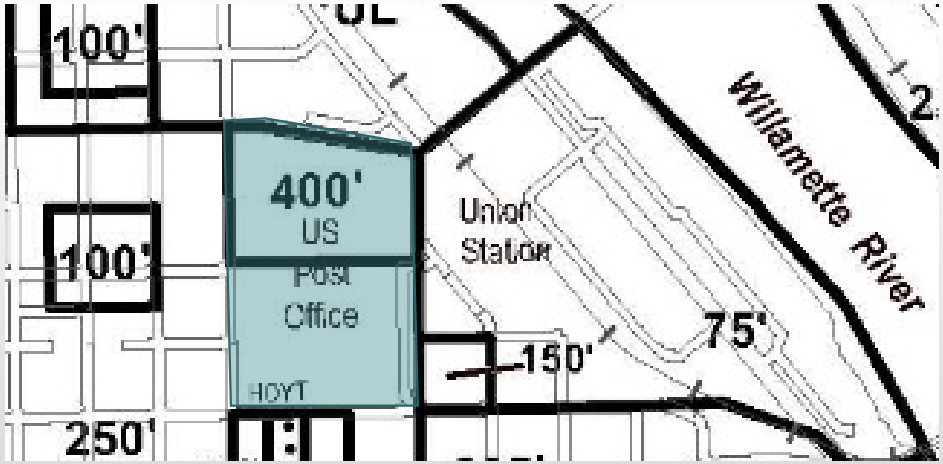
Address	Ownership Name and Interest	Description

THE WEST END

USPS Site



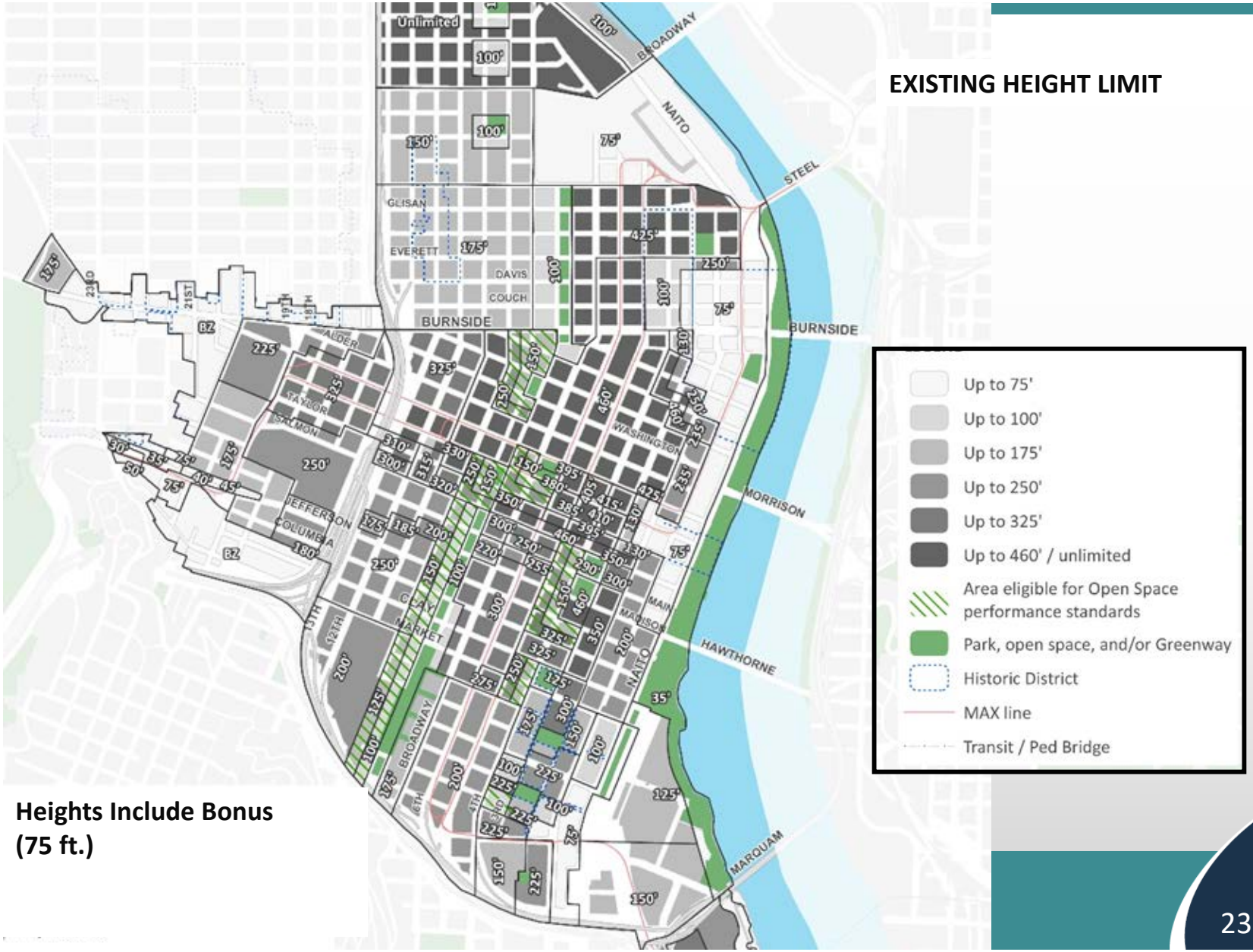




Building Height

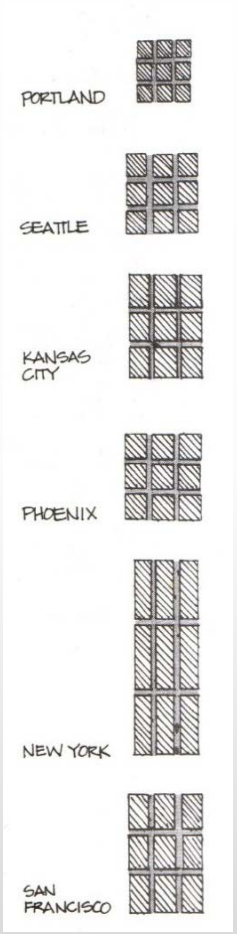


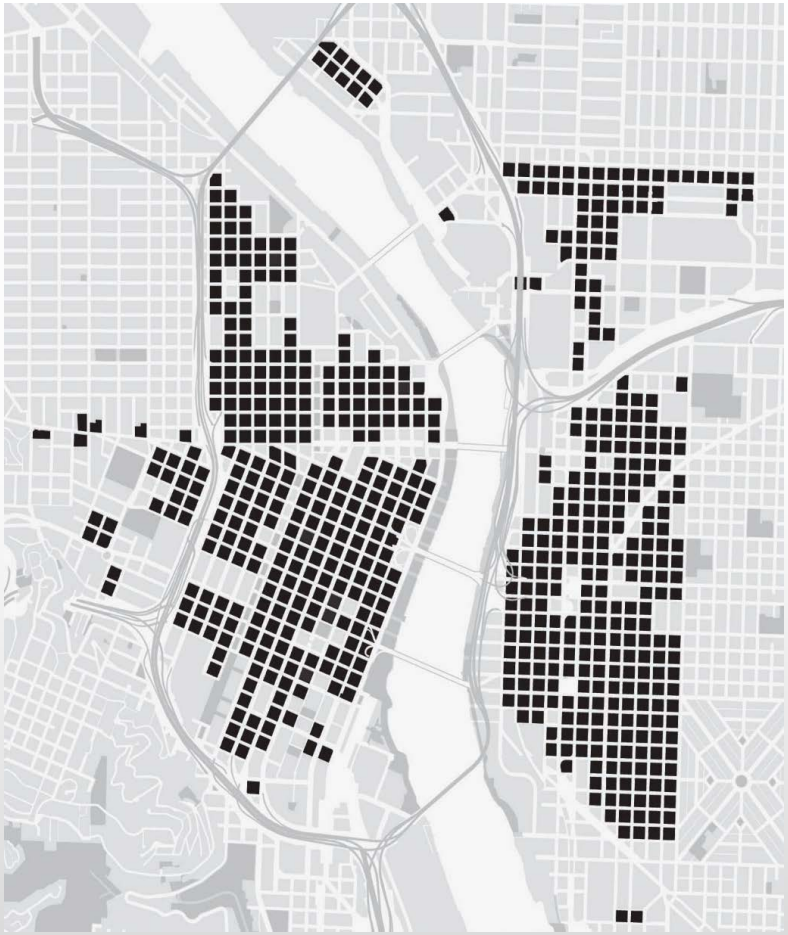
EXISTING HEIGHT LIMIT



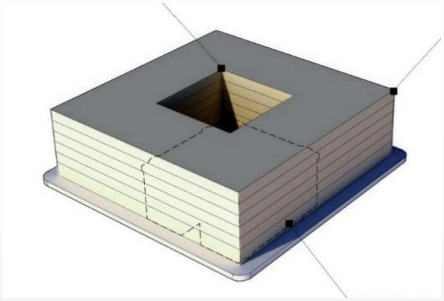
Heights Include Bonus (75 ft.)

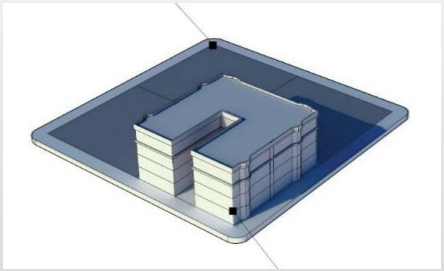
Central City of small blocks

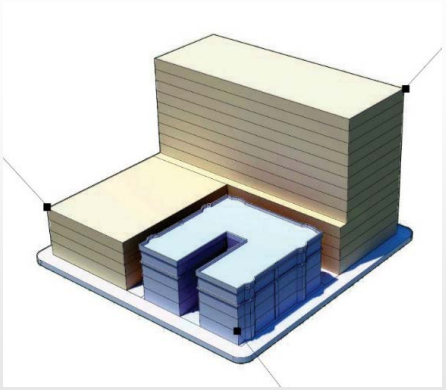


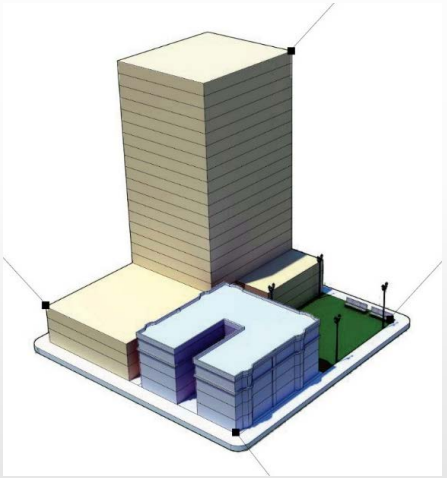


How height works with FAR



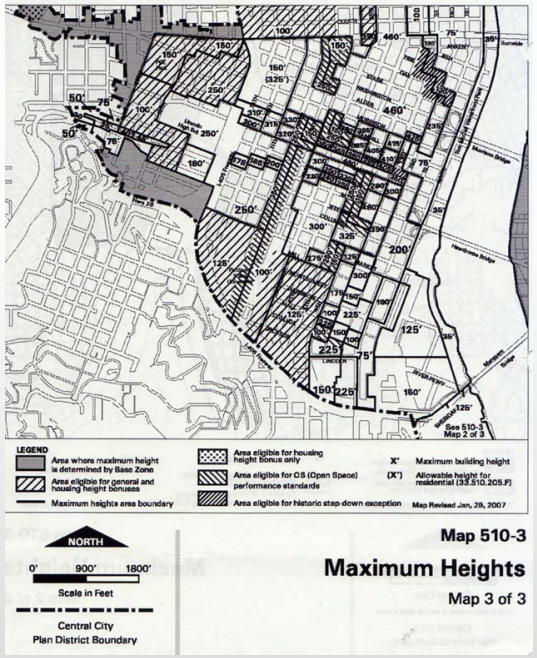






Building Design Regulation

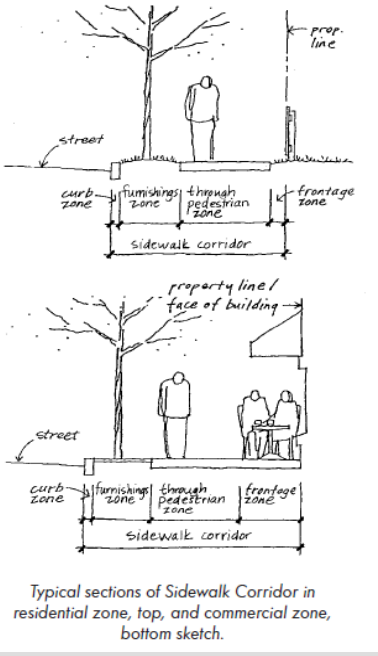
Zoning Code Standards



Design Review and Guidelines



Pedestrian Design Guide



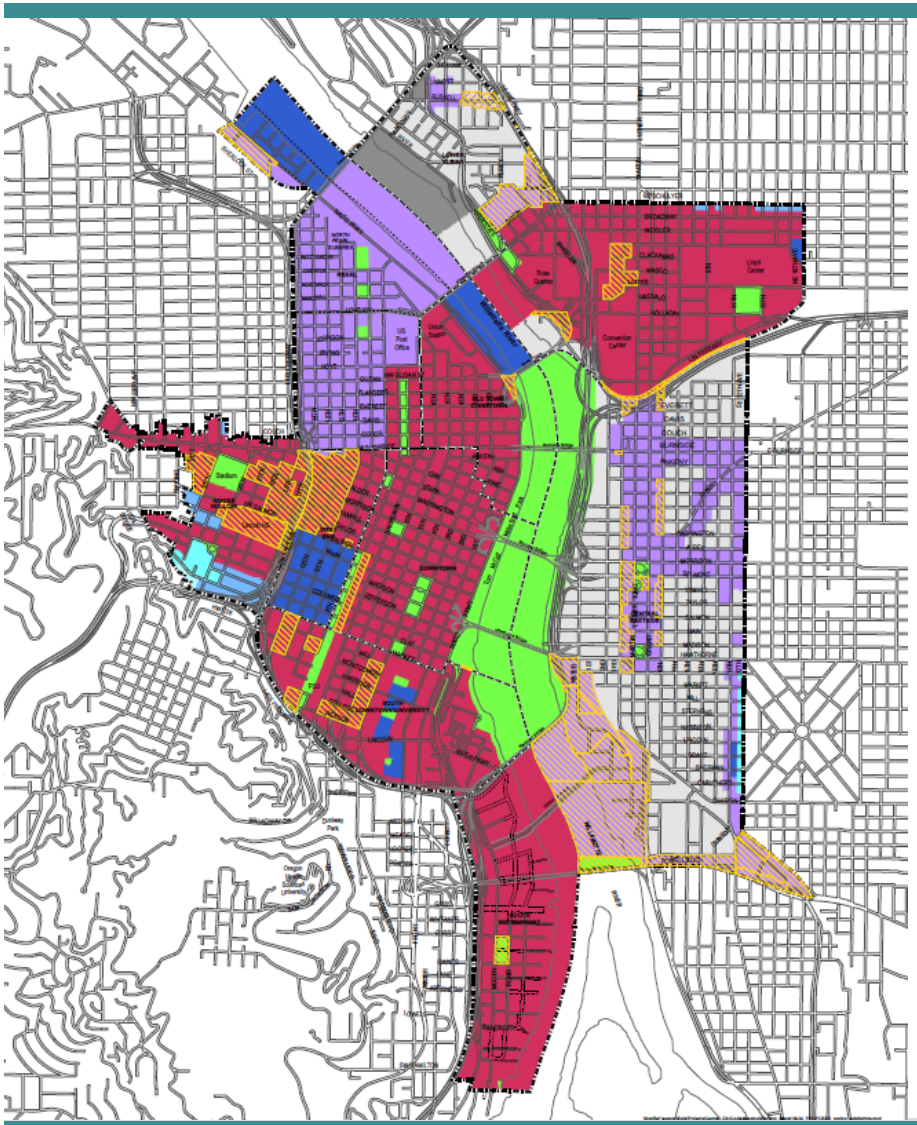
Central City Height Principles

1. Heights match planned level of development
2. Step down to parks, open spaces, waterfront
3. Protect historic districts and public views
4. Height transitions to surrounding neighborhoods
5. Bonus for public benefits

Additional Volume 2 Materials

- Height (510-3 and 510-4)
- View Corridors (510-20)
- Maximum FAR (510-2)
- River (e) Overlay
- Top of Bank (475-2)
- Parking Sectors (510-10) and Max. Parking Ratios Table (510-2)
- Required Master Plan Sites (510-19)
- Sample of Transportation System Plan Designation Maps

Proposed Zoning Changes Highlighted



Legend

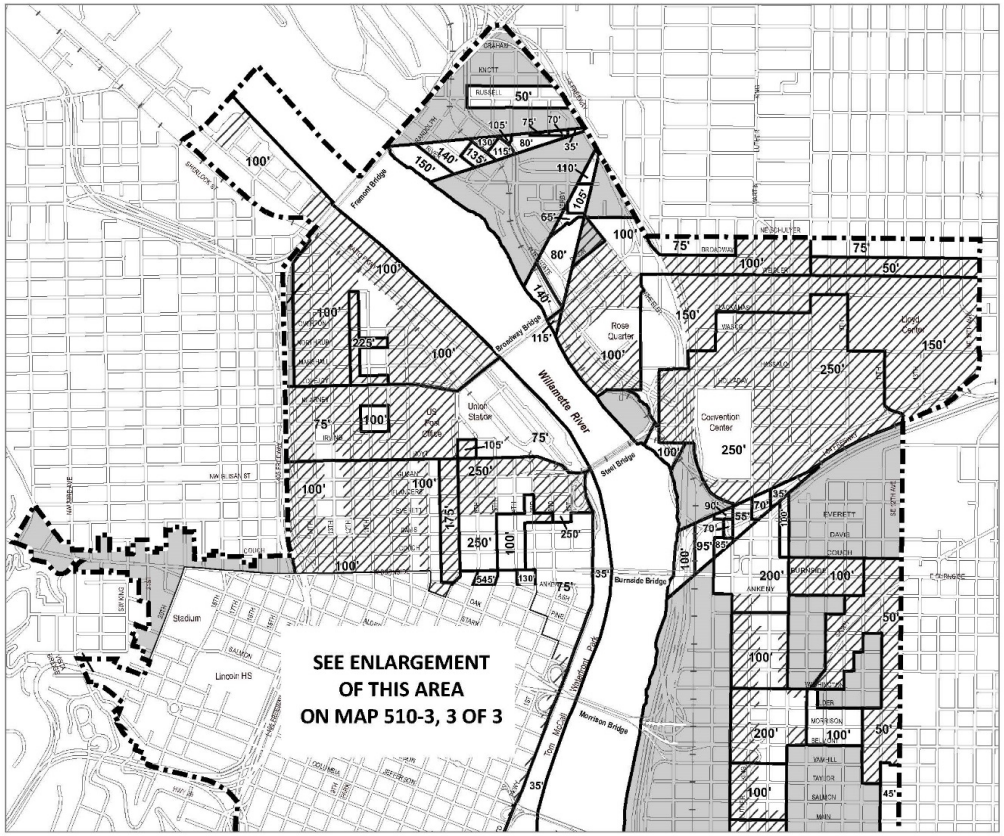
- Central City Plan District
- Subdistrict boundary
- Subarea boundary
- Area of change
- Open Space (OS)
- Low Density Multi-Dwelling Residential 2,000 (R2)
- Medium Density Multi-Dwelling Residential 1,000 (R1)
- High Density Multi-Dwelling Residential (RH)
- Central Multi-Dwelling Residential (RX)
- Central Commercial (CX)
- Central Employment (EX)
- General Industrial 1 (IG1)
- Heavy Industrial (IH)
- IG1(EXd)
- Proposed right-of-way
- Proposed accessways

Draft Maximum Heights

Map 510-3

Map 1 of 3

Map Revised Xxxxx XX, 201X



Legend

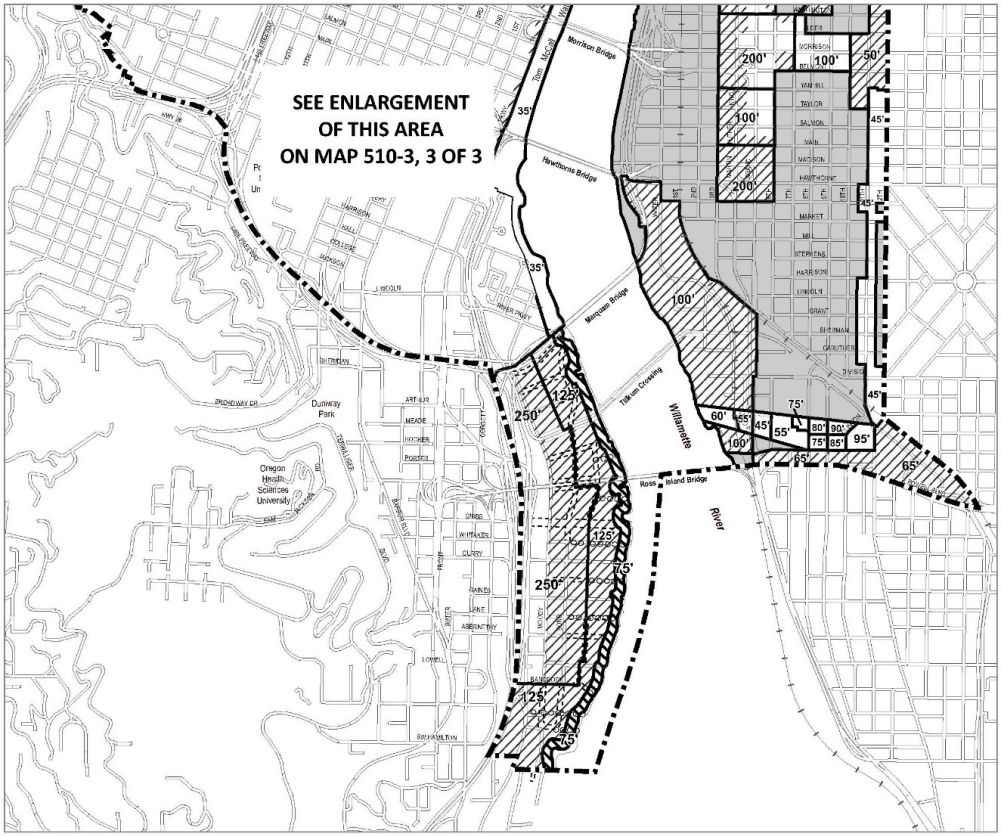
- Central City Plan District boundary
- X' — Maximum building height
- Areas where maximum height is determined by base zone
- Area eligible for height increase
- Maximum height limit of 75' for first 125 feet from top of bank
- Proposed right-of-way
- Proposed accessways

Draft Maximum Heights

Map 510-3

Map 2 of 3

Map Revised Xxxxx XX, 201X



Legend

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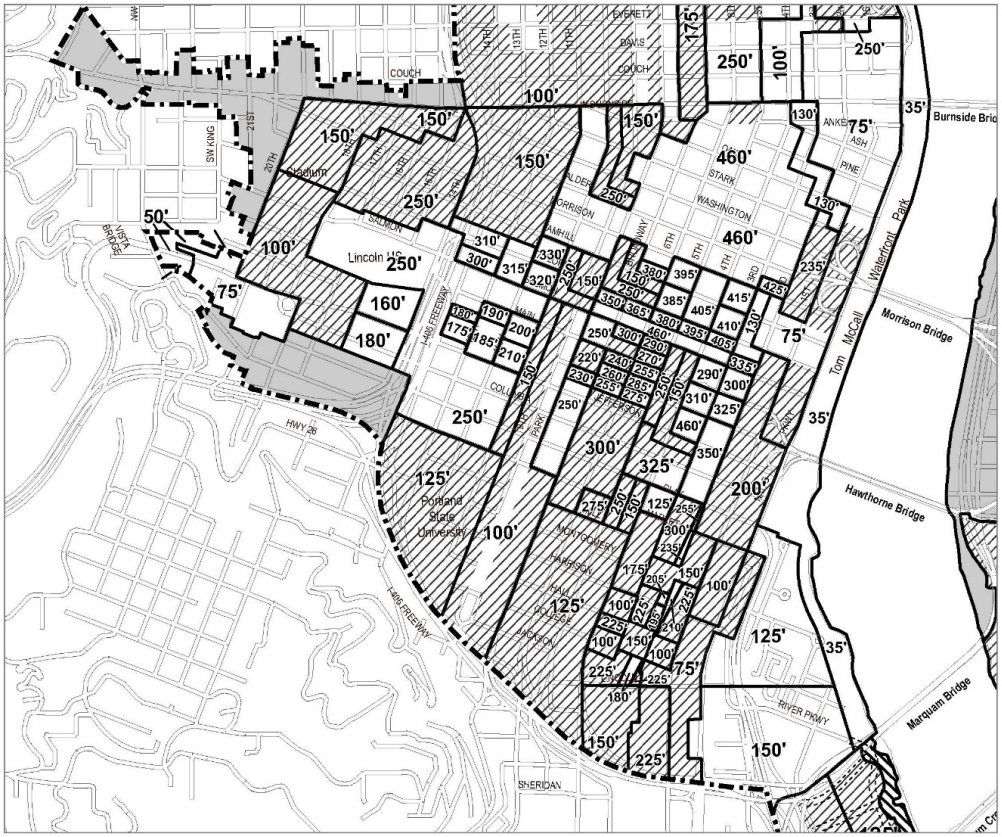
- Proposed accessways

Draft Maximum Heights

Map 510-3

Map 3 of 3

Map Revised Xxxxx XX, 201X



Legend

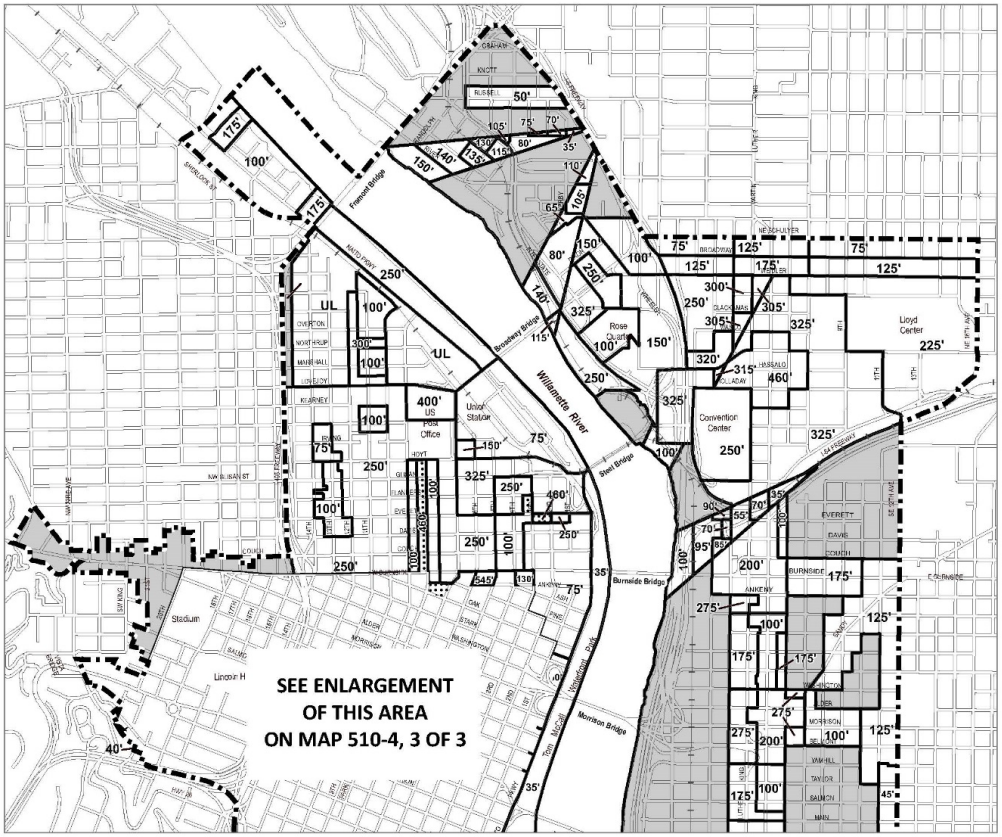
- Central City Plan District boundary
- X' — Maximum building height
- Areas where maximum height is determined by base zone
- Area eligible for height increase
- Maximum height limit of 75' for first 125 feet from top of bank
- Proposed right-of-way
- Proposed accessways

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 1 of 3

Map Revised Xxxxx XX, 201X



Legend

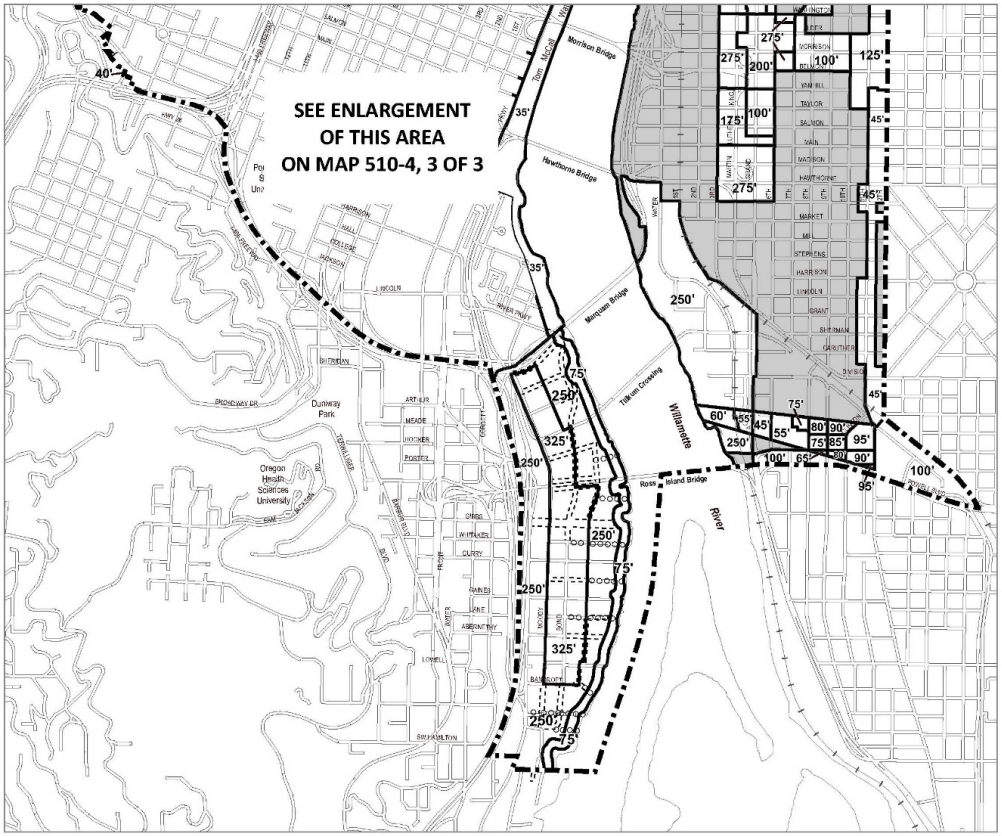
- Central City Plan District boundary
- X' — Maximum building height including eligible height increases
- Areas where maximum height is determined by base zone
- Proposed right-of-way
- Proposed accessways
- Areas where a shadow analysis is required
- UL — Unlimited height allowed

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 2 of 3

Map Revised Xxxxx XX, 201X



Legend

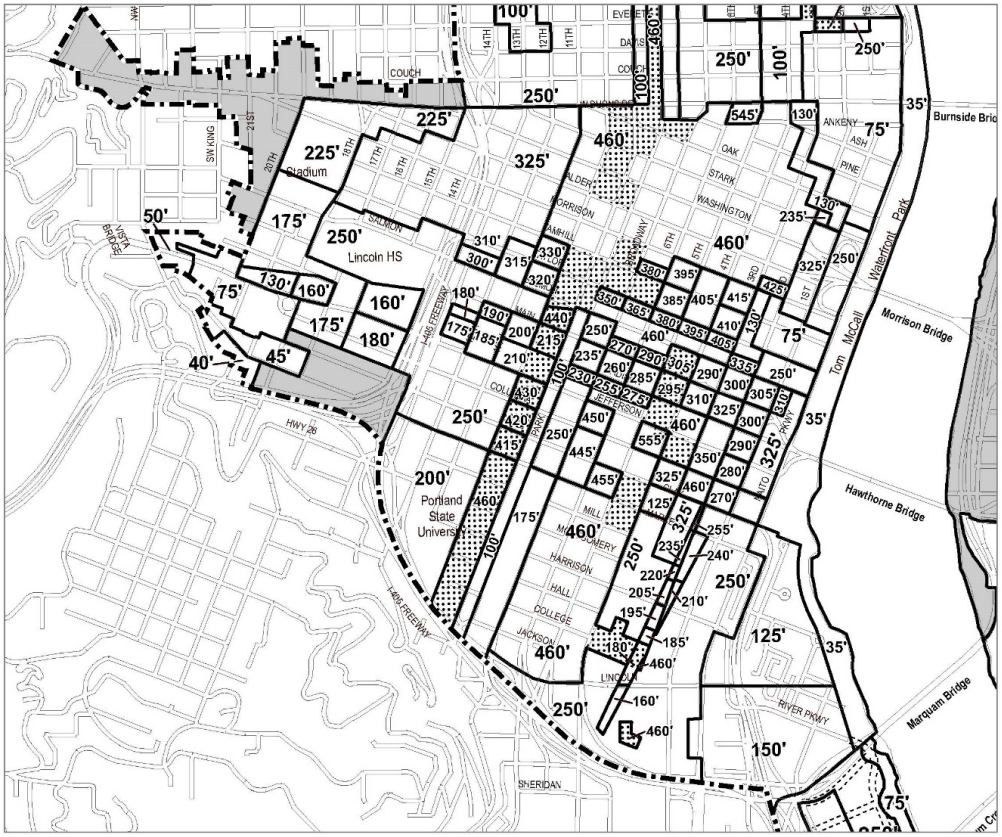
- Central City Plan District boundary
- X' — Maximum building height including eligible height increases
- Areas where maximum height is determined by base zone
- Proposed right-of-way
- Proposed accessways
- Areas where a shadow analysis is required
- UL — Unlimited height allowed

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 3 of 3

Map Revised Xxxxx XX, 201X



Legend

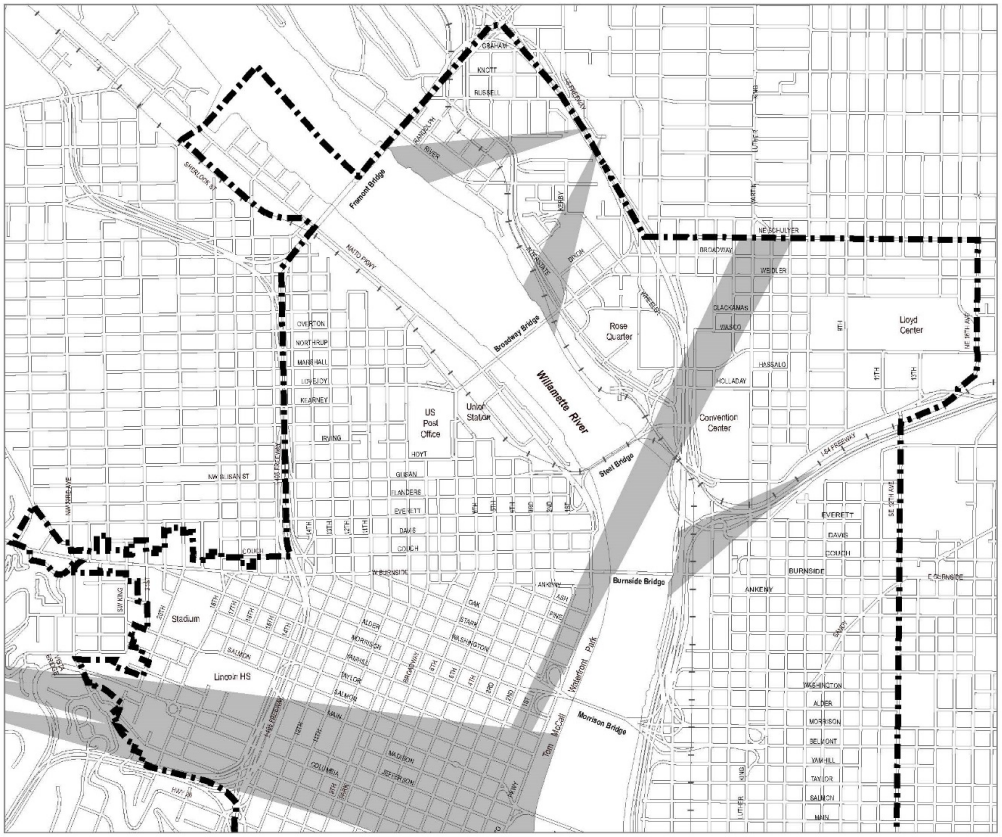
- Central City Plan District boundary
- X' — Maximum building height including eligible height increases
- Areas where maximum height is determined by base zone
- Proposed right-of-way
- Proposed accessways
- Areas where a shadow analysis is required
- UL — Unlimited height allowed

Draft View Corridor Areas

Map 510-20

Map 1 of 2

Map Revised Xxxxx X, 201X



Legend

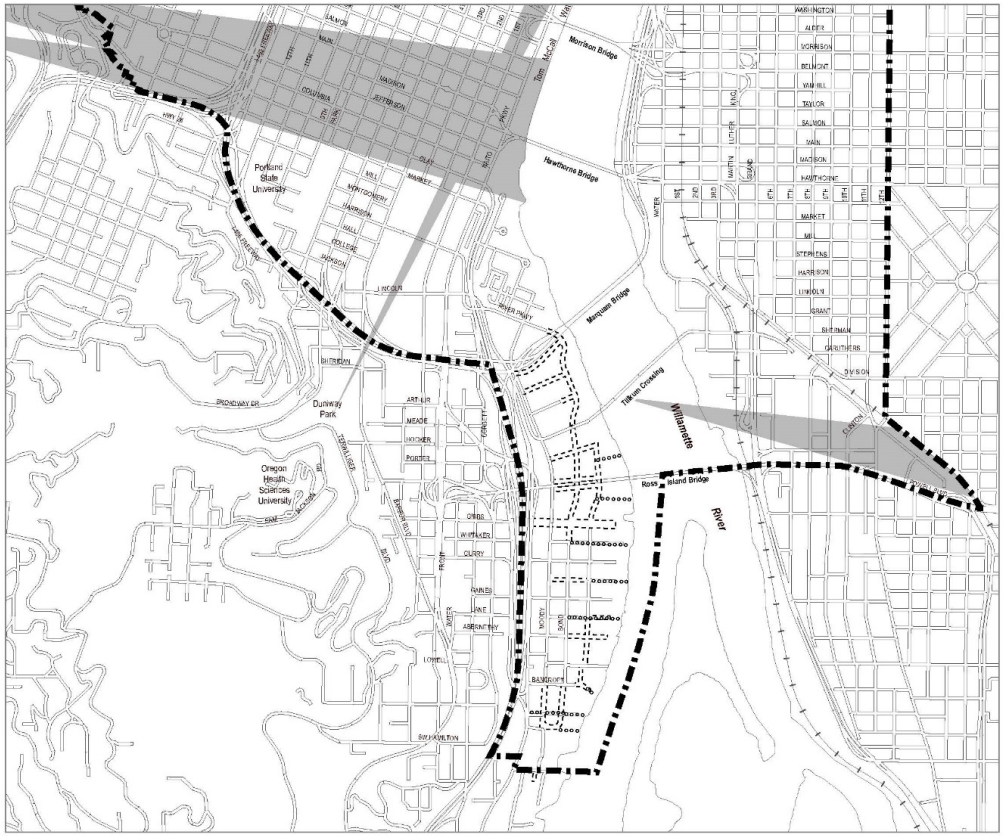
- Central City Plan District boundary
- Areas within Scenic View Corridors
- Proposed right-of-way
- Proposed accessway

Draft View Corridor Areas

Map 510-20

Map 2 of 2

Map Revised Xxxxx X, 201X



Legend

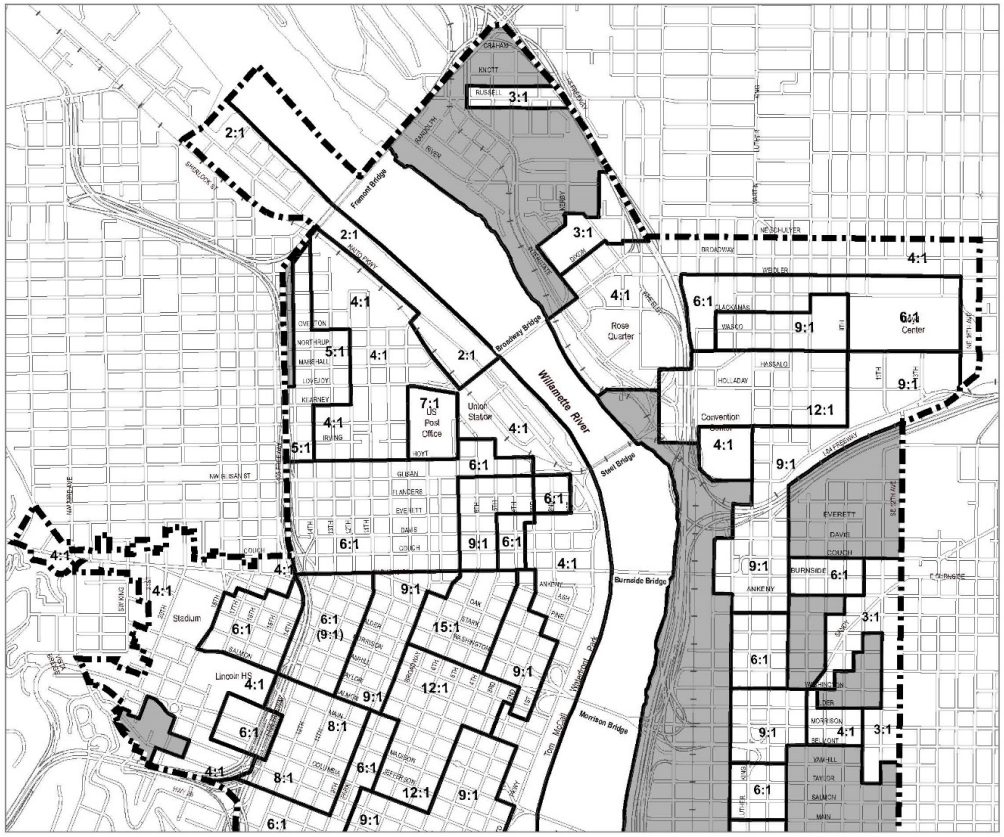
- Central City Plan District boundary
- Areas within Scenic View Corridors
- Proposed right-of-way
- Proposed accessway

Draft Maximum Floor Area Ratios

Map 510-2

Map 1 of 2

Map Revised Xxxx XX, 201X



Legend

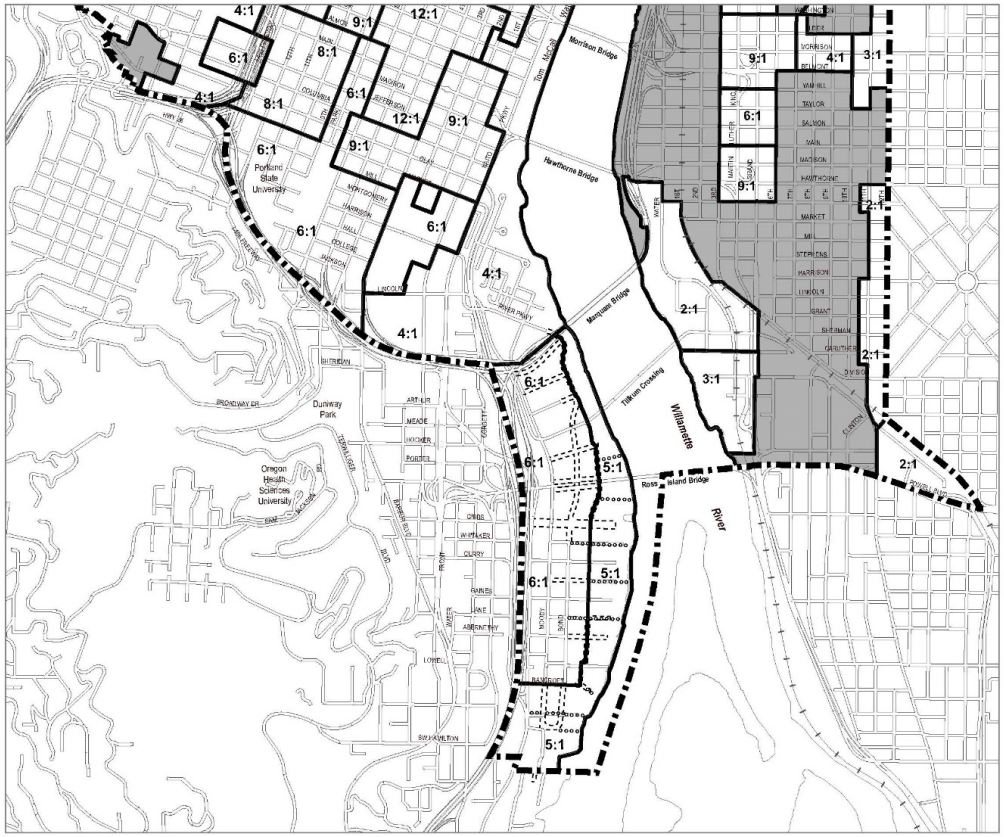
- Central City Plan District boundary
- Maximum FAR area boundary
- Area where floor area ratio (FAR) is determined by base zone
- Proposed right-of-way
- Proposed accessway
- **X:Y** Maximum FAR
  - **X** = Gross square foot of building
  - **Y** = Square foot of site
- **(X:Y)** Residential maximum FAR

Draft Maximum Floor Area Ratios

Map 510-2

Map 2 of 2

Map Revised Xxxx XX, 201X



Legend

- Central City Plan District boundary
- Maximum FAR area boundary
- Area where floor area ratio (FAR) is determined by base zone
- Proposed right-of-way
- Proposed accessway
- **X:Y** Maximum FAR
  - **X** = Gross square foot of building
  - **Y** = Square foot of site
- **(X:Y)** Residential maximum FAR

Draft Central Reach River Environmental Overlay Zone

Map 1

February 1, 2016



Draft Central Reach River Environmental Overlay Zone

Map 2

February 1, 2016



Top-of-Bank

DRAFT Map 475-2

Map 1 of 3

Map Revised Xxxxx X, 2015



Central City Plan District Boundary

Top-of-Bank

Top-of-Bank

DRAFT Map 475-2

Map 2 of 3

Map Revised Xxxxx X, 2015



Central City Plan District Boundary

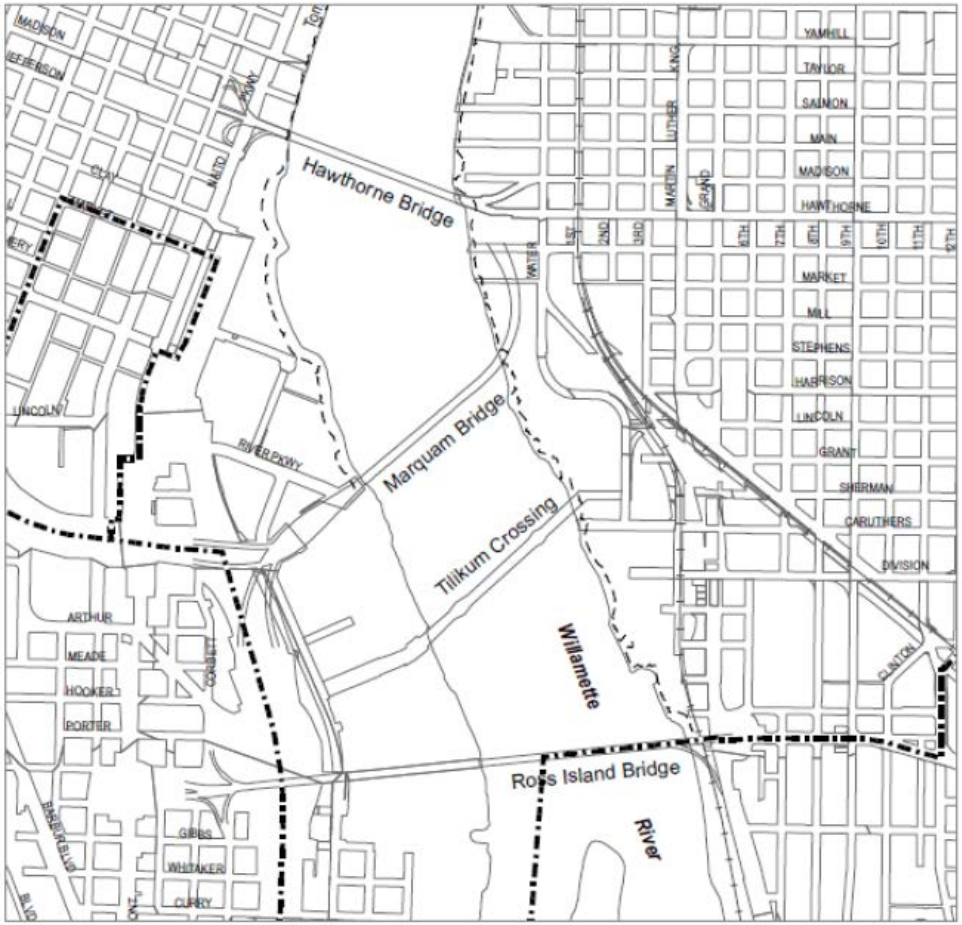
Top-of-Bank

Top-of-Bank

DRAFT Map 475-2

Map 3 of 3

Map Revised Xxxxx X, 2015



Central City Plan District Boundary

Top-of-Bank

Draft Parking Sectors

Map 510-10

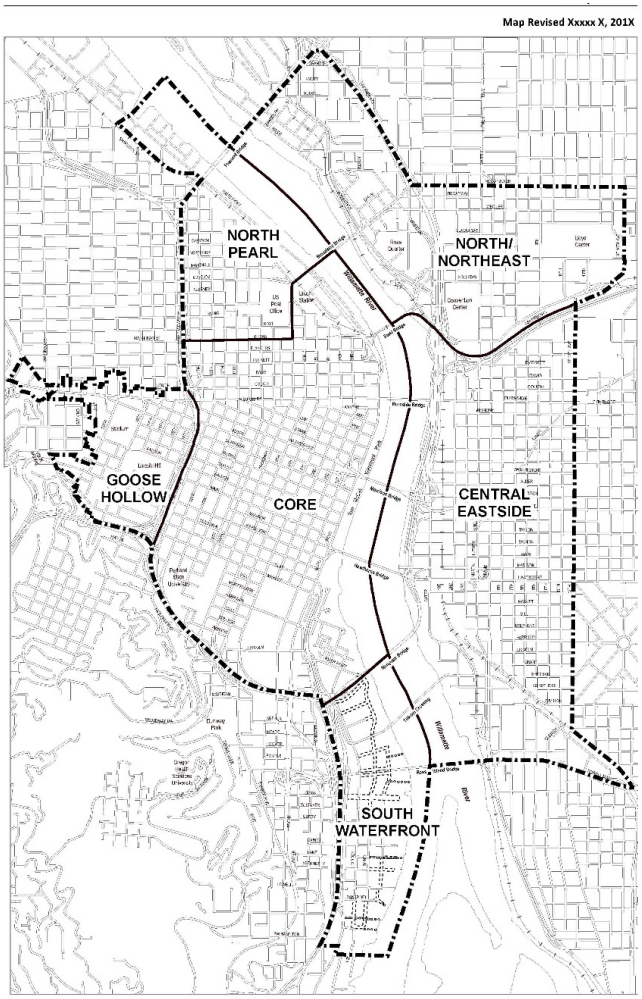


Table 510-2
Maximum Parking Ratios[1]

Uses	Parking Sectors					
	Central Eastside	Core	Goose Hollow	North/Northeast	North Pearl	South Waterfront
Office, Retail Sales/Service, Schools/Colleges	2.0	1.0	1.5	1.35	1.5	2.0
Medical Center	2.0	1.5	1.5	1.35	1.5	2.0
Industrial	2.0	1.0	1.0	2.0	1.0	1.0
Religious/Theater	0.25	0.25	0.25	0.25	0.25	0.25
Residential	1.2	1.2	1.2	1.2	1.2	1.2
Hotels	1.0	1.0	1.0	1.0	1.0	1.0

[1] Maximum ratios are per 1,000 square feet of net building area for non-residential/hotel uses; per dwelling unit or hotel room for residential/hotel uses

Legend

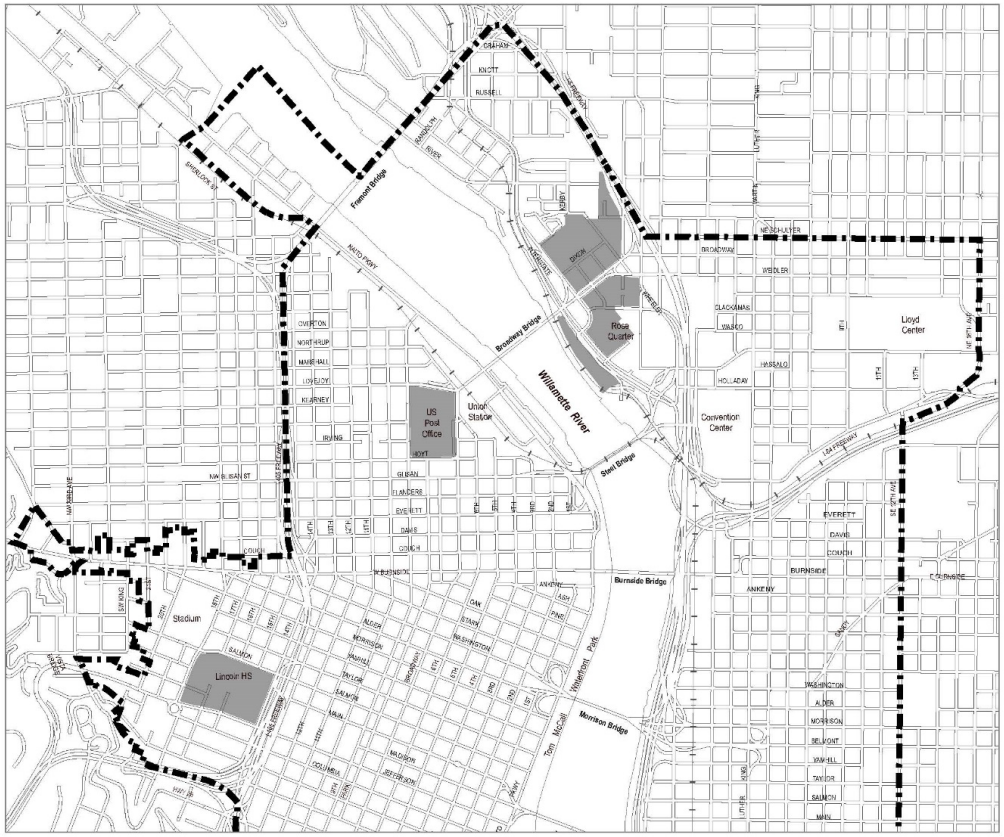
- Central City Plan District boundary
- Sector boundary
- Proposed right-of-way
- Proposed accessway

Draft Required Master Plan Sites

Map 510-19

Map 1 of 2

Map Revised Xxxxx XX 201X



Legend

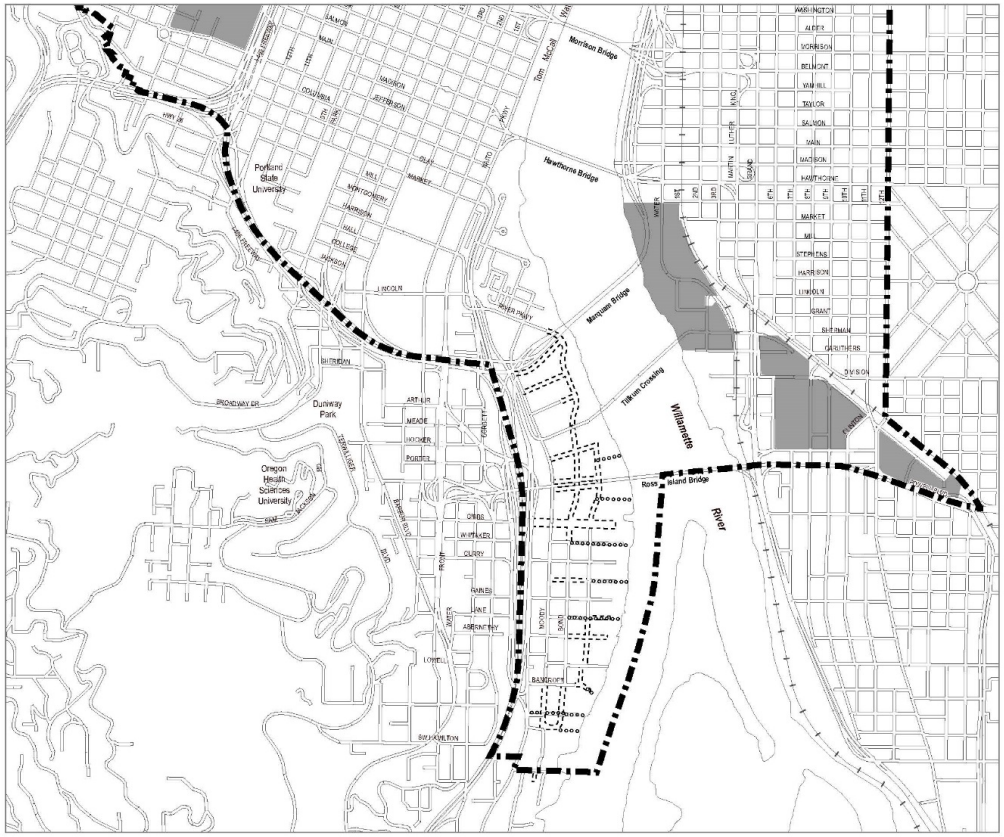
- Central City Plan District boundary
- Required Master Plan Sites
- Proposed right-of-way
- Proposed accessway

Draft Required Master Plan Sites

Map 510-19

Map 2 of 2

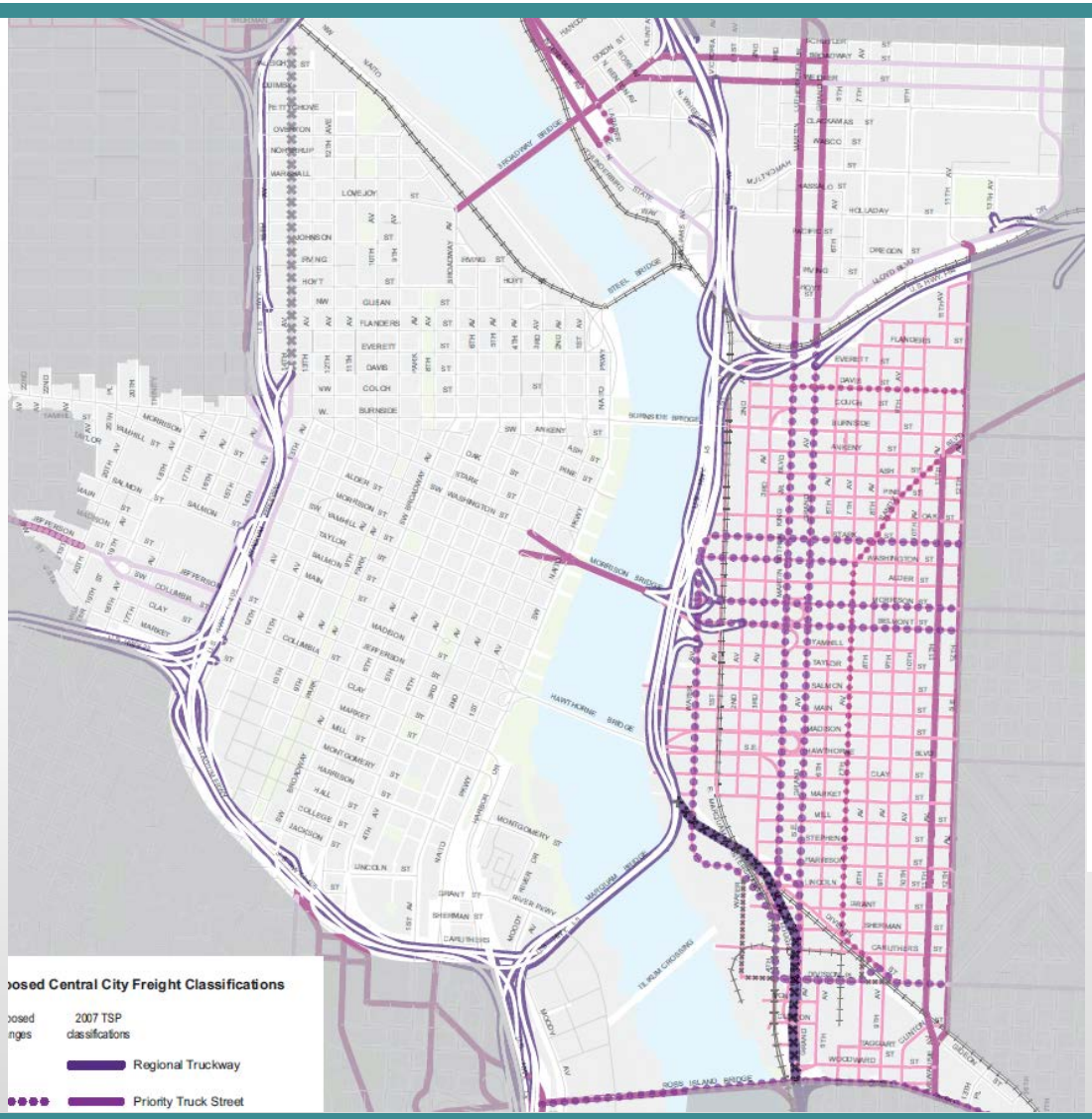
Map Revised Xxxxx XX 201X



Legend

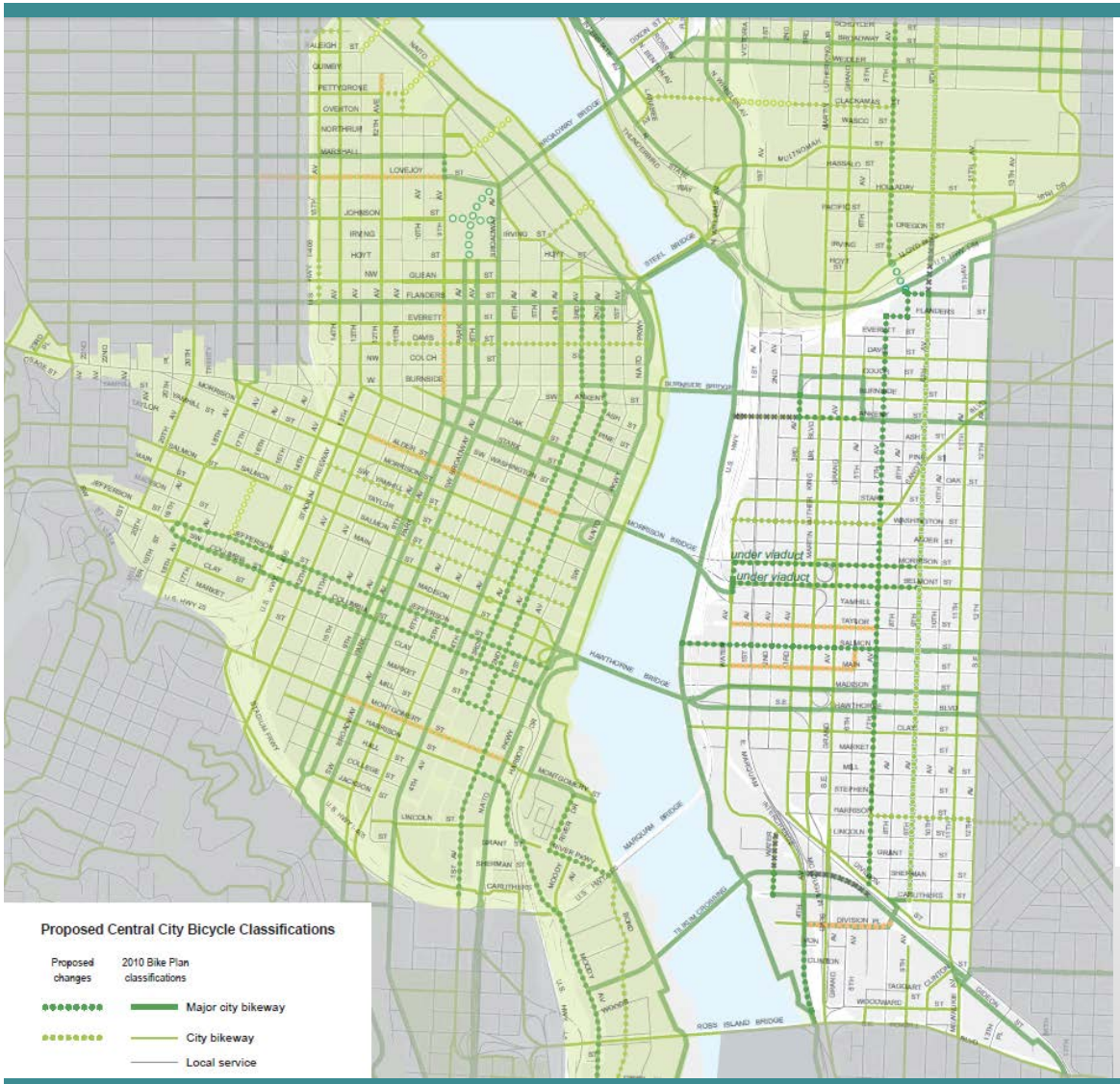
- Central City Plan District boundary
- Required Master Plan Sites
- Proposed right-of-way
- Proposed accessway

TSP
Freight Classifications



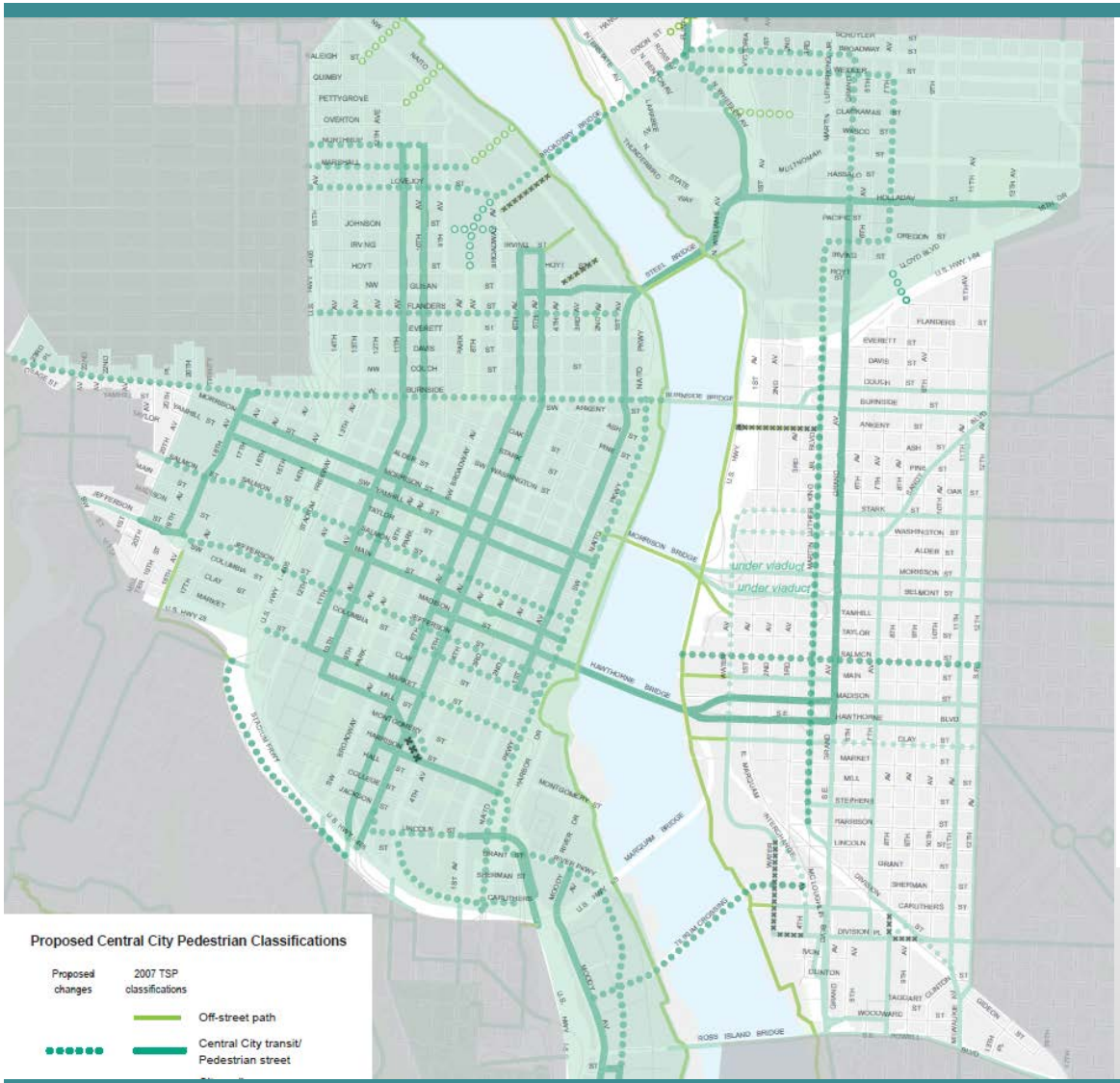
Proposed changes | 2007 TSP classifications

- Regional Truckway
- Priority Truck Street
- Major Truck Street
- Truck Access Street
- Freight District Street
- Local Service Truck Street
- Railroad Main Line
- Railroad Branch Line
- Remove



TSP
Bicycle Classifications

Proposed changes	2010 Bike Plan classifications
●●●●●●●●	Major city bikeway
●●●●●●●●	City bikeway
	Local service
	Bicycle district
○○○○○○	New connection, e.g. bridge
××××××××	Change to local service
××××××××	Remove



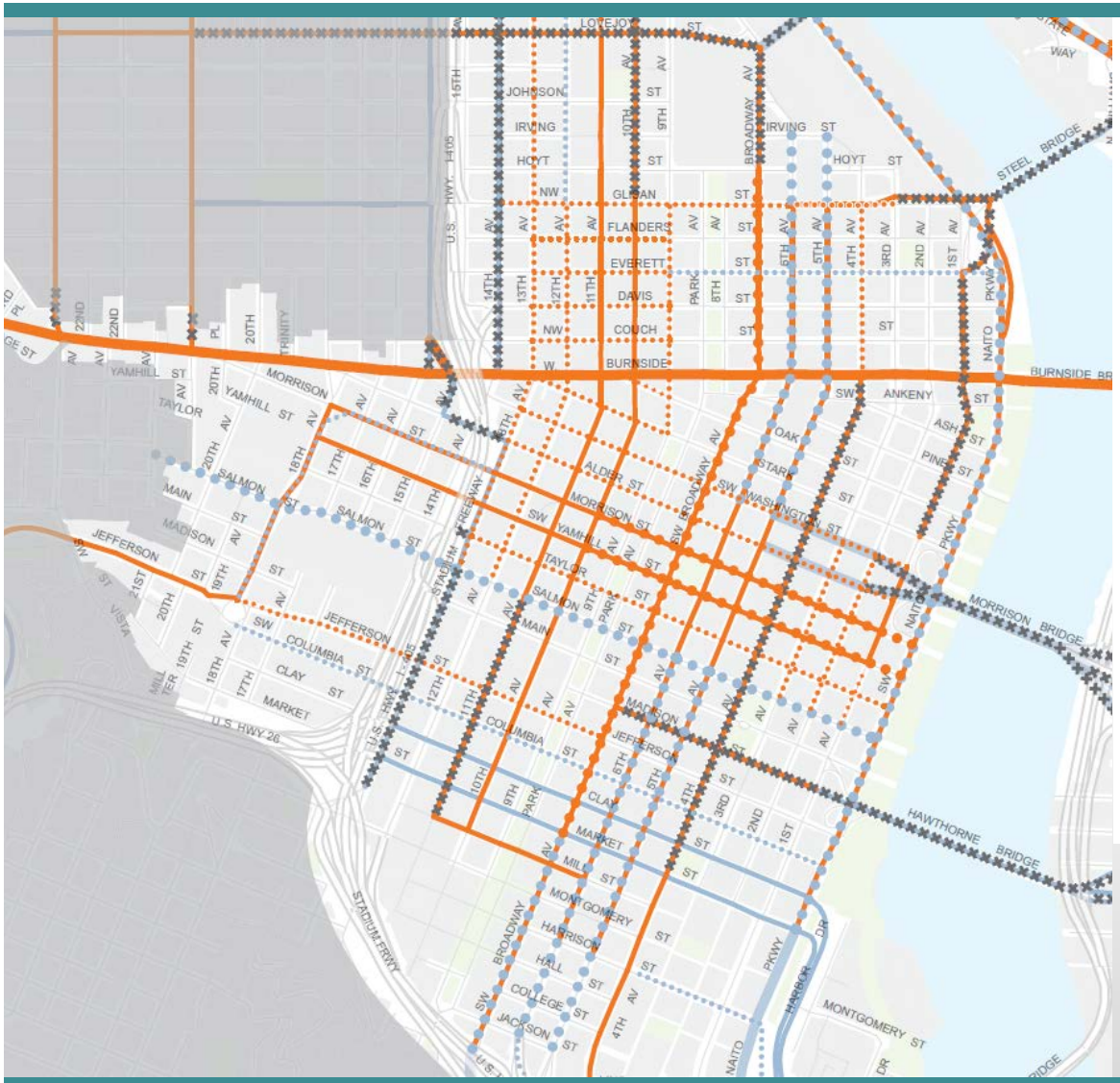
TSP
Pedestrian Classifications

Proposed changes

2007 TSP classifications

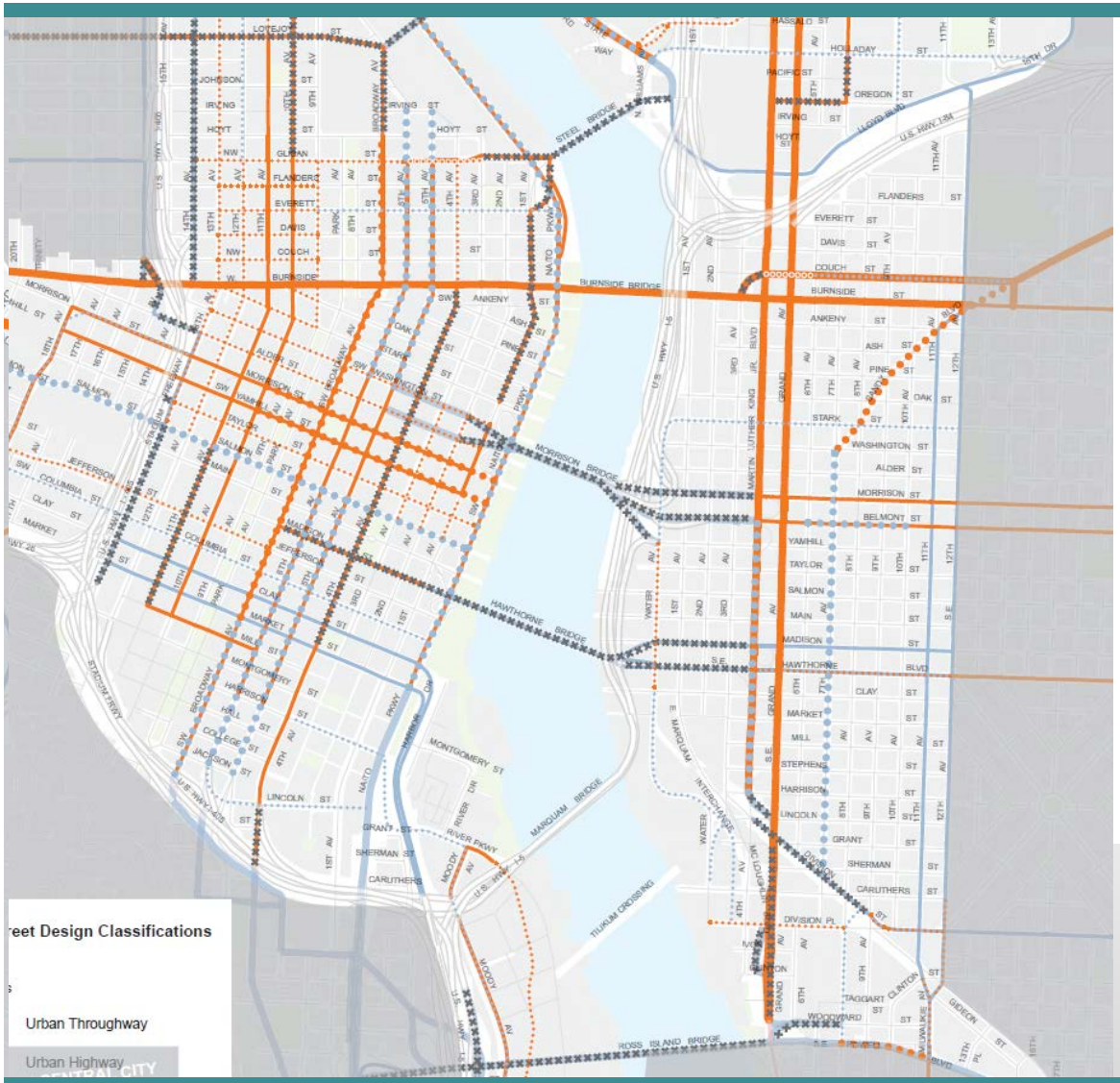
- Off-street path
- Central City transit/ Pedestrian street
- City walkway
- Pedestrian district, ***all streets in these areas are city walkways***
- Local access

- New connection
- Remove



TSP
Street Design Classifications

Proposed changes	2007 TSP classifications	
		Urban Throughway
		Urban Highway
		NOT IN CENTRAL CITY
		Urban Road
	Main Streets	
		Civic
		District
	Corridors	
		Civic
		District
	Remove	



TSP
Street Design Classifications

Proposed changes

2007 TSP classifications

Urban Throughway

Urban Highway

NOT IN CENTRAL CITY

Urban Road

Main Streets

Civic

District

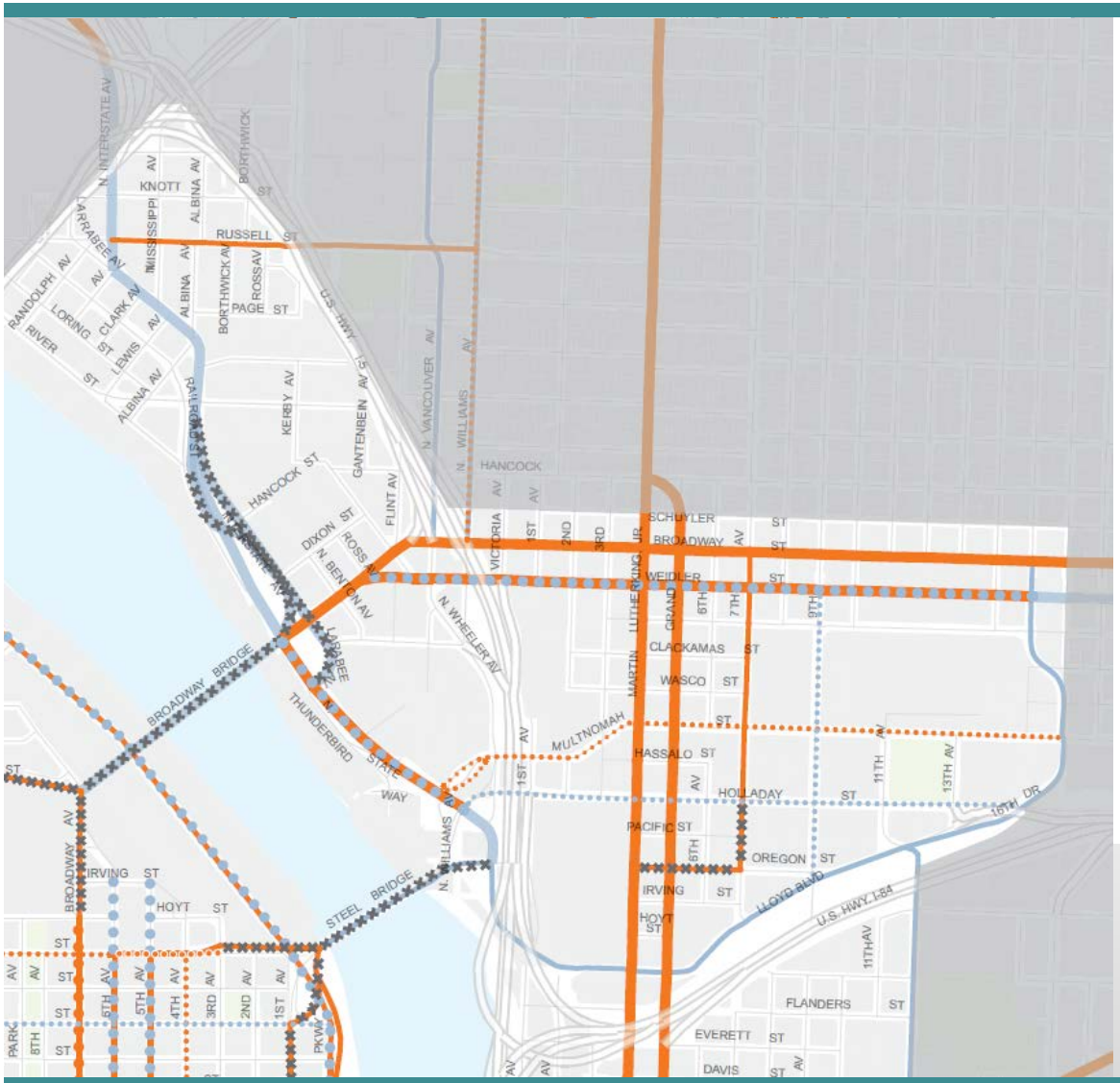
Corridors

Civic

District

Remove

TSP
Street Design Classifications



Proposed changes

2007 TSP classifications

- Urban Throughway
- Urban Highway
- Urban Road

NOT IN CENTRAL CITY

Main Streets
- Civic
- District

Corridors
- Civic
- District

- Remove

West End Meeting
March 23, 2016

Staff: Joe, Kathryn, Mindy, Brandon

Co-hosts: Wendy Rahm and Steve Pinger

Expected attendance:

- West End folks (Wendy, Deanna, Bob);
- Goose Hollow (Tracy, Mike, Jerry);
- NWDA (Steve);
- Pearl (Suzanne, Preserve the Pearl);
- Allan Classen

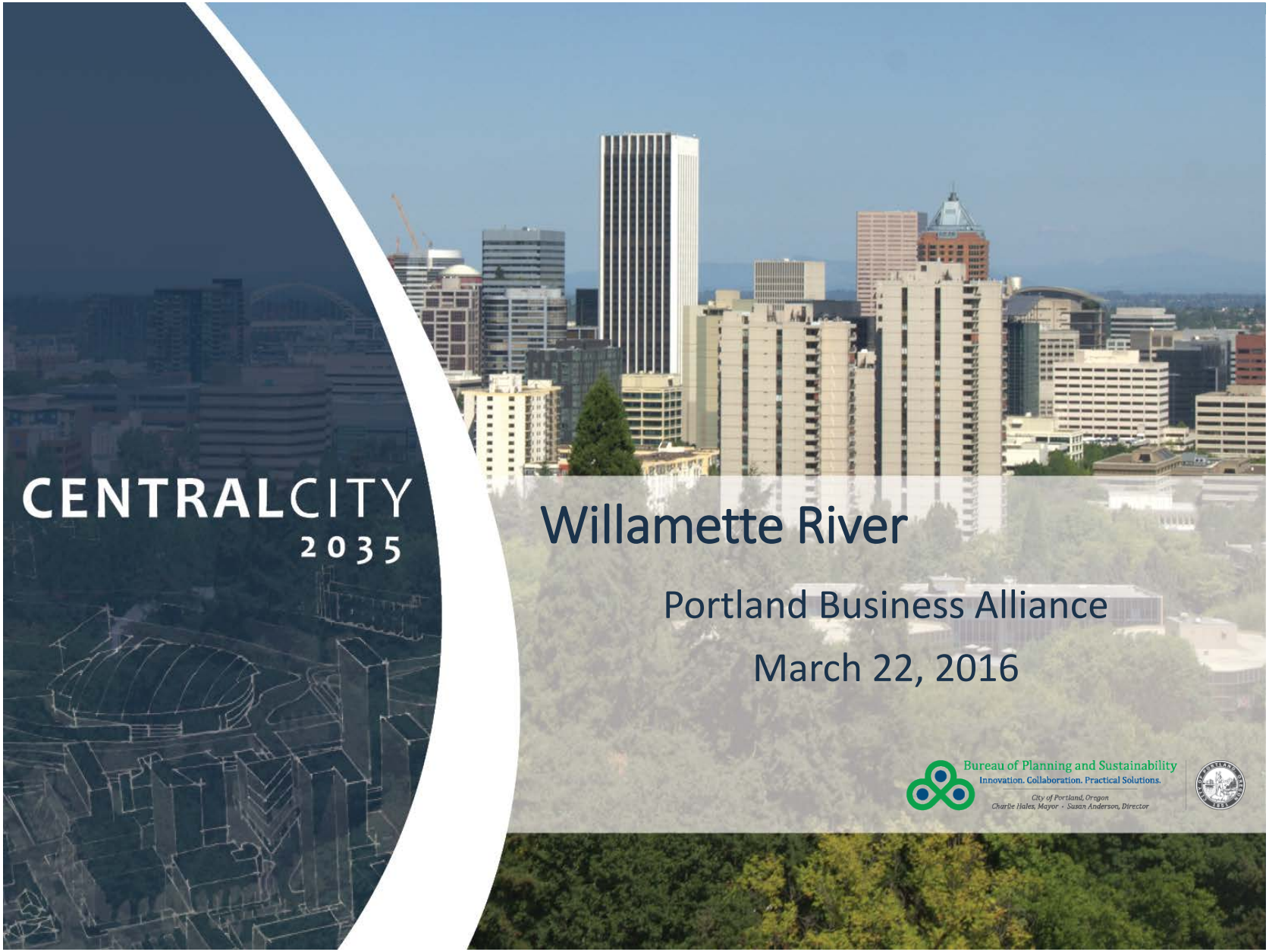
Issues they expressly want to discuss:

- Height versus density
- Building heights in contradiction to historic preservation goals
- Heights along South Park Blocks
- Zoning change from RX to CX
- Returning zone demarcation line from Salmon to Taylor
- Bonuses (3:1 affordable vs. 2:1 affordable + 1:1 historic)
- Addition of language about protection of landmark trees in code
- Parking
- Historic view corridors (to/from Vista)

Other issues I expect to come up:

- Ethics/conflict of interest
- HRI/Central City Fundamentals updates
- Scenic methodology, scenic needs to be expanded, Salmon Springs view
- Bridgehead heights
- Required Residential development areas
- USPS site allowances
- Too much height in West End and along Burnside – West Quad process, height rationale
- Modeling with different building types – why do we always use podium/tower – they are expensive and lead to displacement

GHFL will be voting on a letter – 3/17/2016


CENTRALCITY
2035
Willamette River
Portland Business Alliance
March 22, 2016
Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

WILLAMETTE RIVER

Purpose

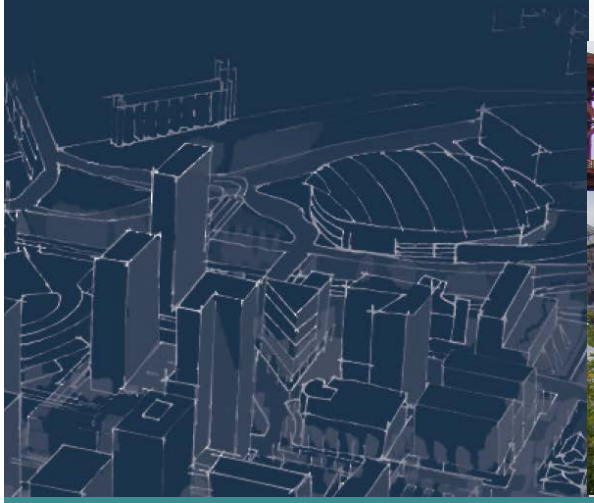
Goals for Today's Presentation

- Provide an overview of CC2035 with a river focus
- Highlight the relationship to SEQ Plan and to Waterfront Park
- Answer questions
- Time permitting – discuss the proposed LEED requirement



WILLAMETTE RIVER

Schedule



TIMELINE
CENTRALCITY 2035

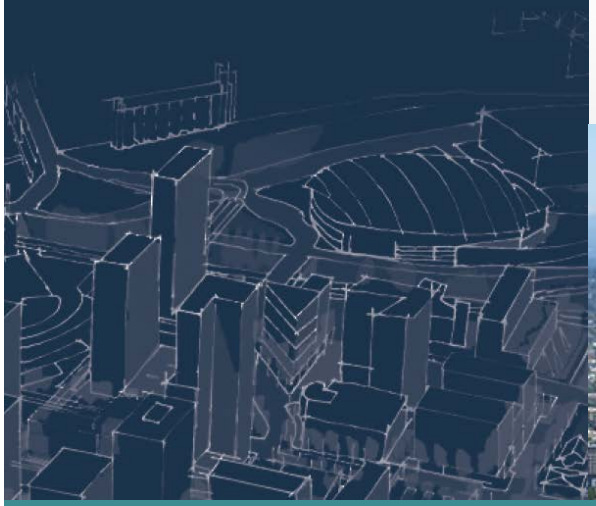
FEB — MAR — APR — MAY — JUN — JUL — AUG — SEP — OCT — NOV

Discussion Draft	Proposed Draft	Recommended Draft	Adopted Draft
Publish February 2016	*Publish May 2016*	*Publish August 2016*	*Effective late 2017*
Open houses on 2/24 & 3/2	PLANNING & SUSTAINABILITY COMMISSION	CITY COUNCIL	
Lobby displays	Public hearings, work sessions & recommendations	Public hearings, deliberations & adoption	
Staff drop–ins from 2/22 – 3/6			
Staff presentations at community meetings			
Comments due 3/31/2016			



WILLAMETTE RIVER

SEQ Plan



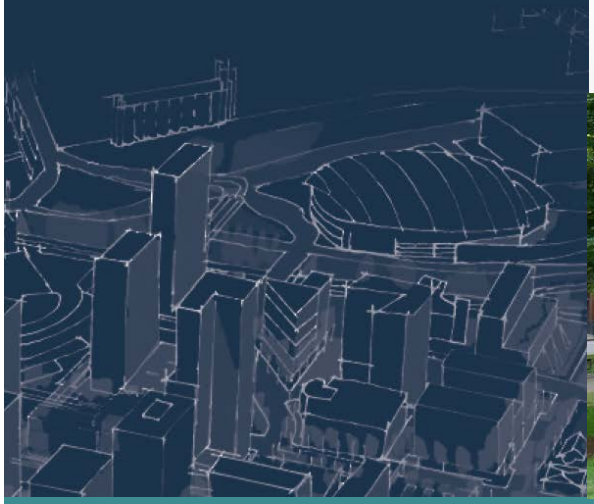
Key Takeaways from the SEQ Plan

- River-related activities are a key aspect of the Central Eastside economy
- Zoning allows commercial and recreational activities along the riverfront
- River transit is part of the future
- Public access to, along and into the river is essential and code reflects Supreme Court decisions
- Habitat improvements and environmental education are important



WILLAMETTE RIVER

Central City 2035 Plan



Discussion Draft

Volume 1: Goals and Policies

Volume 2: Zoning Code and Map Amendments

Volume 3: Inventories

Volume 4: Background Materials

Volume 5: Implementation Plan



WILLAMETTE RIVER

Volume 2: Zoning Code



Central Reach Changes

New River Overlay Zones chapter (33.475)

River setback expands

Landscaping standards update

New river environmental overlay zone

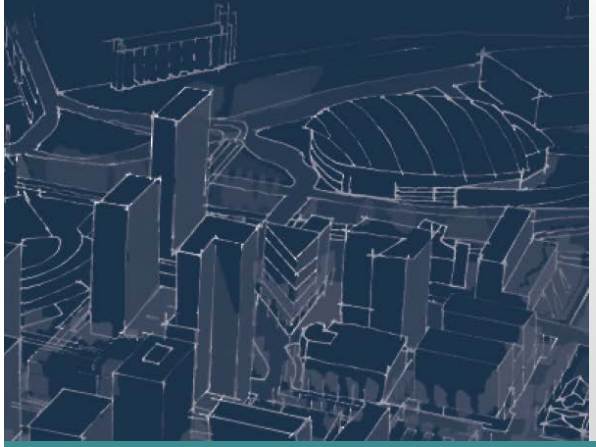
River Review/Design Review replaces Greenway Review

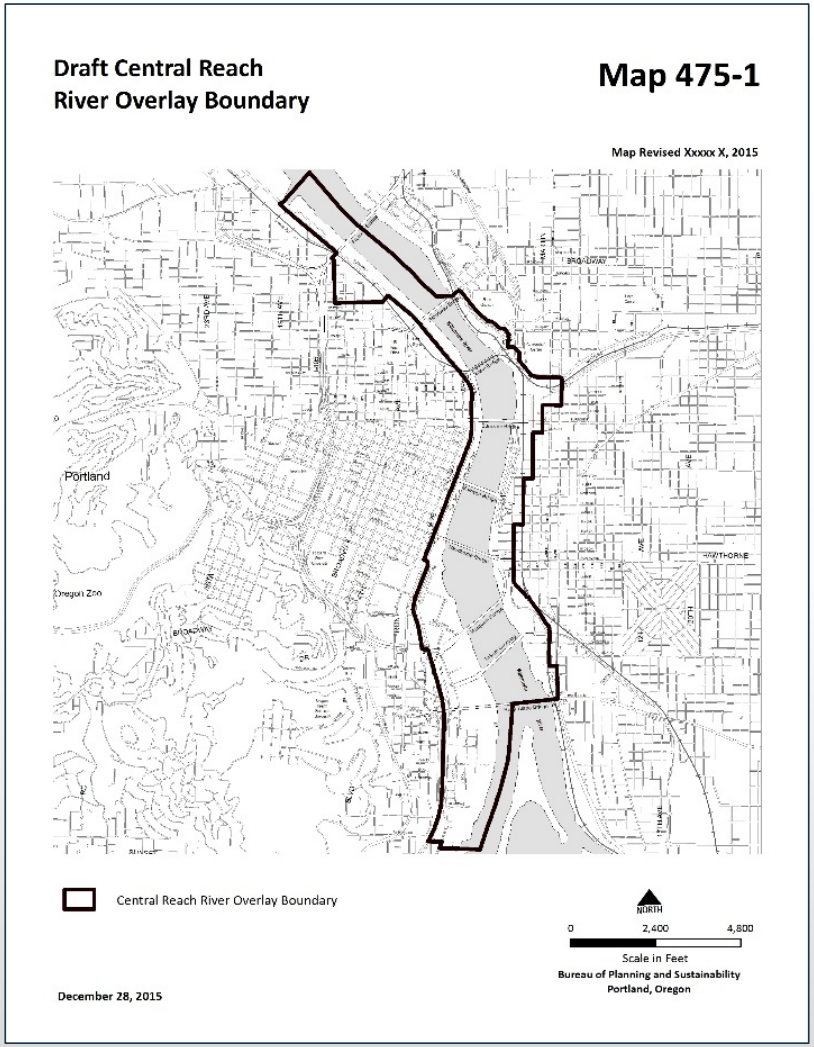


WILLAMETTE RIVER

Volume 2: Zoning Code

River Overlay Zones Boundary

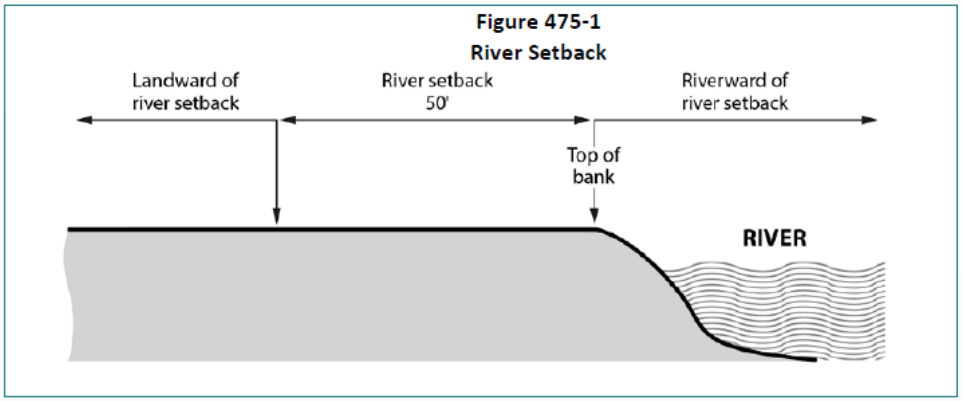


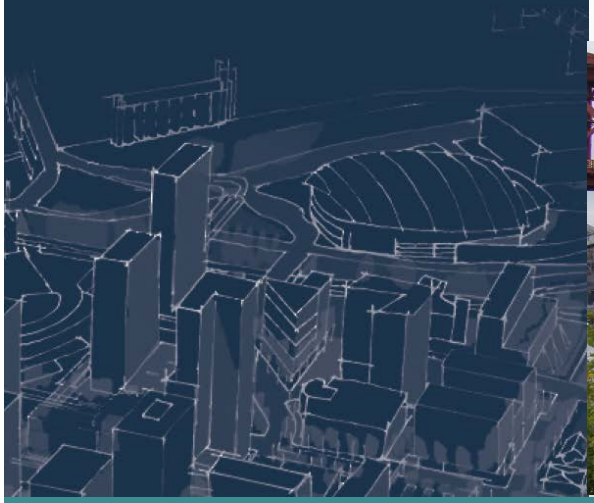


WILLAMETTE RIVER

Volume 2: Zoning Code

River Setback



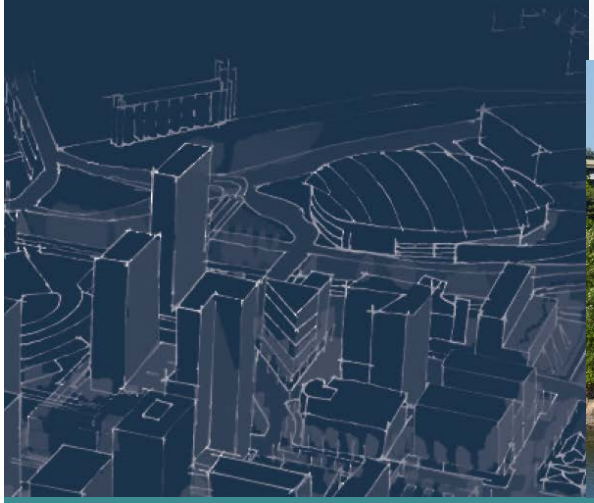


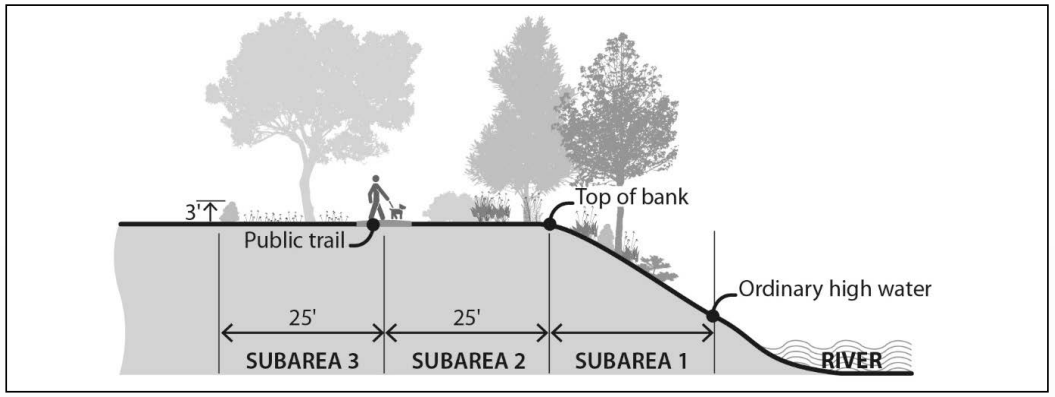


WILLAMETTE RIVER

Volume 2: Zoning Code

Landscaping



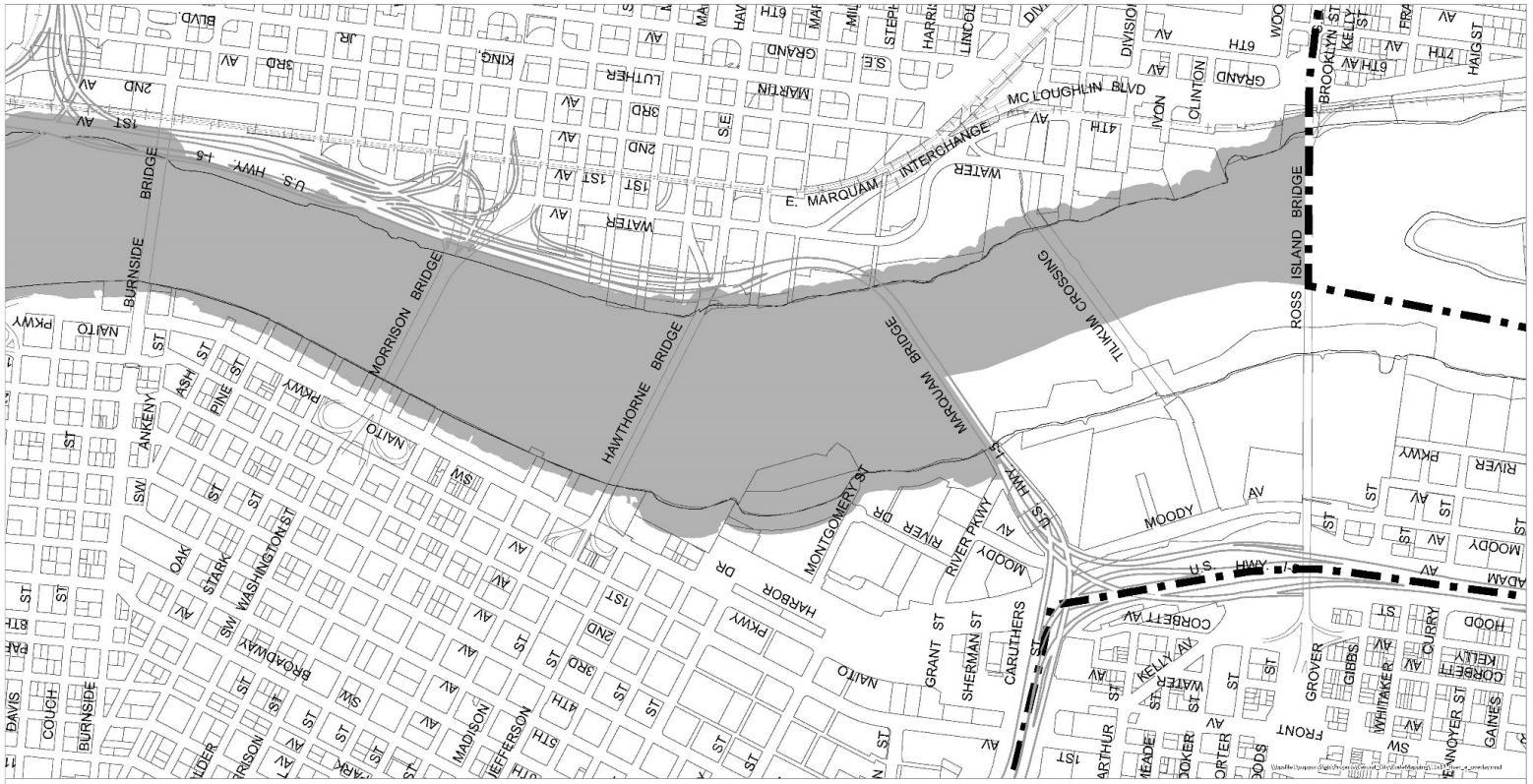




Draft Central Reach River Environmental Overlay Zone

Map 2

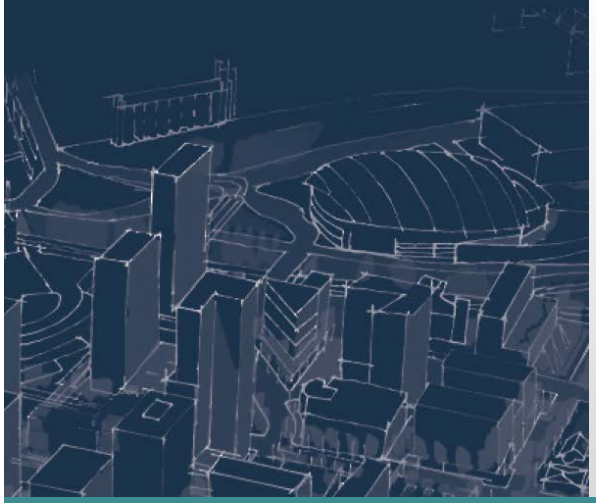
February 1, 2016



WILLAMETTE RIVER

Volume 2: Zoning Code

Trail



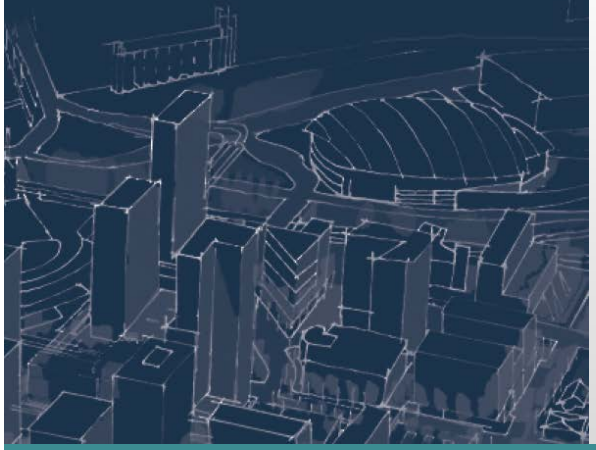
Code language for where trail regulations apply addresses Supreme Court decisions and states:

"…that the need for additional trail facilities and the application of regulations is determined…and roughly proportional to the impacts of proposed development..."

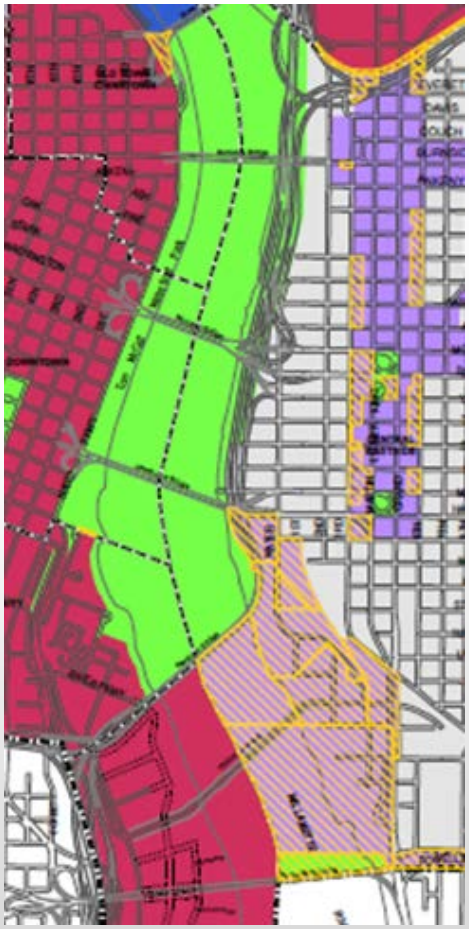
WILLAMETTE RIVER

Volume 2: Zoning Code

Zoning Map Changes



OMSI Station Area Rezoning to Central Employment

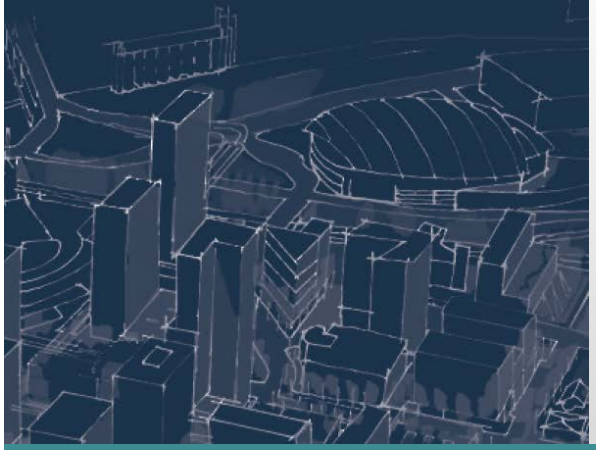




WILLAMETTE RIVER

Volume 2: Zoning Code

Zoning Map Changes



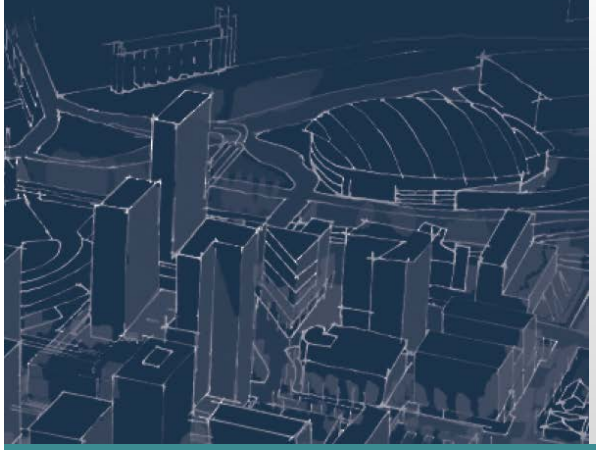
Why not a Marine Commercial Overlay Zone?

- River overlay zones allow river-dependent and river-related commercial in the setback
- River-dependent and river-related can include marine commercial development and recreation – docks, gang ways, etc.
- Existing and proposed base zones allow other desired uses outside the setback

WILLAMETTE RIVER

Volume 2: Zoning Code

Zoning Map Changes



Gov. Tom McCall Waterfront Park River Overlay Zone change from River Recreational (r) to River General (g) Overlay zone

- The recreational use only restriction no longer applies
- Opens up possibility for retail sales and services that support an active riverfront



WILLAMETTE RIVER

Volume 2: Zoning Code

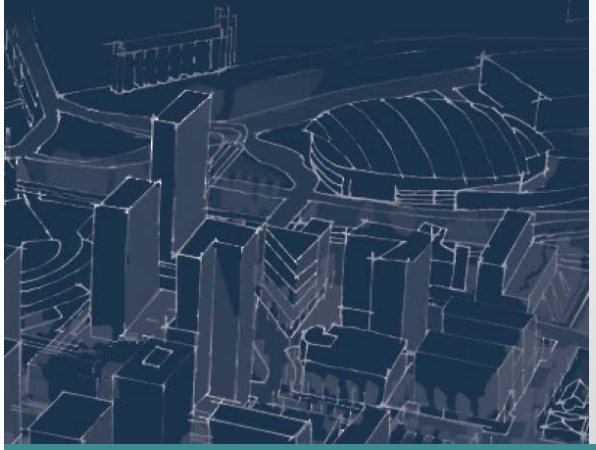
Retail Sales and Service in OS



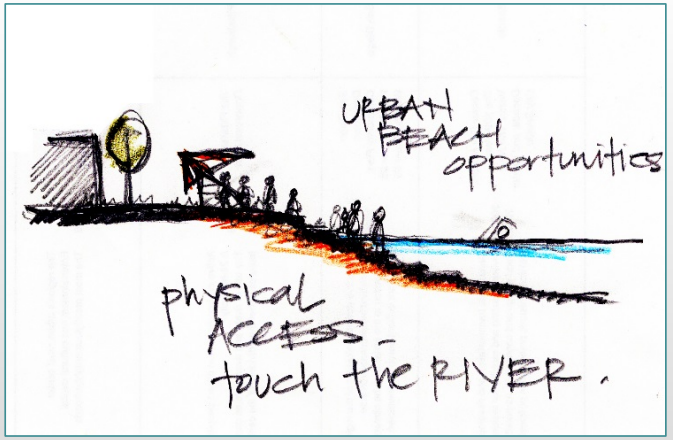
WILLAMETTE RIVER

Volume 2: Zoning Code

River Open Space Bonus







Plan Actions

- River transit infrastructure and partnerships
- Working with riverfront redevelopment projects
- Opportunities for open space, recreation and public access to/at riverfront
- Enhance and restore fish and wildlife habitat and improve river water quality




581

Low-Carbon Buildings

33.510.244

Proposed code:

All buildings over 50,000 sq ft in size would need register with LEED

Continued Discussions:

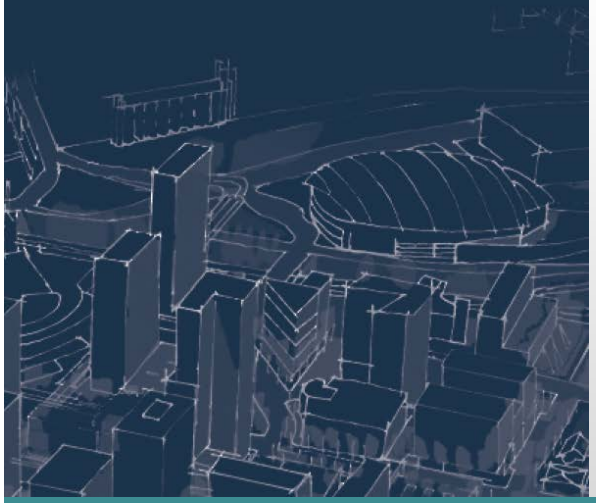
A. Other third-party organizations
B. How to insure certification





Eco-roof Requirement

33.510.243

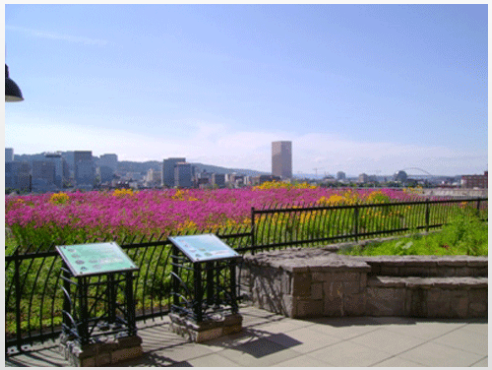


Proposed code:

All buildings over 20,000 sq ft in size would need to install an ecoroof over 70% of the roof area

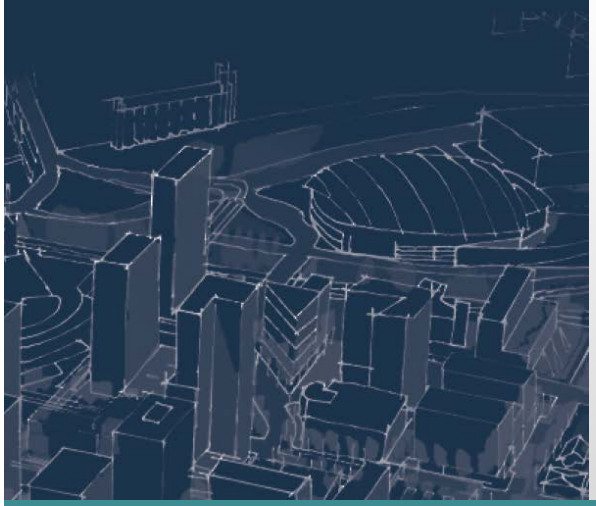
Roof area is the roof top minus area used for mechanical and equipment housing, fire and safety and/or solar.





Eco-roof Requirement

33.510.243



Cost

- More expensive to install
- Sunk cost for addressing stormwater
- Lasts 2x as long as traditional – save money in the long run
- Heating and cooling benefits for the building



WILLAMETTE RIVER

Swimming and Beaches

1) Public access can happen anywhere
2) Swimming study
3) Eastbank Crescent
4) Landscaping at public beaches
5) Future Actions



Eliot Neighborhood Association

Board Meeting Agenda
3/21/2016

1. **Open meeting 6:30 pm, Welcome guests, Introductions**

2. **Presentation: Discussion Draft CC-2035 Plan** - 15 min -

   Nicholas T. Starin, City Planner, Portland Bureau of Planning & Sustainability, nicholas.starin@portlandoregon.gov, 503.823.5837 The Plan: **http://www.portlandoregon.gov/bps/69859**

3. **Committee reports** - 15 min - **:**
   a. Diversity committee :
      i. Interactive Dialogue on Racism Feb 20
      ii. "Unity in the Community" event planned for May 21st and will be held at Dawson Park at N. Williams Avenue in Portland Oregon. noon to 5pm
   b. Beauty Committee (Chair needed)
      i. Litter PickUp report
      ii. Annual CleanUp plans-May 22nd 11-2pm
   c. LUTC
   d. NECN

4. **Discussion on Air Toxics.** - 15 min - How are neighbors feeling about this issue?

   Info on the ENA website: "Do you have questions about arsenic, cadmium and chromium in and around the neighborhood? The Multnomah County Health Department, Oregon Health Authority and the Oregon Department of Environmental Quality have produced a Q & A to help answer your questions.
   a. Air Toxics Questions and Answers: **https://multco.us/air-quality-community-concern/news/air-toxics-questions-and-answers**
   b. Air Toxics Questions and Answers (PDF) **https://docs.google.com/viewer?url=https://eliotneighborhood.files.wordpress.com/2016/03/airtoxicsqa.pdf**"

5. **Follow-Up issues:**
   a. **How is Forgotten Realm doing? Portlands plans to address homeless crisis** - 10 min - **:**
      i. Mayor's Plan: **http://www.oregonlive.com/portland/index.ssf/2016/02/this_is_charlie_hales_plan_for.html**
      ii. NECN supported Plan: **https://www.portlandoregon.gov/phb/article/443218**
   b. **Urban League contact**
   c. **Begin Budget Process**- 15 min
   d. **Proposal for Mission statement**- 5 min

6. **Adjourn 8:30 pm**

Proposal for Mission statement

The purpose of the Eliot Neighborhood Association is to educate citizens and provide a forum for citizen engagement around plans, issues and events that may influence their quality of life:

1. concerning formulation and execution of plans by various entities (governmental, social, and private) around change, development and services
2. to enhance the aesthetic, cultural values and diversity of the neighborhood
3. to promote projects, programs, and other activities to improve the general welfare of the community



CC2035 Discussion Draft Plan
Design Commission

March 17, 2016

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

Purpose of the Briefing

- Provide an overview of Central City Parking Strategies
- Central City – Mixed Use Comparison Table
- Minimum FARs
- Update on Affordable Housing



TIMELINE

CENTRALCITY 2035

FEB — MAR — APR — MAY — JUN — JUL — AUG — SEP — OCT — NOV

DD Discussion Draft

Publish February 2016

Open houses on 2/24 & 3/2

Lobby displays

Staff drop–ins from 2/22 – 3/6

Staff presentations at community meetings

Comments due 3/31/2016

PD Proposed Draft

Publish May 2016

PLANNING & SUSTAINABILITY COMMISSION

Public hearings, work sessions & recommendations

REC Recommended Draft

Publish August 2016

CITY COUNCIL

Public hearings, deliberations & adoption

A Adopted Draft

Effective late 2017



TRANSPORTATION & PARKING

1) New Transportation System Plan (TSP) policies, maps and projects
2) Simplify parking code, and allow more flexible operation of structured parking
3) Require ground floor active uses with structured parking
4) Require Transportation Demand Management (TDM) plans for new development
5) Multimodal Mixed-Use Area



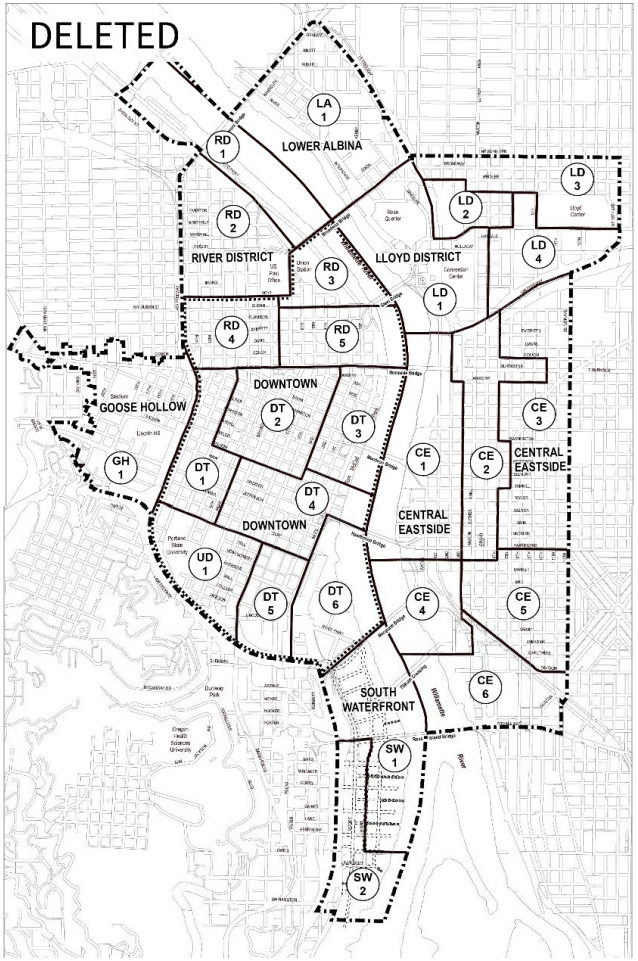


Core and Parking Sectors

Map 510-8

Map 1 of 2

Map Revised March 1, 2015

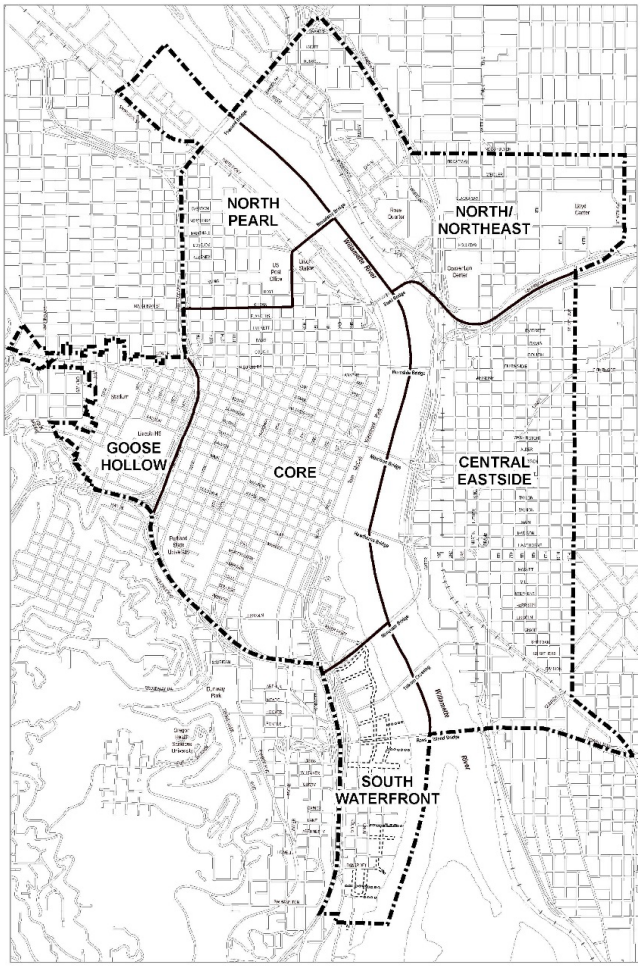


Draft Parking Sectors

Map 510-10

Map 1 of 2

Map Revised Xxxxx X, 201X



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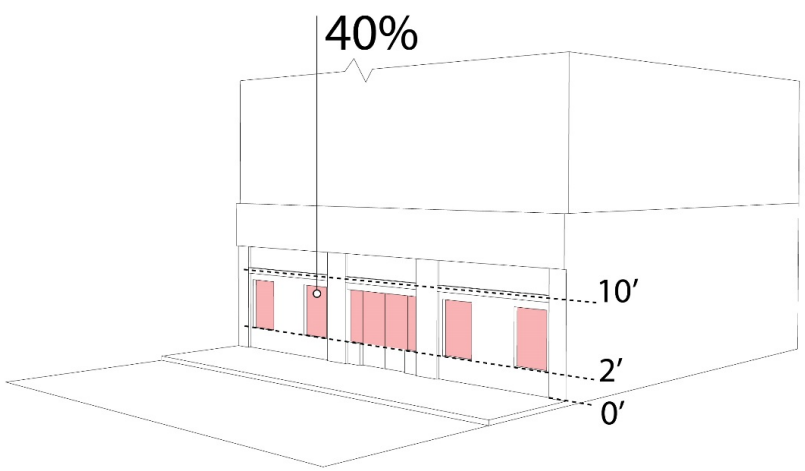
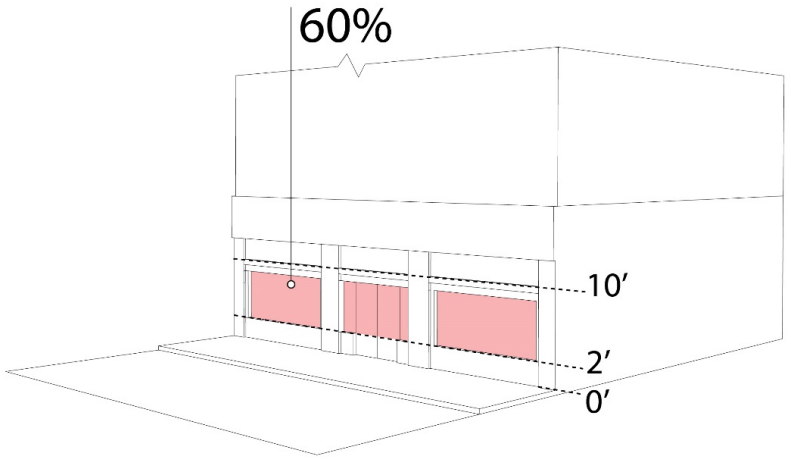
Ground Floor Windows

- **40% window standard is increase over current 25%**
- **60% standard is geared to retail – strategically applied to core commercial areas**

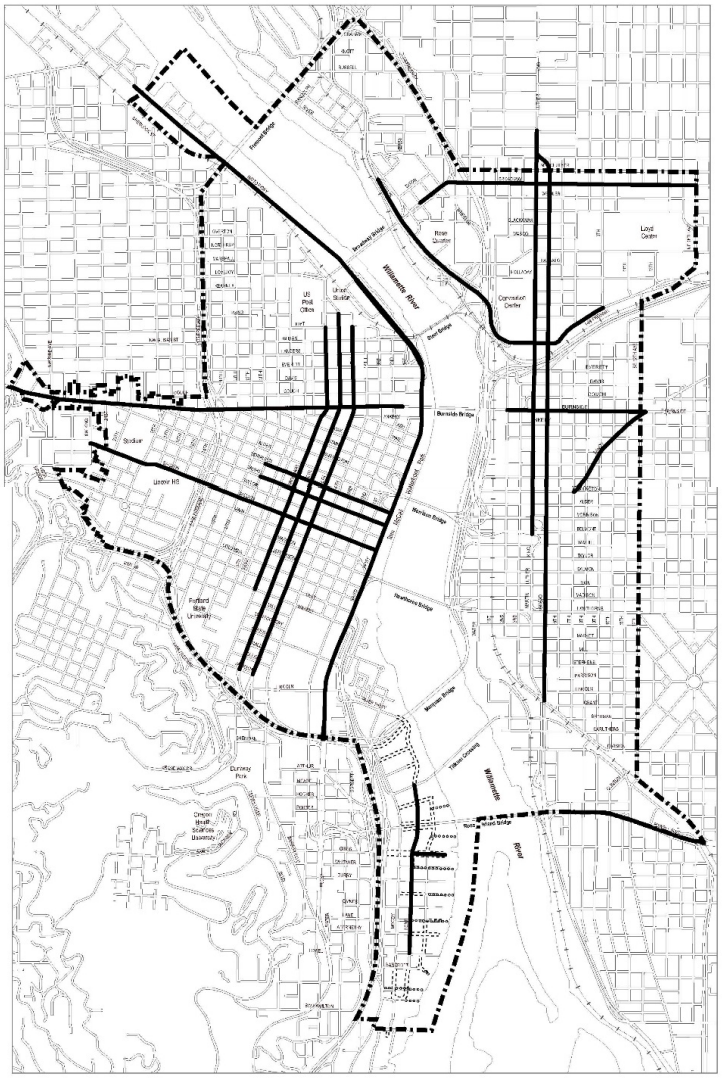




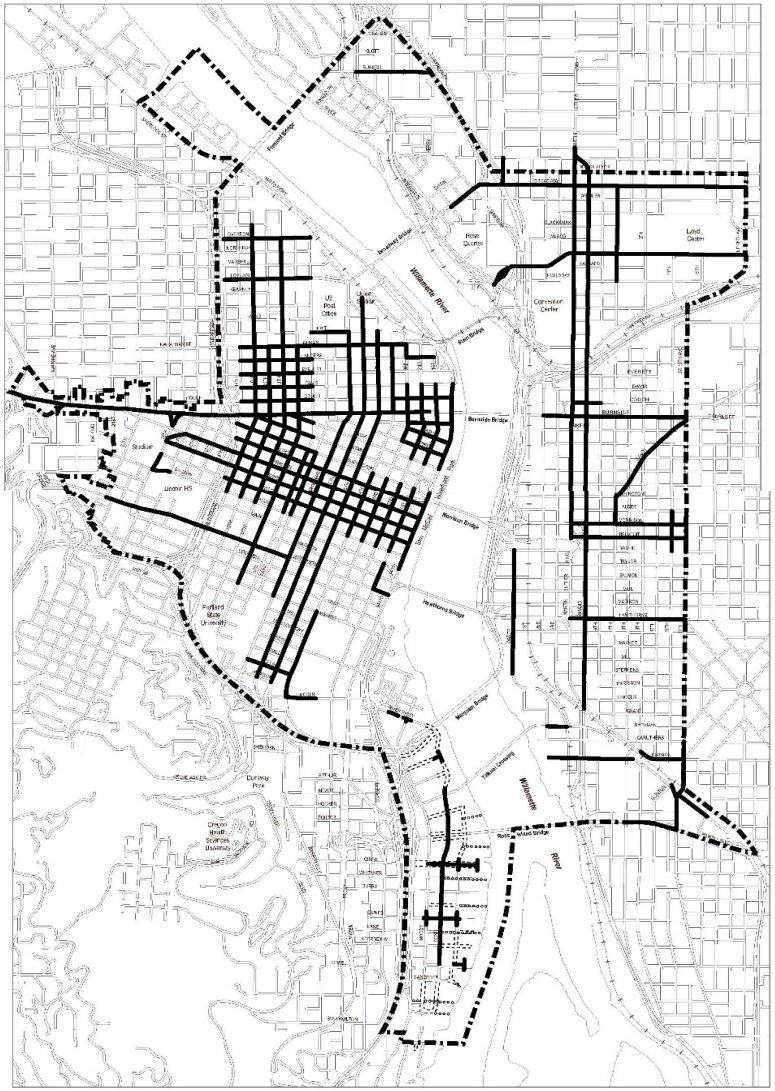
Central City

Map 510-8
Ground Floor Windows:

- Mapped area at 60%
- All other windows in CX and EX at 40%



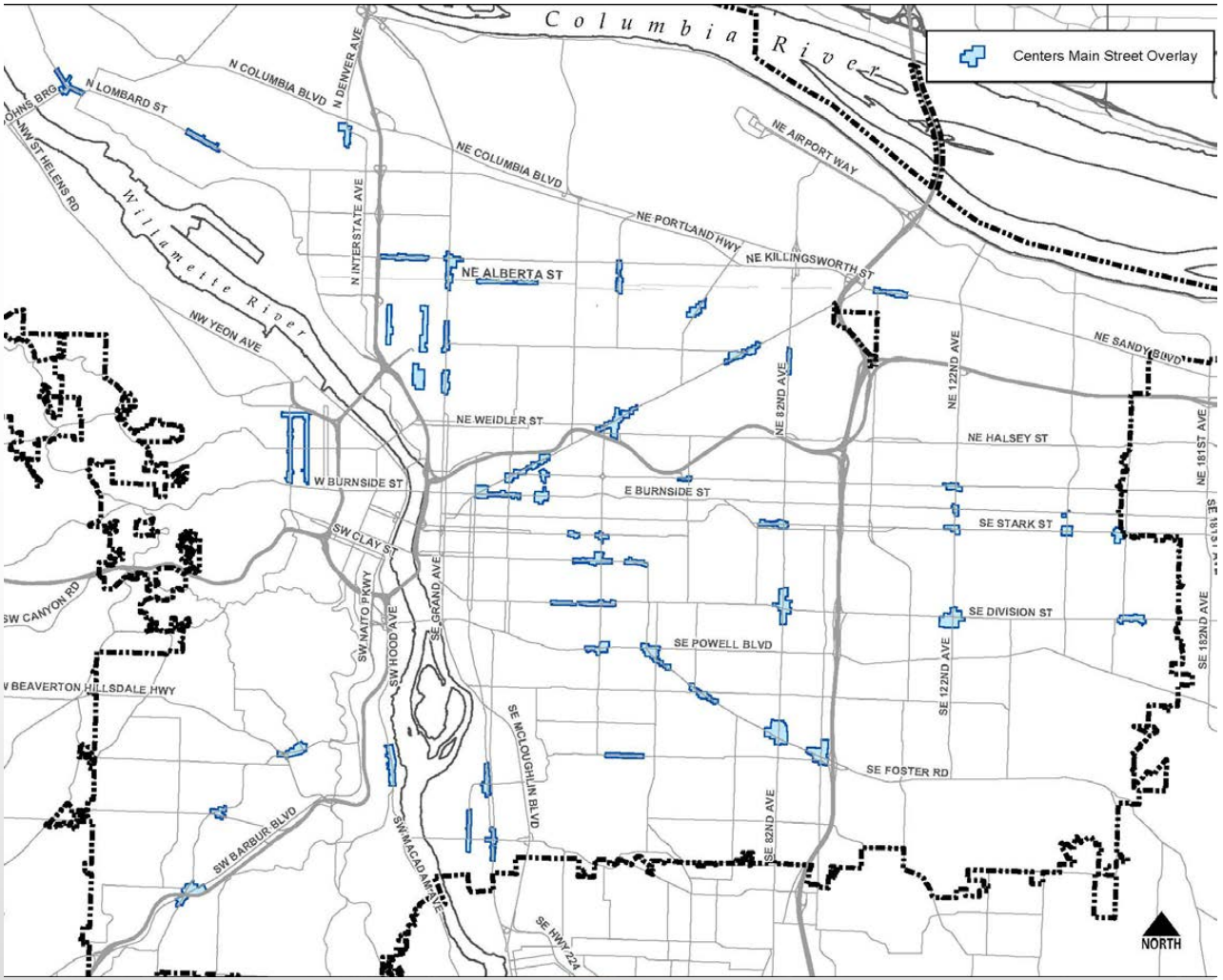
Map 510-9
Ground Floor
Active Use Areas:
-No dwelling
units on ground
floor



Mixed Use Zones

Centers Main Street Overlay:

- Ground floor windows at 60%
- Required active uses at ground level

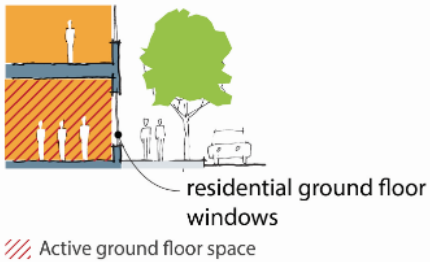


Central City and Mixed Use Zones

Options for ground-floor residential units
(in location where active uses are not required)

ACTIVE GROUND FLOOR WINDOWS

40%



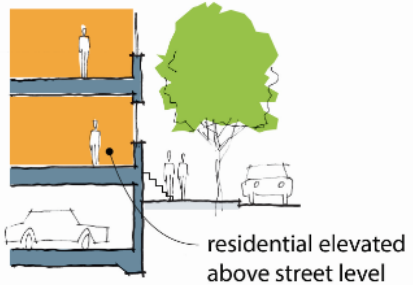
FRONT SETBACK

25%



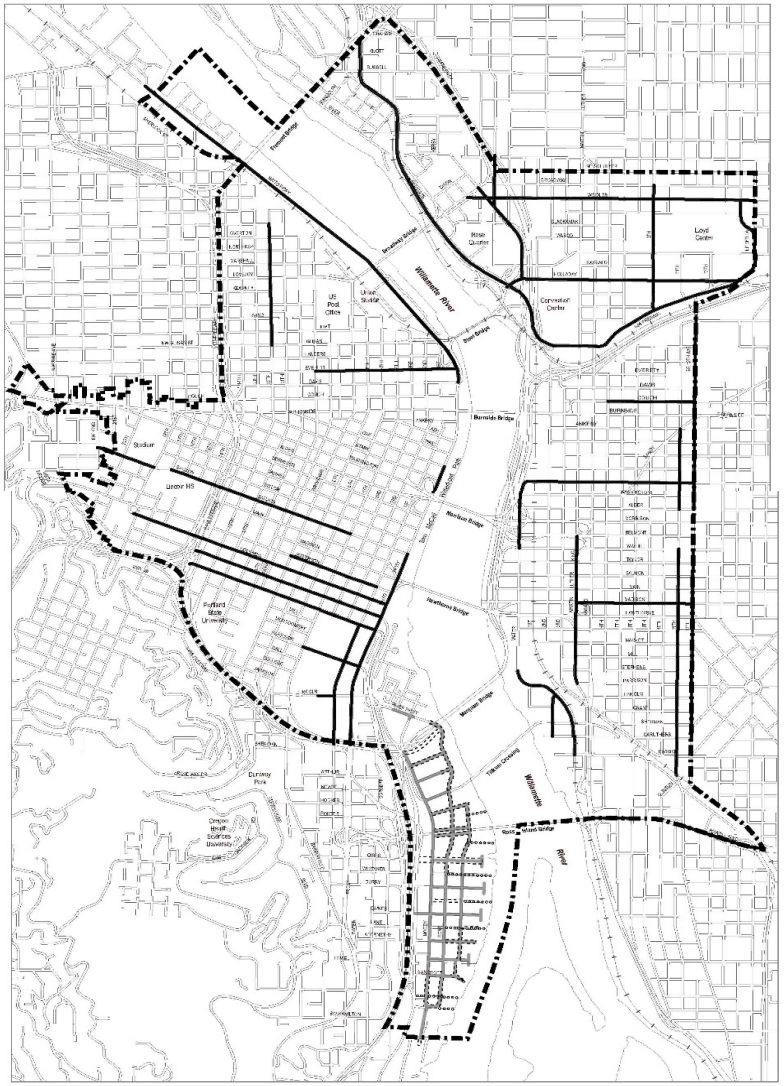
RAISED GROUND LEVEL

25%



Map 510-7
Options for Required Building Lines:

- **mapped streets have an optional setback with required landscaping to the L2 standard**
- **Ecoroof requirement for all new buildings over 20,000 sq ft**

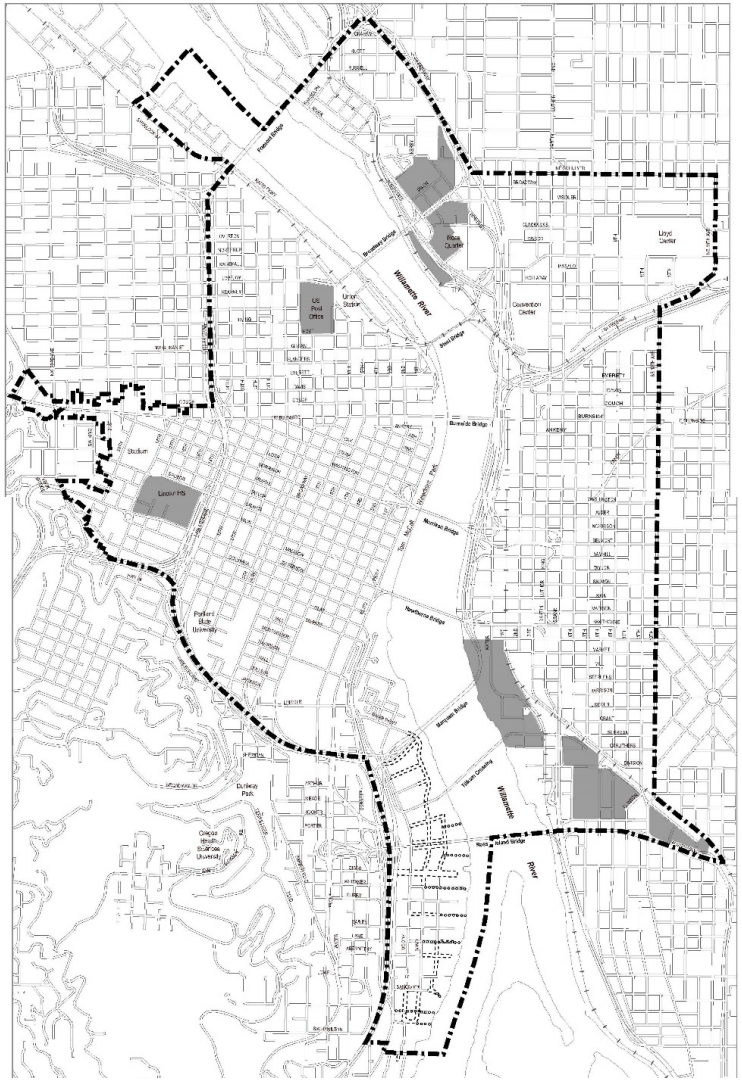


Mixed Use Zones – Green Options

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)





Map 510-7
Required Master Plan Sites

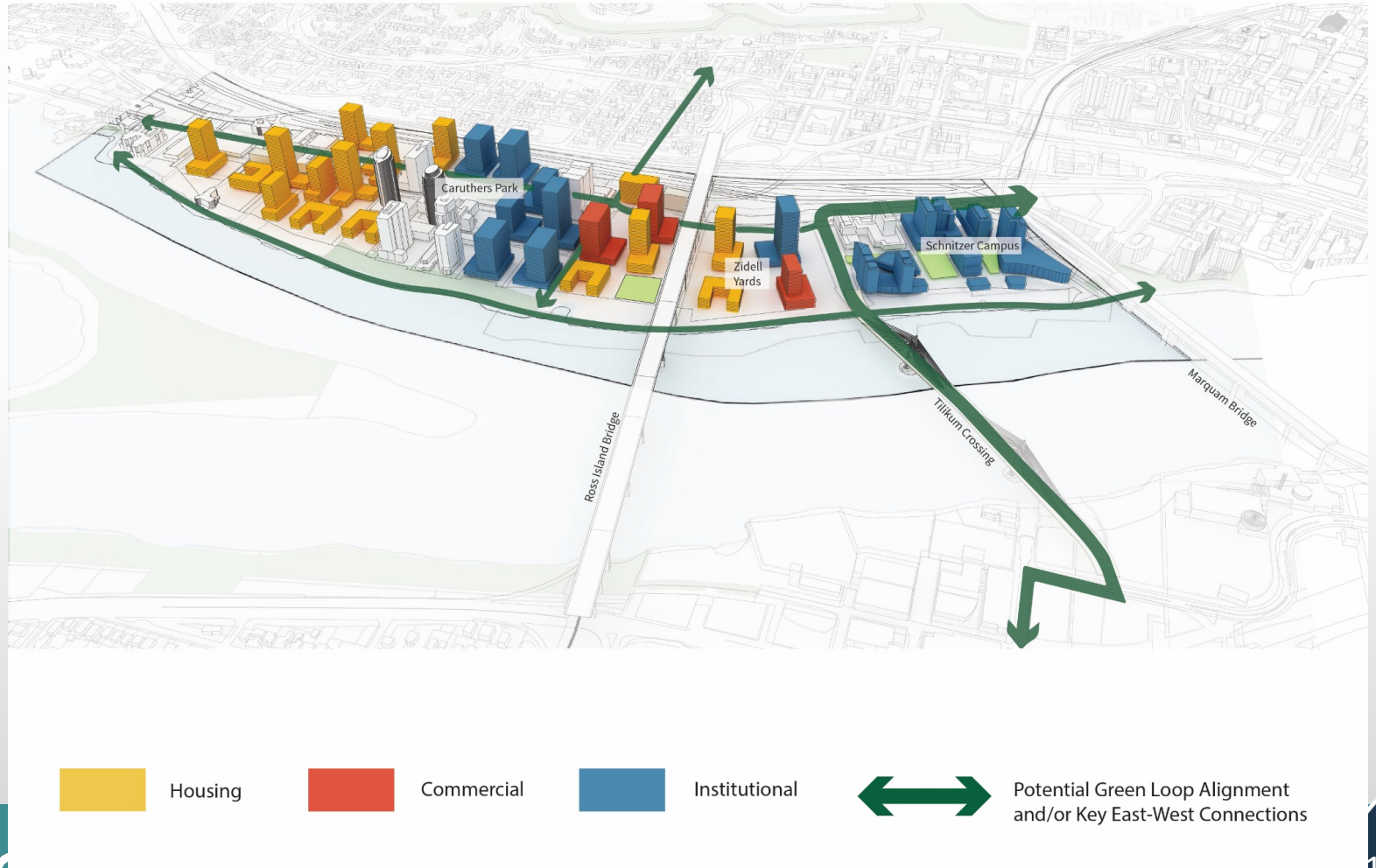
Questions?



Housing

Commercial

Potential Green Loop Alignment and/or Key East-West Connections

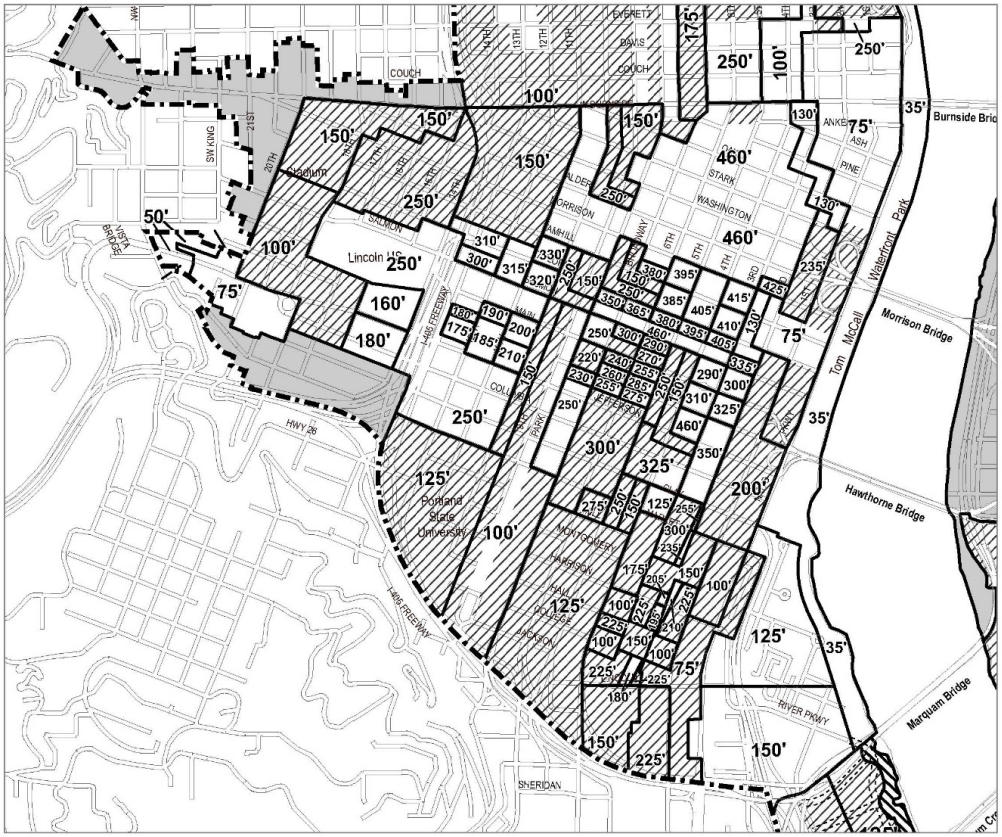

Caruthers Park
Zidell Yards
Schnitzer Campus
Ross Island Bridge
Tilikum Crossing
Marquam Bridge
Housing
Commercial
Institutional
Potential Green Loop Alignment and/or Key East-West Connections

Draft Maximum Heights

Map 510-3

Map 3 of 3

Map Revised Xxxxx XX, 201X



Legend

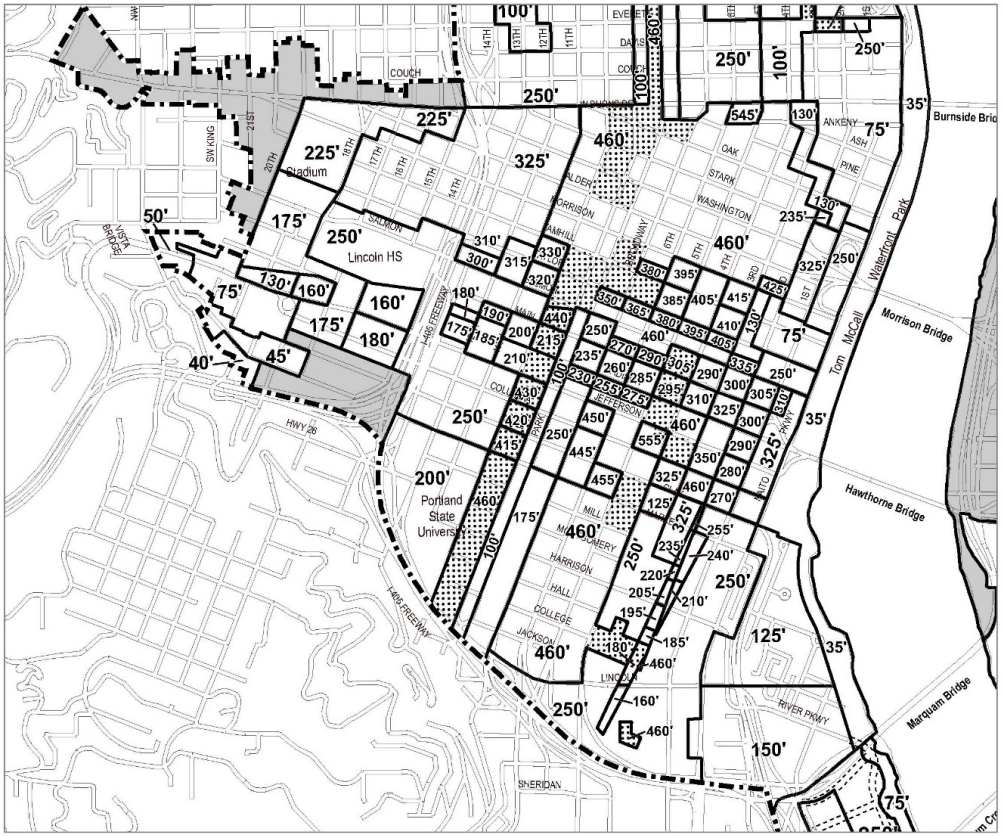
- Central City Plan District boundary
- X' — Maximum building height
- Areas where maximum height is determined by base zone
- Area eligible for height increase
- Maximum height limit of 75' for first 125 feet from top of bank
- Proposed right-of-way
- Proposed accessways

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 3 of 3

Map Revised Xxxxx XX, 201X



Legend

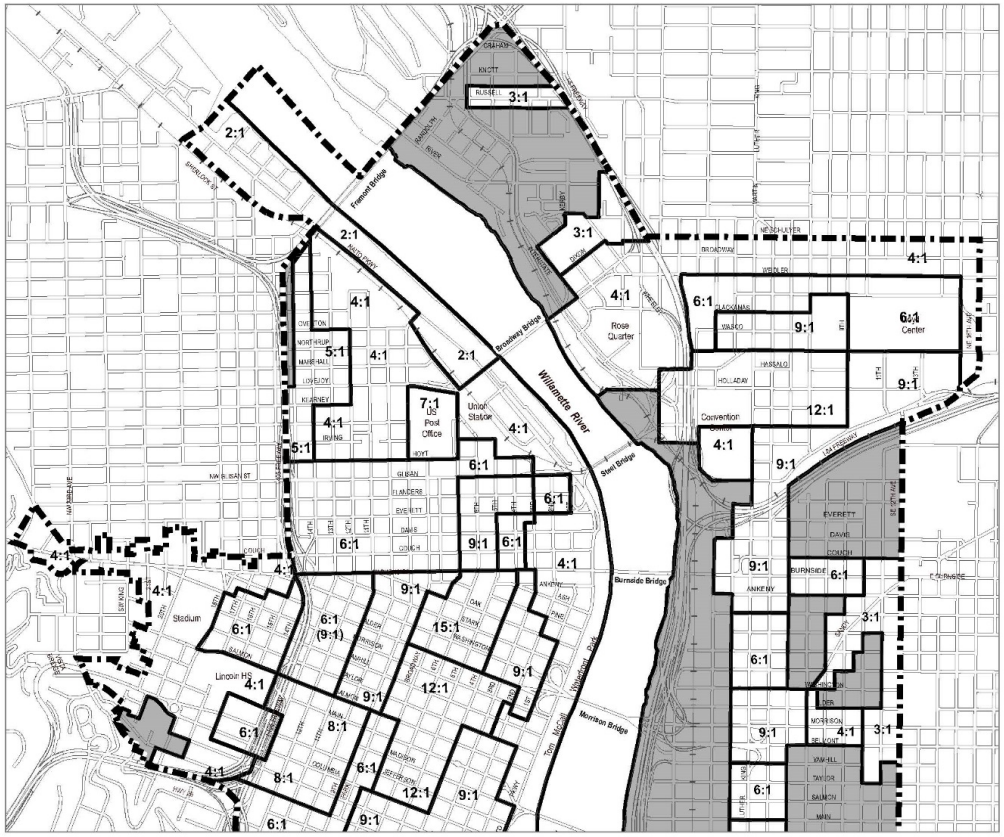
- Central City Plan District boundary
- X' — Maximum building height including eligible height increases
- Areas where maximum height is determined by base zone
- Proposed right-of-way
- Proposed accessways
- Areas where a shadow analysis is required
- UL — Unlimited height allowed

Draft Maximum Floor Area Ratios

Map 510-2

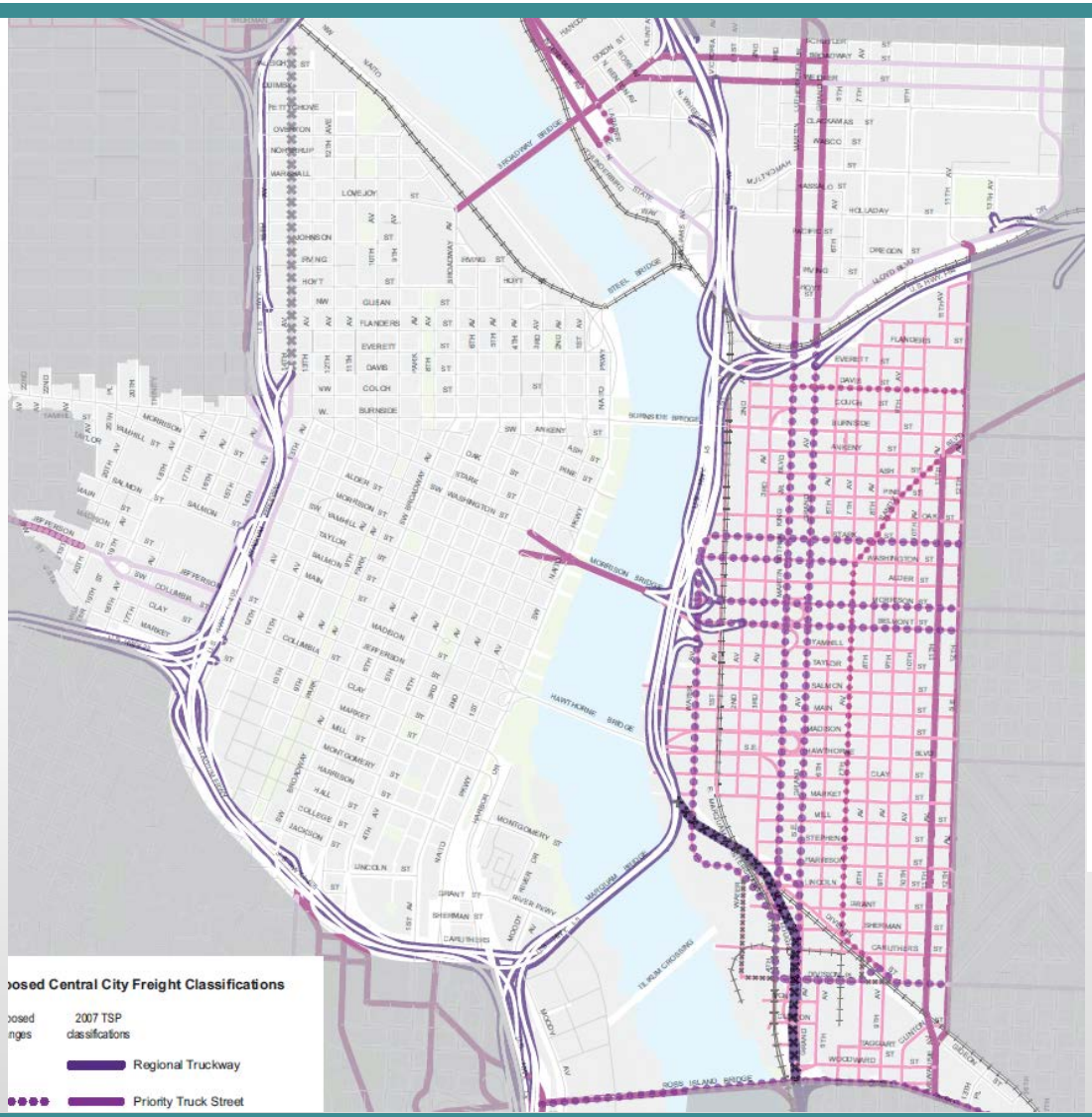
Map 1 of 2

Map Revised Xxxx XX, 201X



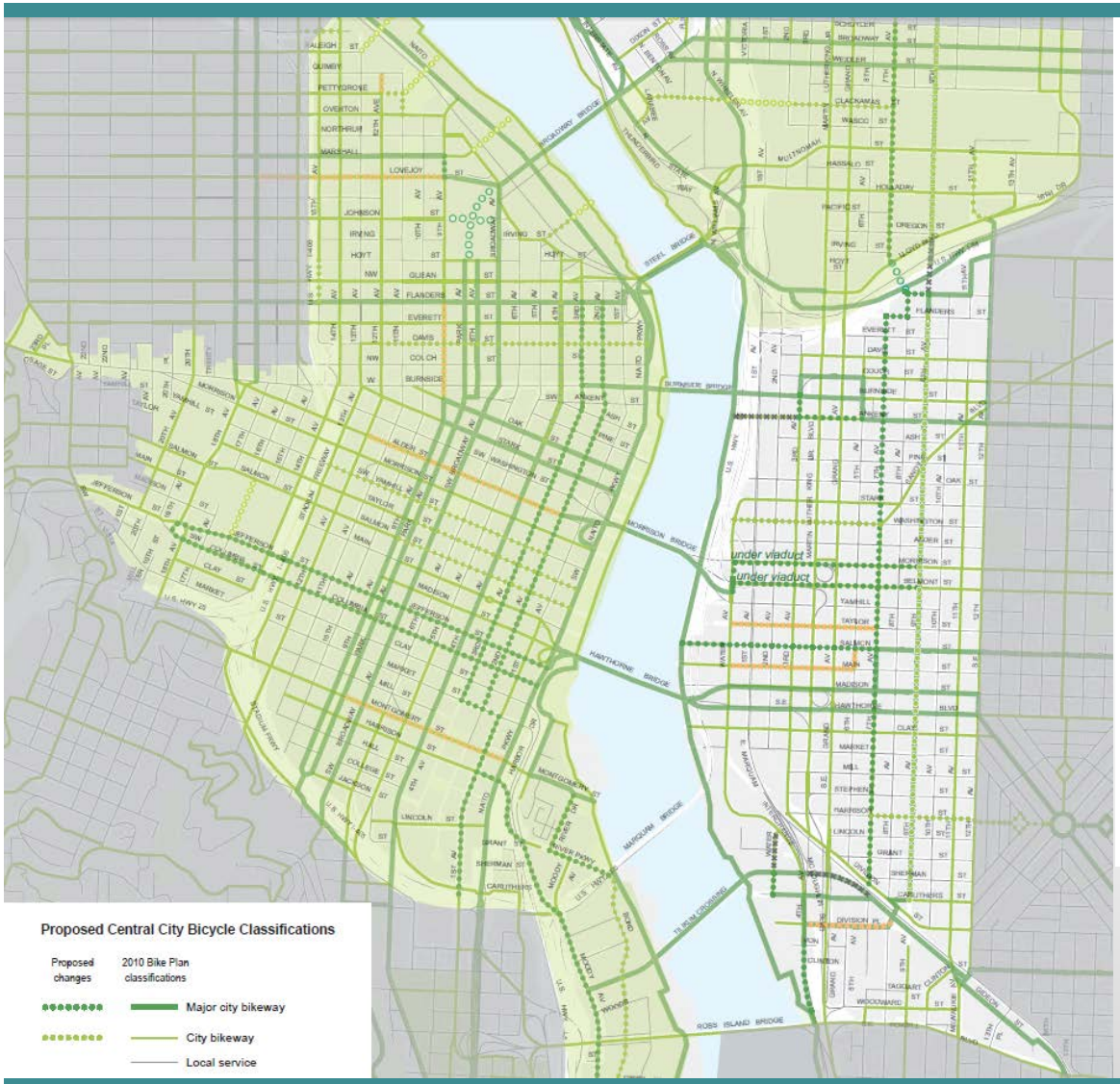
Legend

- Central City Plan District boundary
- Maximum FAR area boundary
- Area where floor area ratio (FAR) is determined by base zone
- Proposed right-of-way
- Proposed accessway
- **X:Y** Maximum FAR
  - **X** = Gross square foot of building
  - **Y** = Square foot of site
- **(X:Y)** Residential maximum FAR



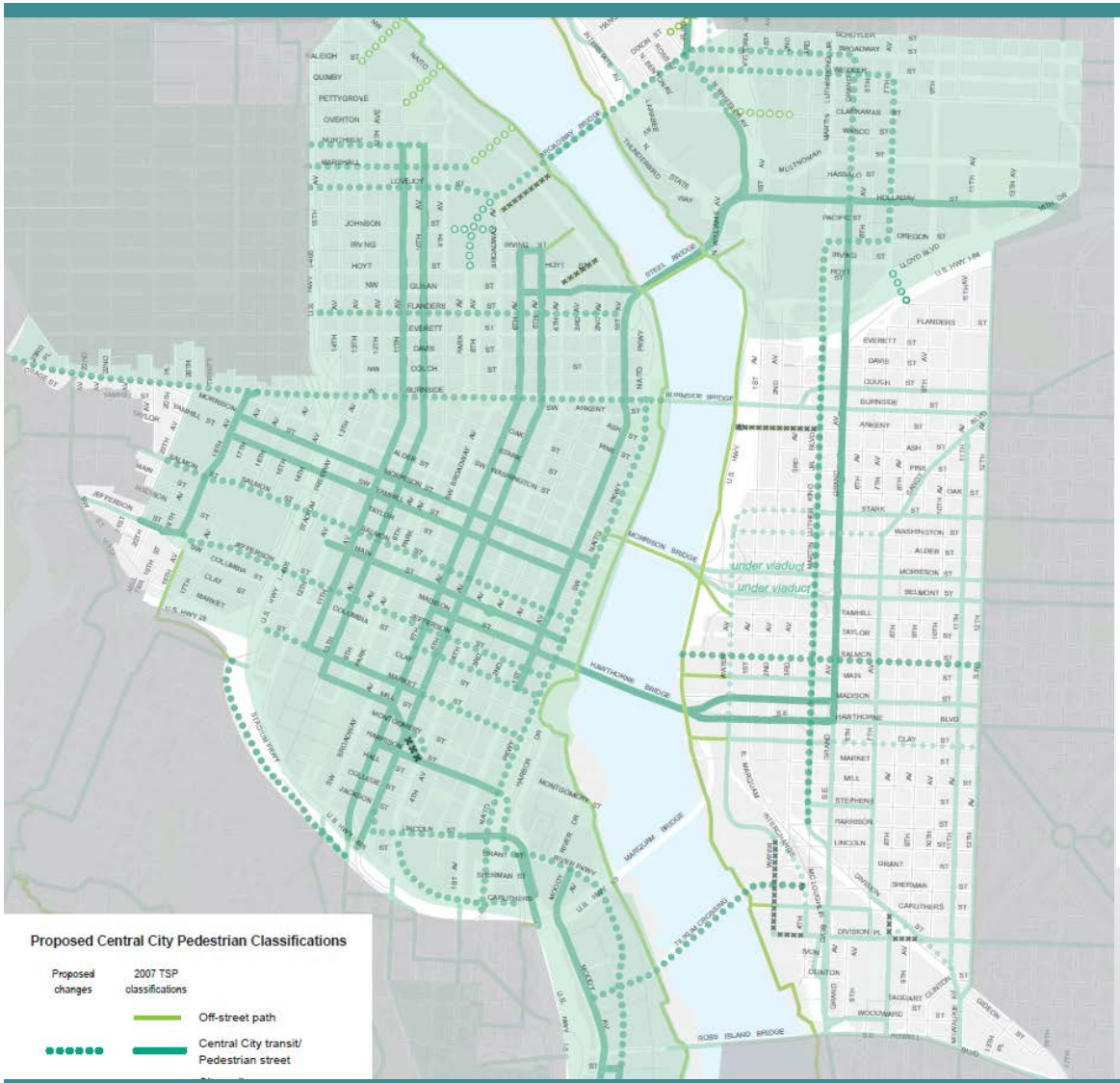
TSP
Freight Classifications

Proposed changes	2007 TSP classifications
	Regional Truckway
	Priority Truck Street
	Major Truck Street
	Truck Access Street
	Freight District Street
	Local Service Truck Street
	Railroad Main Line
	Railroad Branch Line
	Remove



TSP
Bicycle Classifications

Proposed changes	2010 Bike Plan classifications
●●●●●●●●	Major city bikeway
●●●●●●●●	City bikeway
	Local service
	Bicycle district
○○○○○○	New connection, e.g. bridge
✕✕✕✕✕✕✕✕	Change to local service
✕✕✕✕✕✕✕✕	Remove



TSP
Pedestrian Classifications

Proposed changes | 2007 TSP classifications

- Off-street path
- Central City transit/ Pedestrian street
- City walkway
- Pedestrian district, ***all streets in these areas are city walkways***
- Local access
- New connection
- Remove

Notes from Central City Discussion Draft Presentation to the Urban Forestry Commission March 17, 2016

Staff presenting: Sallie Edmunds, Roberta Jortner, Mindy Brooks. Other staff present: Emily Meharg, Jeff Caudill

Total in attendance: ~20

What we heard:

General

1. In next steps the UFC should be at the table early to lend perspectives and expertise. For example, when formulating the strategy for increased soil volume draw on UFC expertise to inform.

Scenic resources and trees

1. The plan should provide guidance to encourage pruning of trees rather than removing trees to help maintain public views (see below).

Tree Canopy Targets

1. Overall – really good analysis.
2. Focus on increment of canopy change rather than the total percent canopy since basis for existing canopy will change (e.g., new LiDAR data).
3. Consider different assumptions/methodology for Lloyd District – major opportunities to be creative and generate additional canopy through anticipated redevelopment, large sites (super blocks), street reconfiguration, conversion of large surface parking lots, etc.
4. Targets should be more aspirational, rather than limited to what seems feasible now. For example, it is recognized that property owners are hesitant to add trees in the ROW but efforts should be focused on strategies/needs to overcome this issue rather than just accept it.
5. Look at different ROW standards for this area and Central Eastside given tree canopy deficiencies in these areas.
6. Move the appendix into the report.
7. When was UF prohibition on planting street trees in strips narrower than 3 feet and cutouts narrower than 4 feet enacted? UFC will address this issue at a separate meeting.
8. What is the intent to address subsurface soil volume? Follow up w/Damon S. and Brian __ for their input.
9. Follow up w/ Vivek Shandas re: LiDAR Data.
10. Schedule follow up with Damon, Brian and Vivek before comments are due (April 8). Invite Jenn Cairo.



CC2035 Discussion Draft Plan

Portland Urban Forestry Commission

March 17, 2016

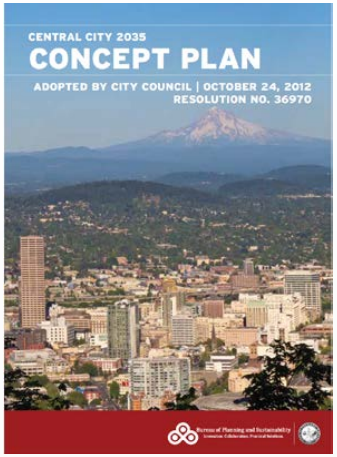
Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

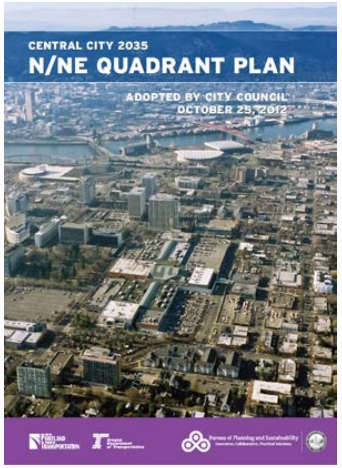
Purpose of the Briefing

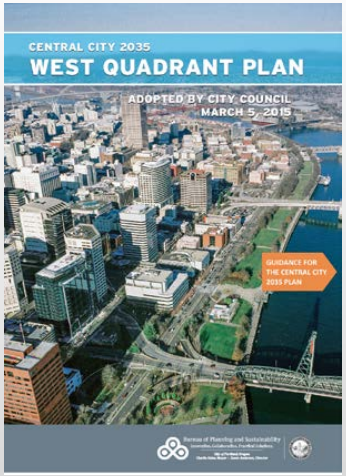
- Provide an overview of the Discussion Draft CC2035 Plan and timeline
- Review the tree related policies in the draft
- Review the new standard for trees in scenic corridors
- Review the tree canopy methodology and targets
- Review the next steps
- Answer questions

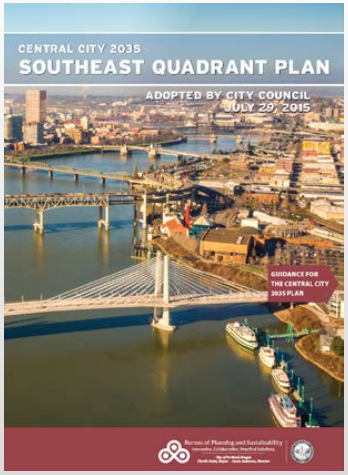


CC2035 Concept Plan & Quadrant Plans









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TIMELINE

CENTRALCITY 2035

FEB — MAR — APR — MAY — JUN — JUL — AUG — SEP — OCT — NOV

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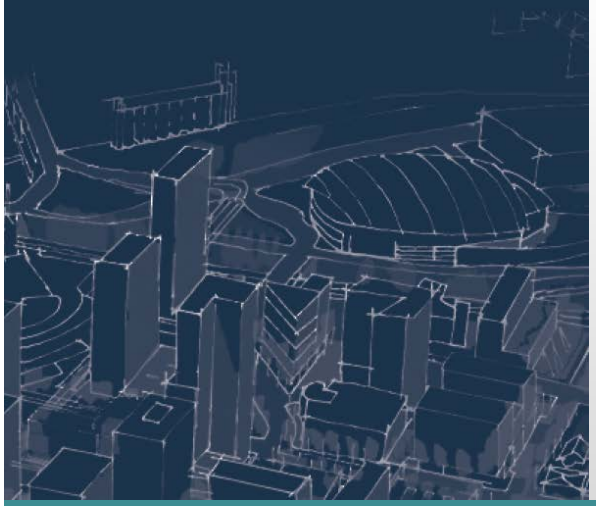


CC2035 Plan

Volume 1: Goals and Policies

Volume 2: Zoning Code and Map Amendments

Volume 3: Inventories

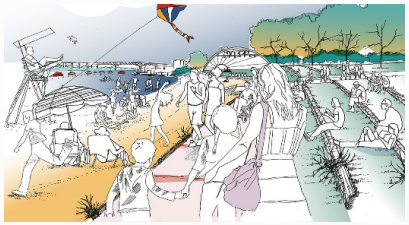
Volume 4: Background Materials

Volume 5: Implementation Plan



Big Ideas of the CC2035 Plan







Civic and Cultural Center

Focus on the Willamette River

Innovation Quadrant

Resilient Central City

Street and Development Character

The “Green Loop”

Central City 2035 policies



Central citywide and district-specific policies support future tree canopy

Integrated into fabric of the plan

- Streetscape
- Large sites
- Public realm
- Green loop
- Resilience
- Green infrastructure
- Habitat connections
- Tree canopy enhancement
- Tree planting
- Street tree investments

Scenic Resources



Two Proposals:

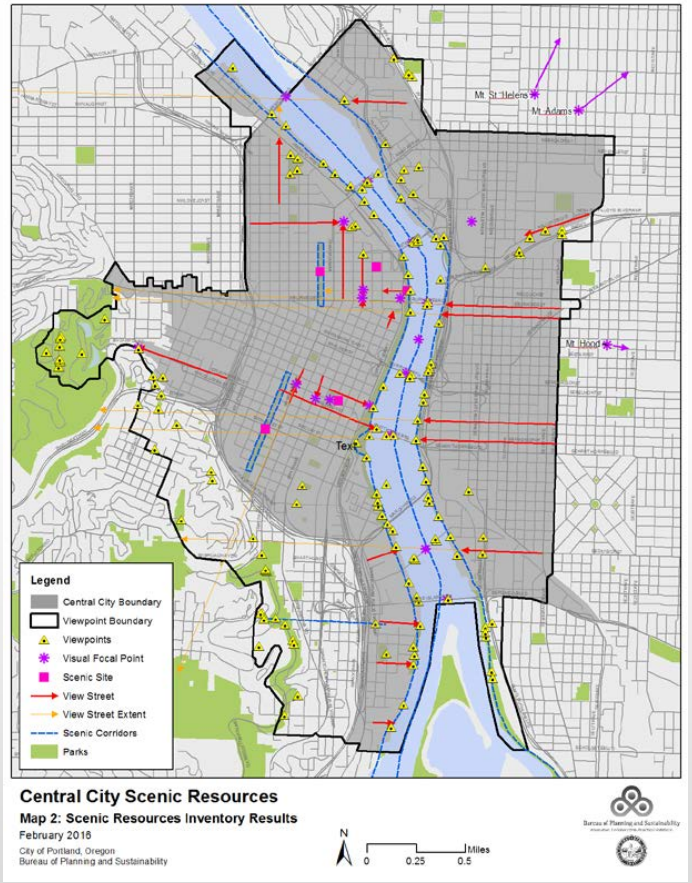
1. Update to the Central City Scenic Resources Protection Plan

2. Update to tree removal within environmental overlay zones

Scenic Resources

Central City

Central City Scenic Resources Protection Plan

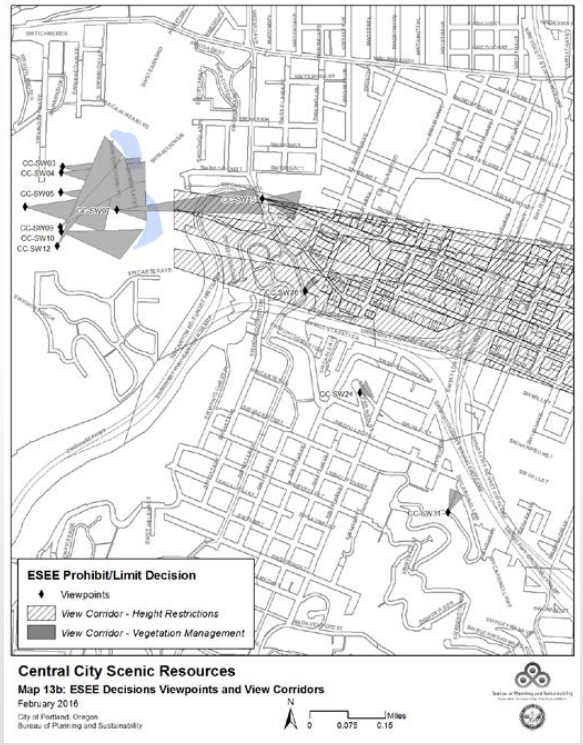


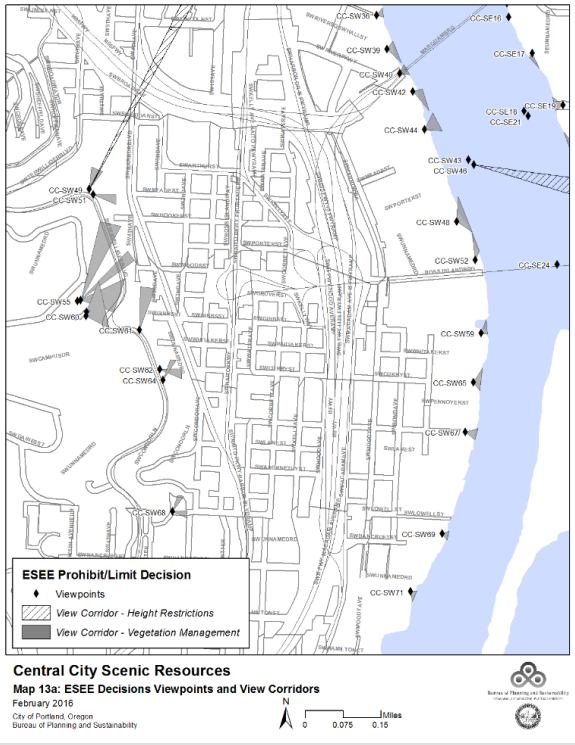
Scenic Resources

Central City



Central City Scenic Resources Protection Plan





View Corridors and Trees



Current Code

Outside an environmental overlay zone

- Trees in view corridors can be removed with a Tree Permit

Inside an environmental overlay zone

- Tree removal in a view point is exempt from environmental review – Tree Permit is required
- Tree removal in a view corridor is allowed through environmental review

View Corridors and Trees



Proposed Code

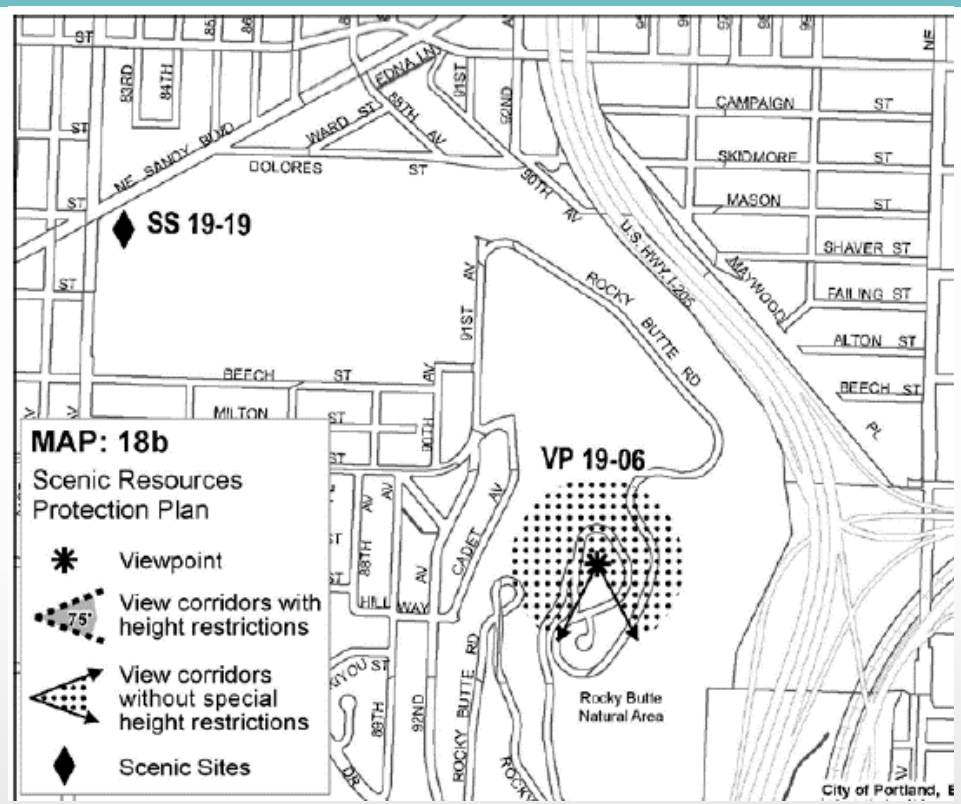
<u>Outside an environmental overlay zone</u>

- No change

<u>Inside an environmental overlay zone</u>

- Tree removal in a view point is exempt from environmental review – Tree Permit is required
- Tree removal in a view corridor is allowed by standards

Would apply city-wide


MAP: 18b
Scenic Resources Protection Plan
Viewpoint
View corridors with height restrictions
View corridors without special height restrictions
Scenic Sites
SS 19-19
VP 19-06
Rocky Butte Natural Area
City of Portland,
NE SANDY BLVD
DOLORES ST
WARD ST
EDNA LN
88TH AV
90TH AV
91ST AV
92ND
U.S. HWY I-205
ROCKY BUTTE RD
CAMPAIGN ST
SKIDMORE ST
MASON ST
SHAVER ST
FAILING ST
ALTON ST
BEECH ST
MAYWOOD
MILTON
CADET AV
HILL WAY
83RD
84TH
88TH
89TH
92ND

Tree canopy targets

Central City 2035 will include targets (adopt by resolution)

For Discussion Draft, developed GIS models to produce future tree canopy scenarios:

- Conduct more rigorous analysis
- Compare impact of CC2035 with current regulations and investments
- “Reality check” quadrant plan targets
- Respond to questions and inform future efforts



Approach

Modeled future canopy for each Central City District

Modeled canopy for trees in:

- Tax lots
- Rights of Way
- Parks

Canopy change “drivers”

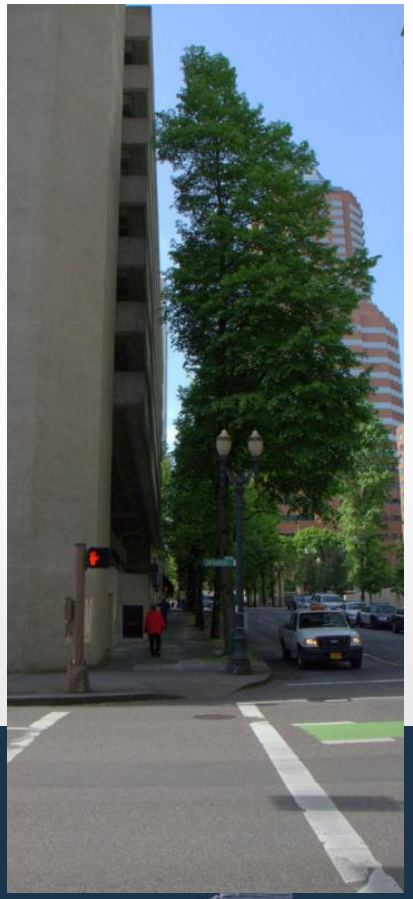
- Future development
- Investments in street tree planting and parks management





Baseline Scenario – current regulations and programs

- Canopy increases (ROW, parks)
- Canopy loss (development)
- ROW canopy constraints
- Canopy variability continues across sub-districts



Central City 2035 Tree Canopy Scenario and Targets



CC2035 contributions to tree canopy

- Regulations
  - Optional building setbacks (required building lines; Vol. 2, 33.510.215)
  - Master plan sites (Vol. 2, 33.510.255)
  - Expanded river setback (Vol. 2, 33.475.210)
- Investments
  - Street tree planting (Vol. 1, policies)
  - Green loop (Vol. 1, Big Ideas)
  - Riverbank enhancement (Vol. 5)
  - Planned new parks (Vol. 1, policies, Urban Design concepts)

Optional Building Setbacks

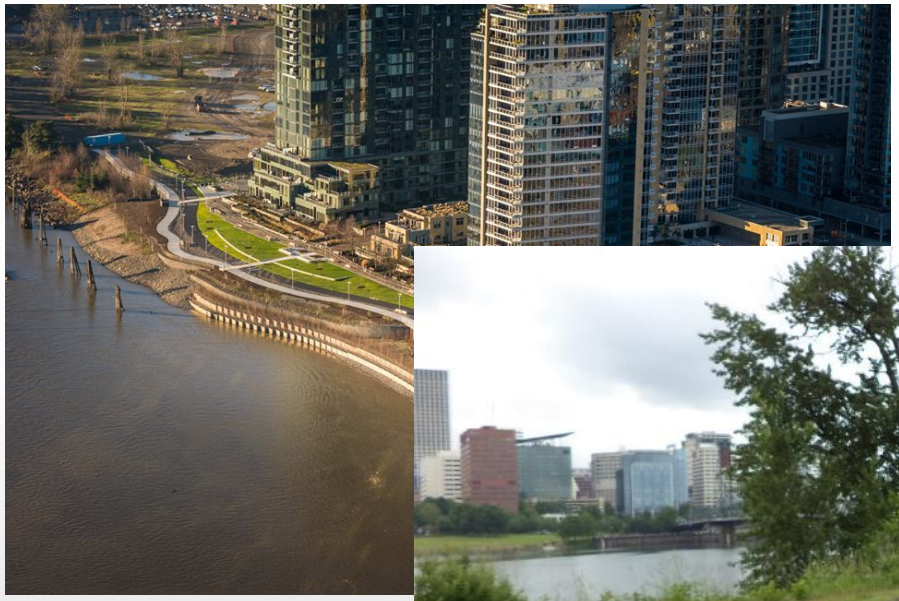


Master plan sites



Image Credit: nextportland.com

Expanded river setback (50 ft)



PP&R/Walker Macy



City investment in street tree planting

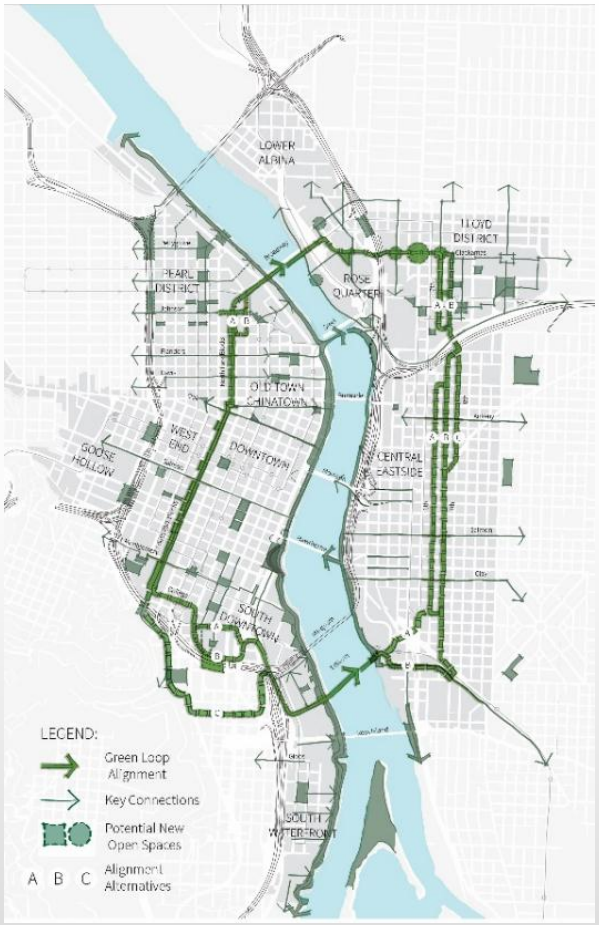




Green Loop







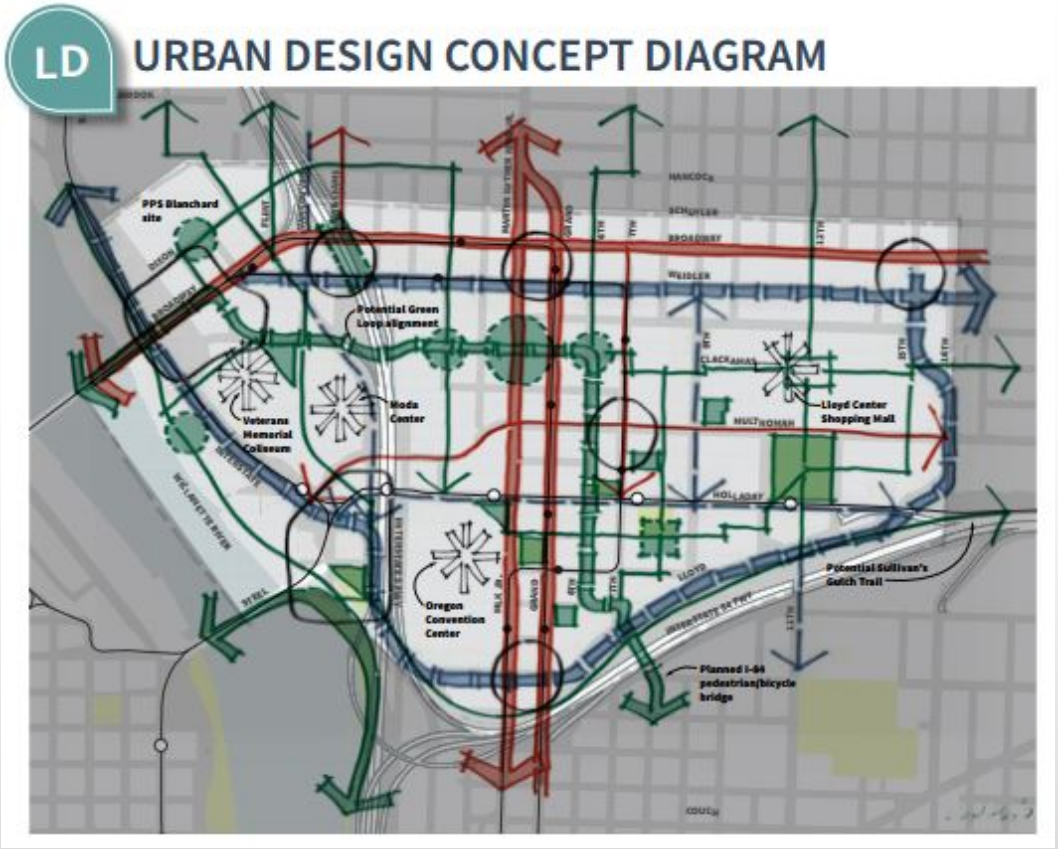
31807

Riverbank enhancement targets





Planned New Parks



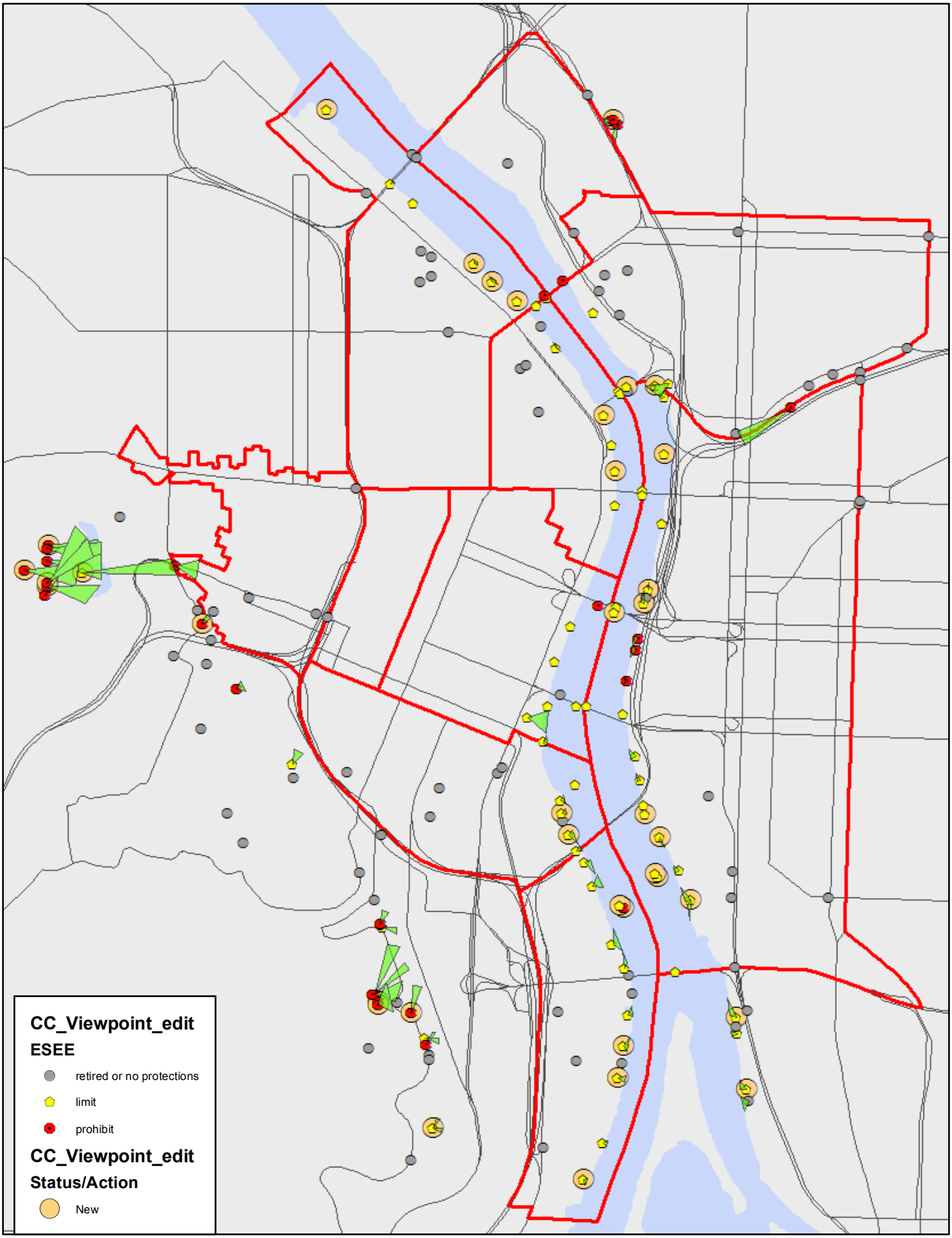
Central City 2035 Tree Canopy Targets

CC District		District Area[1] (acres)	Existing tree canopy	CC2035 Plan Future Tree Canopy Targets[2]	
				LOW	HIGH
SE Quad Total	acres	706	20.3	36.7	43.5
	%		2.9%	5.2%	6.2%
N/NE Quad Total	acres	523	34.1	40.2	43.8
	%		6.5%	7.7%	8.4%
West Quad Total	acres	1,294	129.5	187.0	213.2
	%		10.0%	14.5%	16.5%
Central City Total	**acres**	**2,523**	**183.9**	**263.8**	**300.5**
	%		**7.3%**	**10.5%**	**11.9%**

[1] Does not include water.
[2] Includes existing and baseline tree canopy.

Questions?



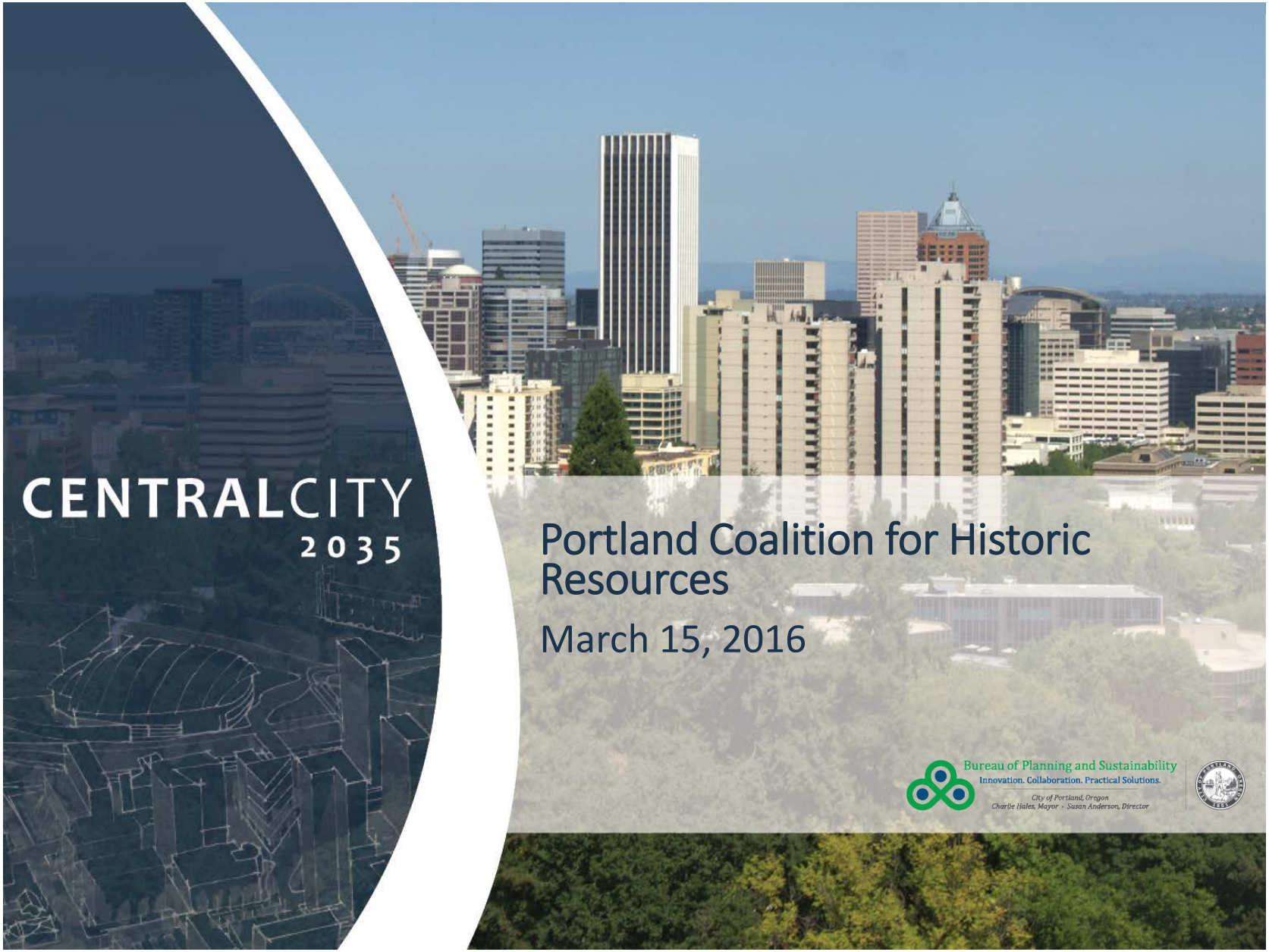

CC_Viewpoint_edit
ESEE
retired or no protections
limit
prohibit
CC_Viewpoint_edit
Status/Action
New

Topics of interest to HAND

1. Height and FAR in the Southern Triangle
    a. Take a look at the Map App for this area (Built Form toggle): Shows 100' (250') for the OMSI station area, 65' (100') for the Clinton Station, and a new view corridor from the Tilikum Crossing that sets heights between the two station areas south of Clinton to 45-95' getting taller as you move away from it to the east.
    b. FAR is set to 2:1 for the station areas which require Master Plans to get more, but south of the OMSI master plan area, the FAR is a little higher, 3:1. FAR bonus and transfer options are available.
2. Ped/bike bridge at Clinton Station
    a. PDC and PBOT are still working to replace this bridge. PDC is including it in their concept planning for the Clinton Station area. Would not be funded by TriMet.
3. Clinton and OMSI station redevelopment
    a. We haven't heard from OMSI, but they have joined up with others as part of an Innovation Quadrant group of institutions. There is considerable interest in biotech and related companies moving into that area.
    b. Clinton Station is an active project at PDC and they presented some work they've done with GBD at the eastside open house we held at the beginning of this month. They're trying to figure out the best way to configure the site, provide affordable housing, maintain the fire bureau's use of one building, while connecting up the two adjacent areas.
    c. Powell-Division is in a state of flux and we're hearing that the alignment may change as a result.
4. Historic homes in the industrial sanctuary
    a. Citywide issue that has employment lands impacts. Looking into this. Timeline is after Comp Plan.
    b. For CC2035: Volume 2 has update to 33.510.119 Retail Sales and Service and Office Uses in the IG1 Zone → Allows listed historic resources to have up to 12,000 sf of this and 100% can be Industrial Office. Look at page 43 of Volume 2 for details. These properties can also uiltize the Multiple Property Document (MPD) created as part of the Buckman historic district.
5. 11th/12th corridor → Zoning? Transportation functions, safe crossings
    a. 11th and 12th are set to remain Major Truck Streets as they connect up to regional truckways I-84 and 99W via Powell/Hwy 26 as well as Sandy which is a Major Truck Street.
    b. PBOT TSP Proposed Project 20176: "Enhance pedestrian and bicycle safety and access by installing improved crossings at 12th & Ankeny, 11th & Salmon, 12th & Salmon, 12th & Madison, 12th & Hawthorne, 11th & Clay, and 12th & Clay."

PSC

- Briefing: 5/24
- Staff drop-ins, probably at City Hall, week of June 6th
- Hearing 1: June 14th, 12:30pm
- Hearing 2 / work session: June 28th, 7pm
- Work session / decision: July 26th, 6pm


CENTRALCITY
2035
Portland Coalition for Historic Resources
March 15, 2016
Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

Purpose of the Briefing

- Provide an overview of the multi-volume Discussion Draft CC2035 Plan
- Summarize major code changes by 8 topic areas
- Highlight historic resource-related plan elements
- Answer questions



Learn more

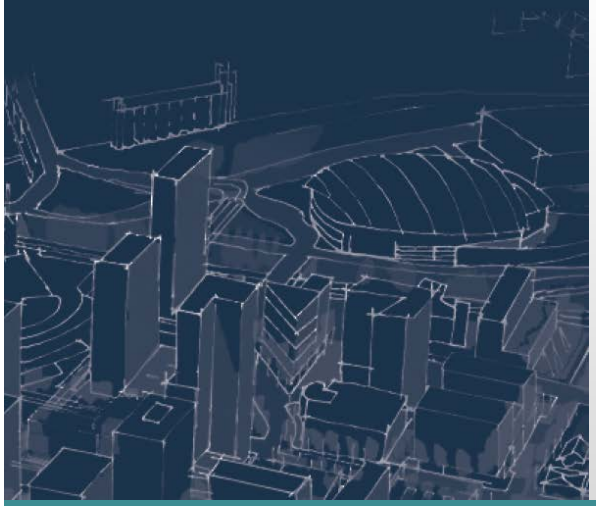
Visit website

Explore Map App

Attend open houses

Stop by during drop in hours

Contact staff



CC2035 Plan

Volume 1: Goals and Policies

Volume 2: Zoning Code and Map Amendments

Volume 3: Inventories

Volume 4: Background Materials

Volume 5: Implementation Plan



TIMELINE

CENTRALCITY 2035

FEB — MAR — APR — MAY — JUN — JUL — AUG — SEP — OCT — NOV

DD Discussion Draft

Publish February 2016

Open houses on 2/24 & 3/2

Lobby displays

Staff drop–ins from 2/22 – 3/6

Staff presentations at community meetings

Comments due 3/31/2016

PD Proposed Draft

Publish May 2016

PLANNING & SUSTAINABILITY COMMISSION

Public hearings, work sessions & recommendations

REC Recommended Draft

Publish August 2016

CITY COUNCIL

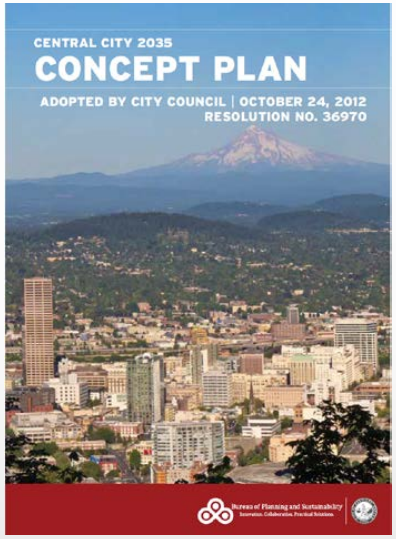
Public hearings, deliberations & adoption

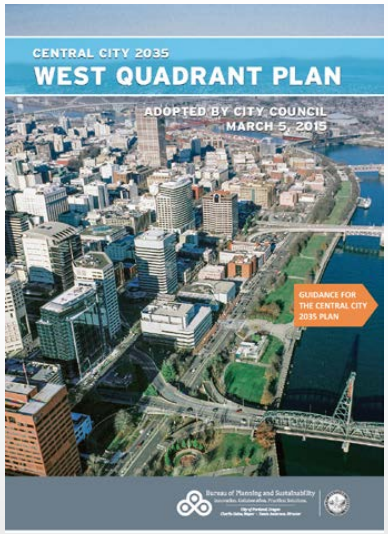
A Adopted Draft

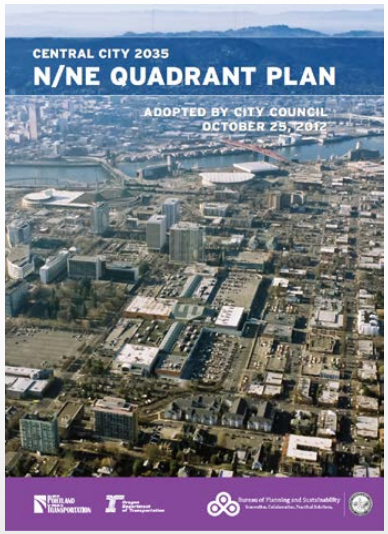
Effective late 2017

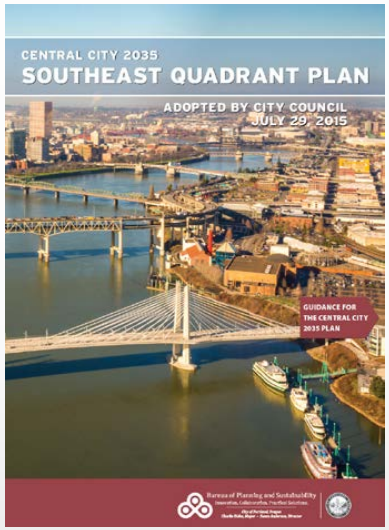


CC2035 Concept Plan & Quadrant Plans









The CC2035 Discussion Draft

- Updates the 1988 Central City Plan
- Builds on five years of work with over 8,000 Portlanders
- Lays the groundwork for a prosperous healthy, equitable and resilient Central City



LIVABILITY & THE PUBLIC REALM

Code references:

- 33.510.215
- 33.510.220
- 33.510.225
- 33.510.210
- 33.475.210
- 33.510.255



1) New street and development character code *(setbacks, ground floor windows, ground floor active uses, and design guidelines)*
2) New riverfront open space bonus
3) Expand river setback for recreation and habitat
4) Update large site master plan tool
5) Green Loop concept



JOBS

Code references:
- 33.510.119
- Transportation System Plan Updates
- Zoning Map
- 33.510.117

1) Expand industrial office uses in the Central Eastside
2) Clarify and improve freight routes
3) Expand areas zoned mixed use and greater commercial allowances



BONUSES, TRANSFERS & AFFORDABLE HOUSING

Code references:
- 33.510.200
- 33.510.210



1) Overhaul the bonus and transfer system
   - Repeal most existing bonuses and transfers
   - Prioritize affordable housing and seismic/historic preservation



TRANSPORTATION & PARKING

Code references:

- 33.510.261-262
- 33.808
- Transportation System Plan Updates
- 33.510.260

1) New Transportation System Plan (TSP) policies, maps and projects
2) Simplify parking code, and allow more flexible operation of structured parking
3) Require ground floor active uses with structured parking
4) Require Transportation Demand Management (TDM) plans for new development





HEIGHT & VIEWS

1) Maintain basic existing height pattern
2) Increase heights along transit mall and bridgeheads
3) Remove height bonuses in historic districts
4) Modify height limits in view corridors

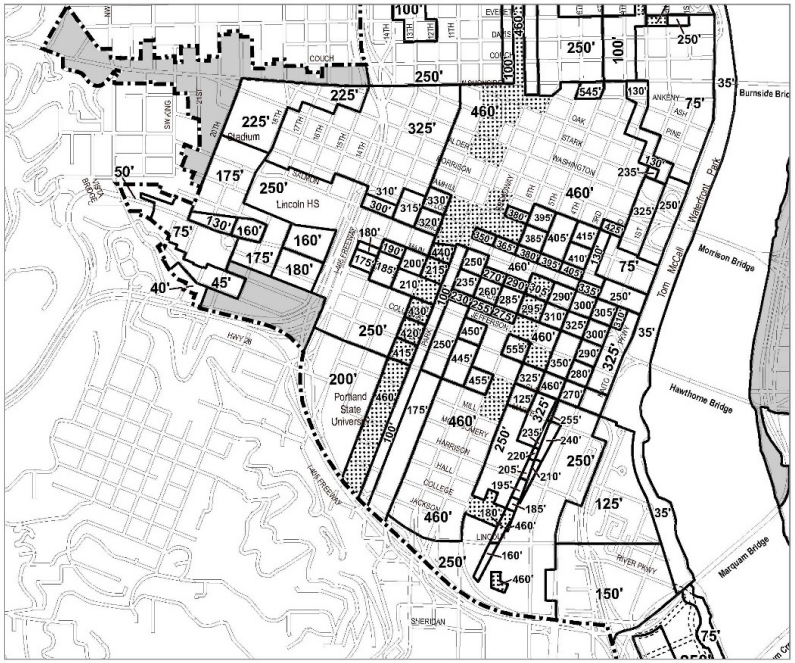


Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 3 of 3

Map Revised Xxxxx XX, 201X



WILLAMETTE RIVER

Code references:
- 33.475
- 33.510.115



1) Establish new river overlay zoning code to include
   - Increased river setback
   - More flexible landscaping standard
   - New river environmental overlay zone on the river, riverbanks and riparian areas
2) Establish a new river review and repeal the current greenway review
3) Allow small retail spaces in Gov. Tom McCall Waterfront Park

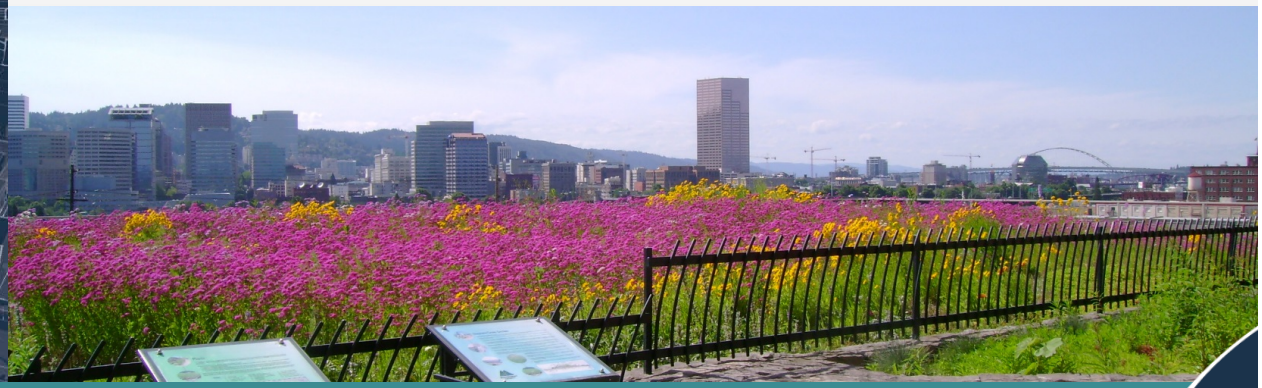


ENVIRONMENT

Code references:
- 33.510.243
- 33.510.244
- 33.475.210



1) Remove ecoroof bonus and instead require ecoroofs
2) Require registration for LEED Gold
3) Create bird friendly lighting along riverfront



HISTORIC RESOURCES:

POLICIES

Volume 1
Urban Design
Page 68



CENTRAL CITY-WIDE POLICIES

5.16 Renovation and rehabilitation:

Encourage the preservation, renovation and rehabilitation of historic buildings.

5.17 Historic resources and districts:

Enhance the identity of historically, culturally and architecturally significant buildings and places, while promoting contextually-sensitive infill development on vacant and surface parking lots.



HISTORIC RESOURCES:

POLICIES

Volume 1
Urban Design
Pages 69-73



DISTRICT-SPECIFIC POLICIES

- Downtown
- West End
- The Pearl
- Old Town/Chinatown
- Lower Albina
- Central Eastside



HISTORIC RESOURCES:

POLICIES

Volume 1
Urban Design
Page 71



DISTRICT POLICY EXAMPLE

Lower Albina Policy 5.LA-4

Preserve, rehabilitate and celebrate historic structures in Lower Albina, including those in the Russell Street Conservation District and culturally significant African-American resources identified in the Cornerstones of Community Inventory.



HISTORIC RESOURCES:

ZONING

Code references:
- 33.510.200



New Central City historic FAR transfer:

- Transfers within CC Plan District
- Landmarks and contributing properties in districts
- Must meet City seismic standards



HISTORIC RESOURCES:

ZONING

Code references:
- 33.510.117
- 33.510.119



Add flexibility for commercial uses in historic resources and existing structures:

- RX Zone: Existing structures: up to 100% can be in Retail or Office use
- IG1 Zone: Landmarks and contributing resources: up to 100% can be in Industrial Office use



HISTORIC RESOURCES:

ZONING

Code references:
- Map 510-3

Volume 3: Scenic Resources Inventory

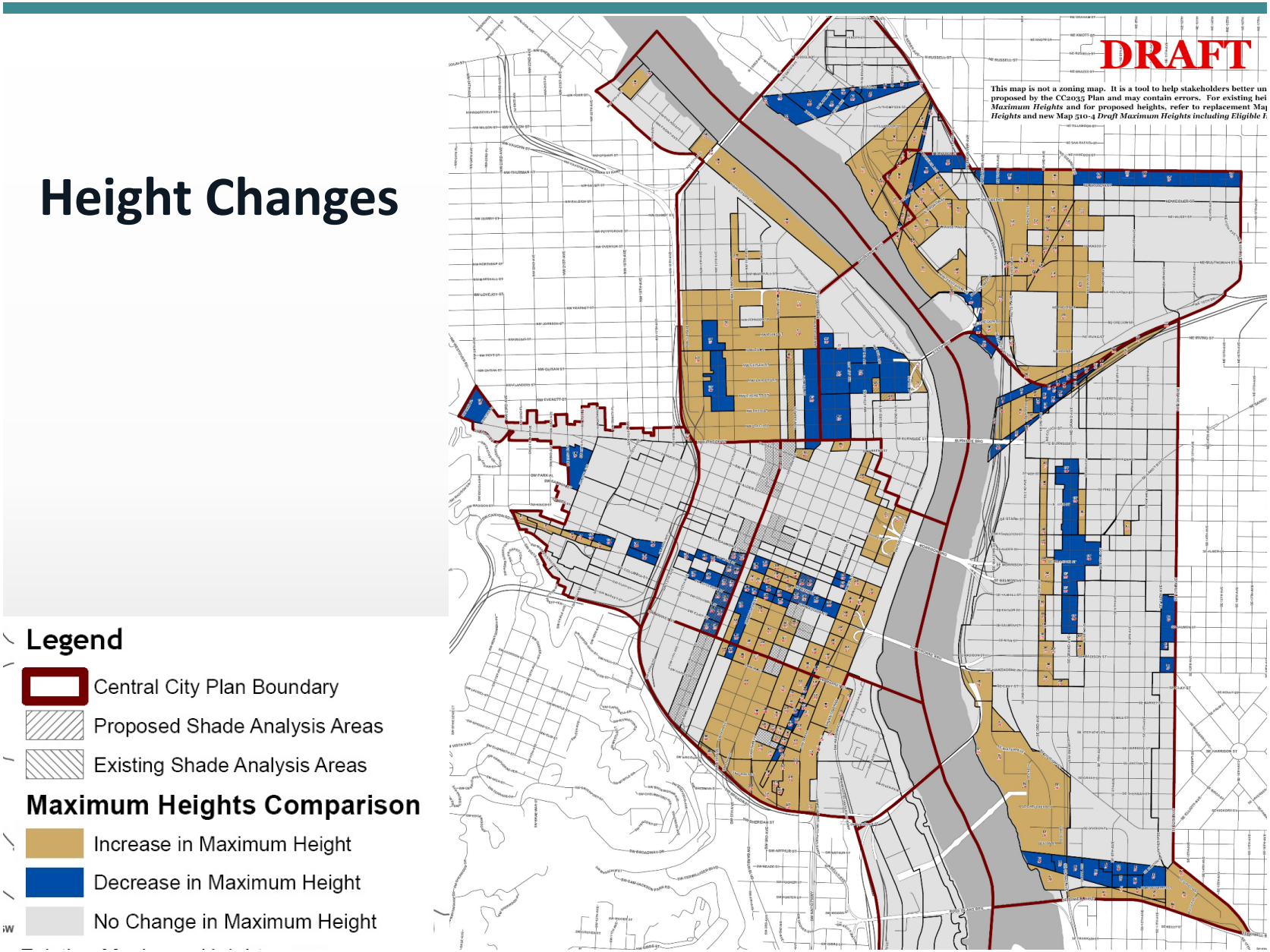


Maximum Height and Scenic Resources:

- Remove height bonus from historic districts
- Heights reduced in part of OT/CT and along NE Broadway
- Require shadow studies adjacent to parks
- Updated Scenic Resources Inventory and Protection Plan
- Heights adjusted in View Corridors



Height Changes



HISTORIC RESOURCES:

WORK PLAN

Early Implementation

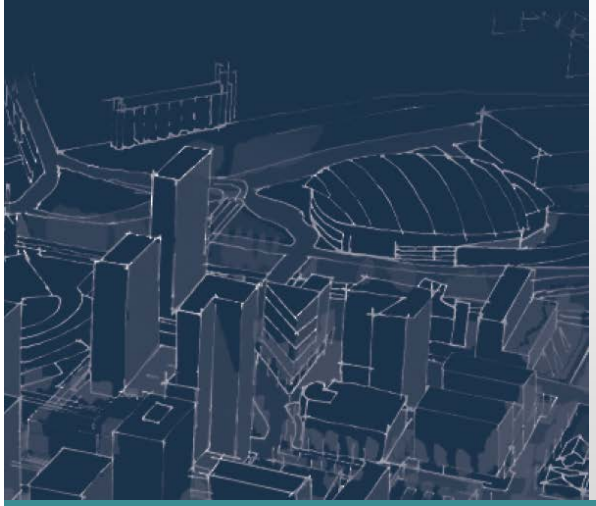
1. Skidmore/Old Town Guidelines: City Council mid-April
2. New Chinatown/Japantown Guidelines:
   - First advisory committee meeting March 16
   - First Landmarks Commission briefing March 28
   - Landmarks Commission hearings early fall
3. African-American MPD (CLG grant, begin summer)



HISTORIC RESOURCES:

FUTURE WORK PLANS

Volume 5
Implementation Plan



- Consider requiring seismic upgrades for projects using public assistance
- New/enhanced financial tools to support seismic upgrades
- Seismic upgrade to Union Station
- Update Central City Fundamental and East Portland/Grand Avenue HD guidelines
- Advocate for state historic tax credit
- Update HRI, prioritize West End, Goose Hollow, Central Eastside
- Support landmark nominations in Lower Albina
- Improve approval criteria in Russell St. Conservation District
- Update New Chinatown/Japantown NR nomination
- Collaborate with PSU on preservation efforts
- Review Downtown MPD nomination and revise if needed

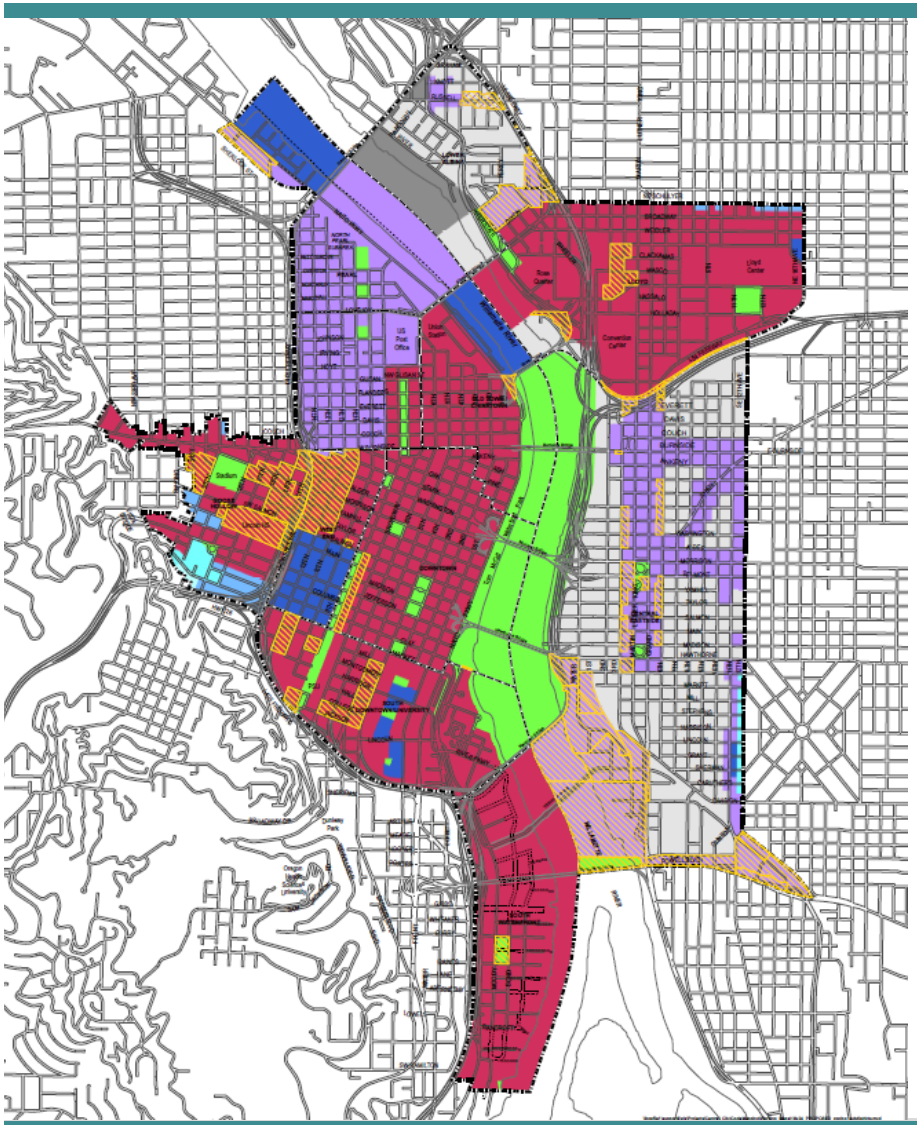
Thank You



Additional Volume 2 Materials

- Height (510-3 and 510-4)
- View Corridors (510-20)
- Maximum FAR (510-2)
- River (e) Overlay
- Top of Bank (475-2)
- Parking Sectors (510-10) and Max. Parking Ratios Table (510-2)
- Required Master Plan Sites (510-19)
- Sample of Transportation System Plan Designation Maps

Proposed Zoning Changes Highlighted



Legend

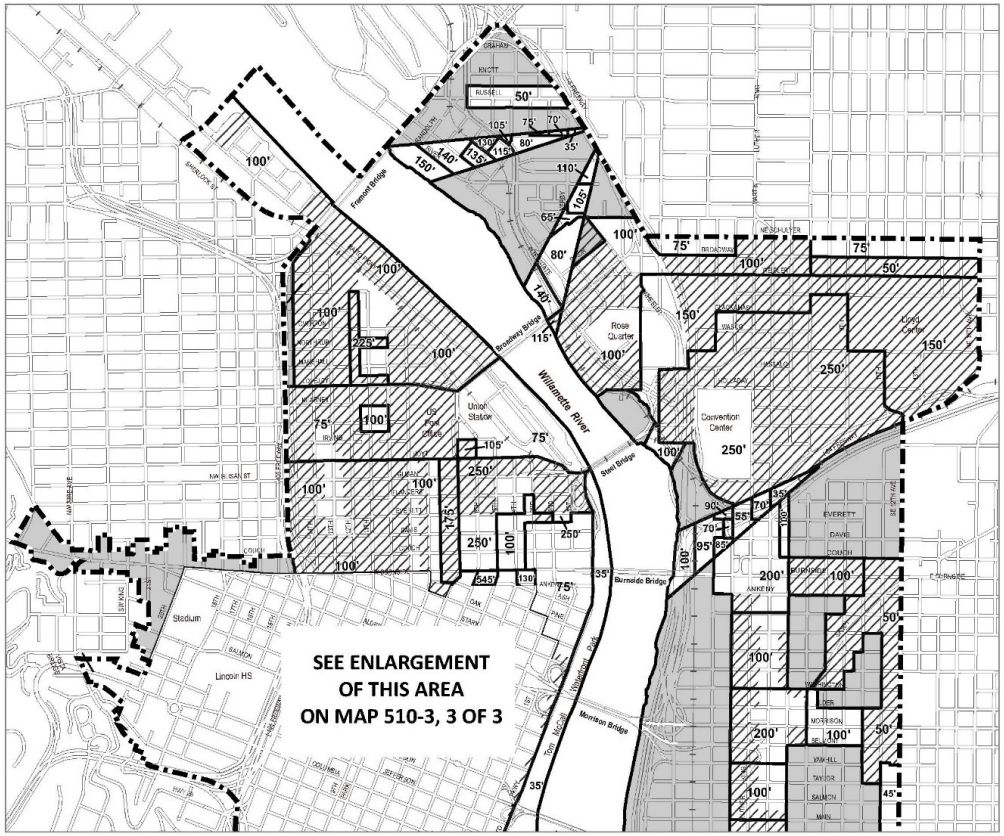
- Central City Plan District
- Subdistrict boundary
- Subarea boundary
- Area of change
- Open Space (OS)
- Low Density Multi-Dwelling Residential 2,000 (R2)
- Medium Density Multi-Dwelling Residential 1,000 (R1)
- High Density Multi-Dwelling Residential (RH)
- Central Multi-Dwelling Residential (RX)
- Central Commercial (CX)
- Central Employment (EX)
- General Industrial 1 (IG1)
- Heavy Industrial (IH)
- IG1(EXd)
- Proposed right-of-way
- Proposed accessways

Draft Maximum Heights

Map 510-3

Map 1 of 3

Map Revised Xxxxx XX, 201X



Legend

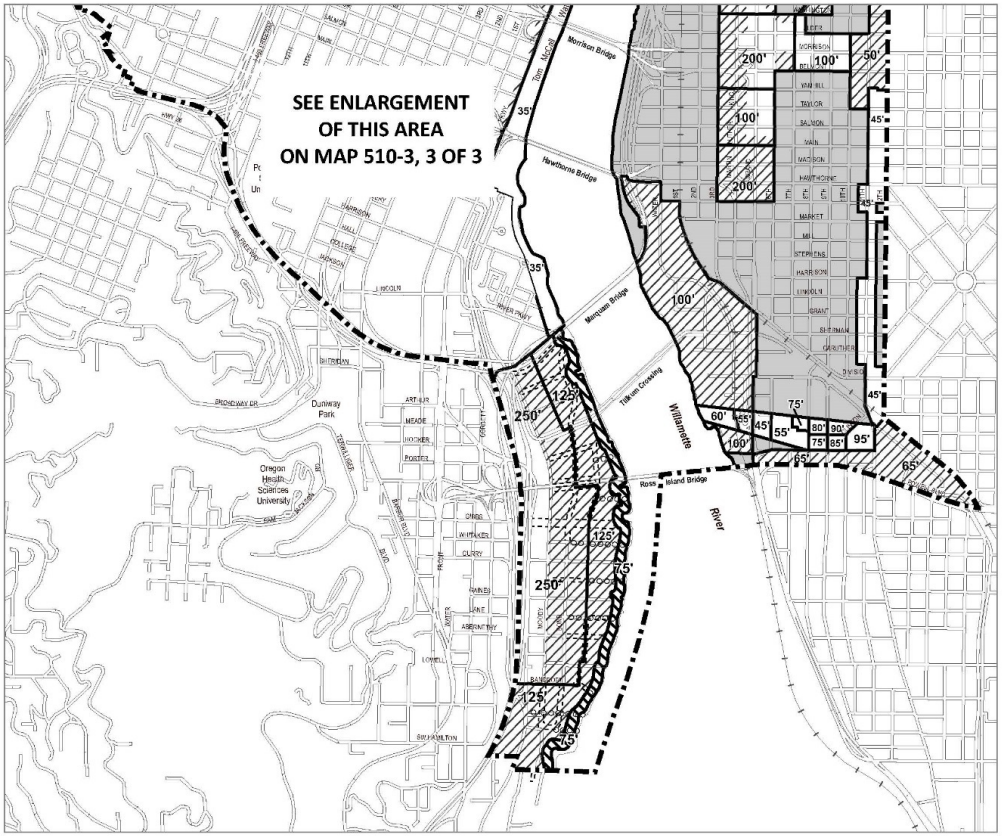
- Central City Plan District boundary
- X' — Maximum building height
- Areas where maximum height is determined by base zone
- Area eligible for height increase
- Maximum height limit of 75' for first 125 feet from top of bank
- Proposed right-of-way
- Proposed accessways

Draft Maximum Heights

Map 510-3

Map 2 of 3

Map Revised Xxxxx XX, 201X



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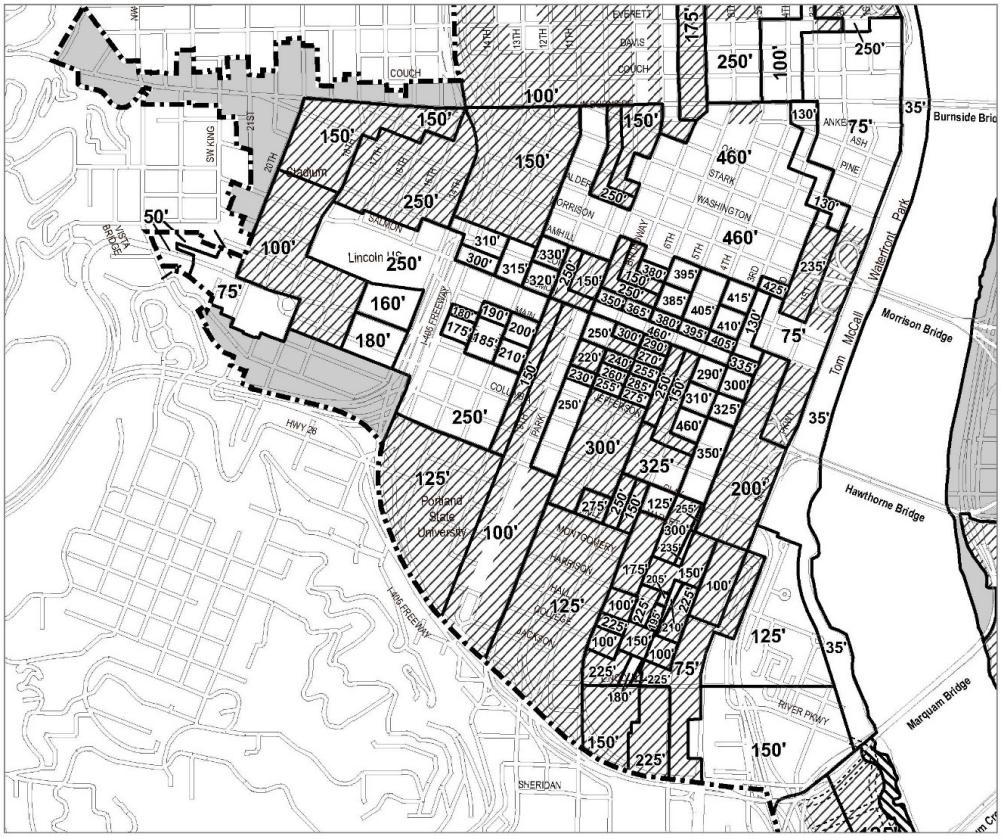
Draft Maximum Heights

Map 510-3

Map 3 of 3

Map Revised Xxxxx XX, 201X



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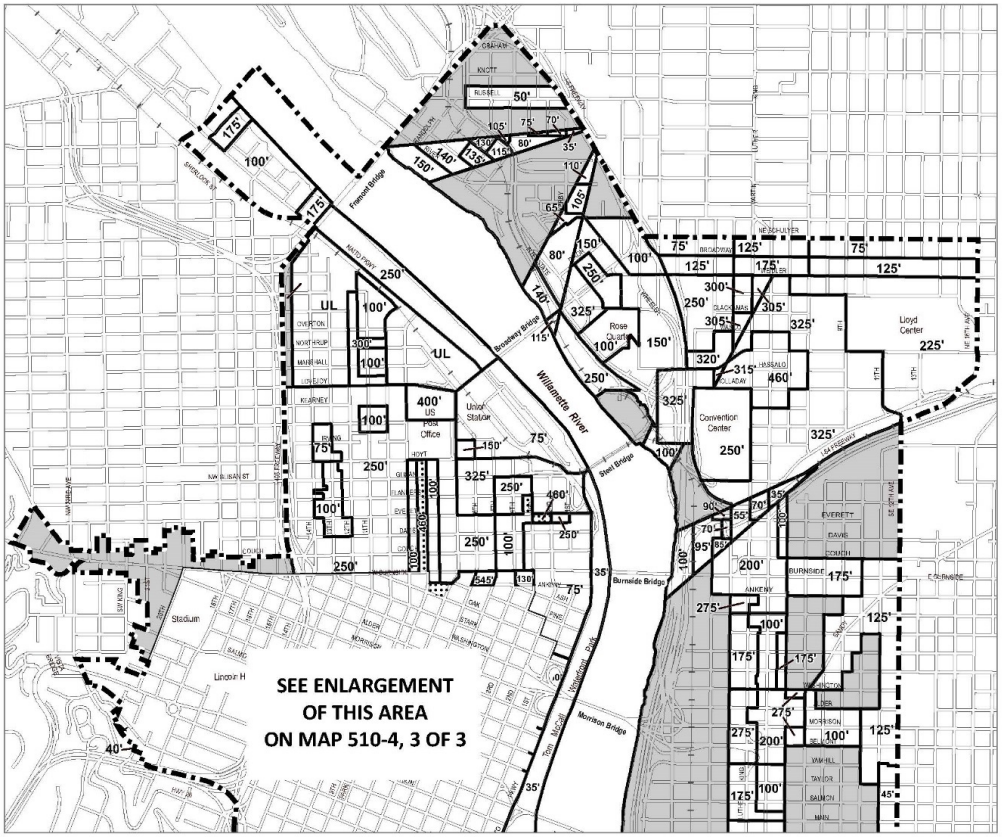
- Proposed accessways

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 1 of 3

Map Revised Xxxxx XX, 201X



Legend

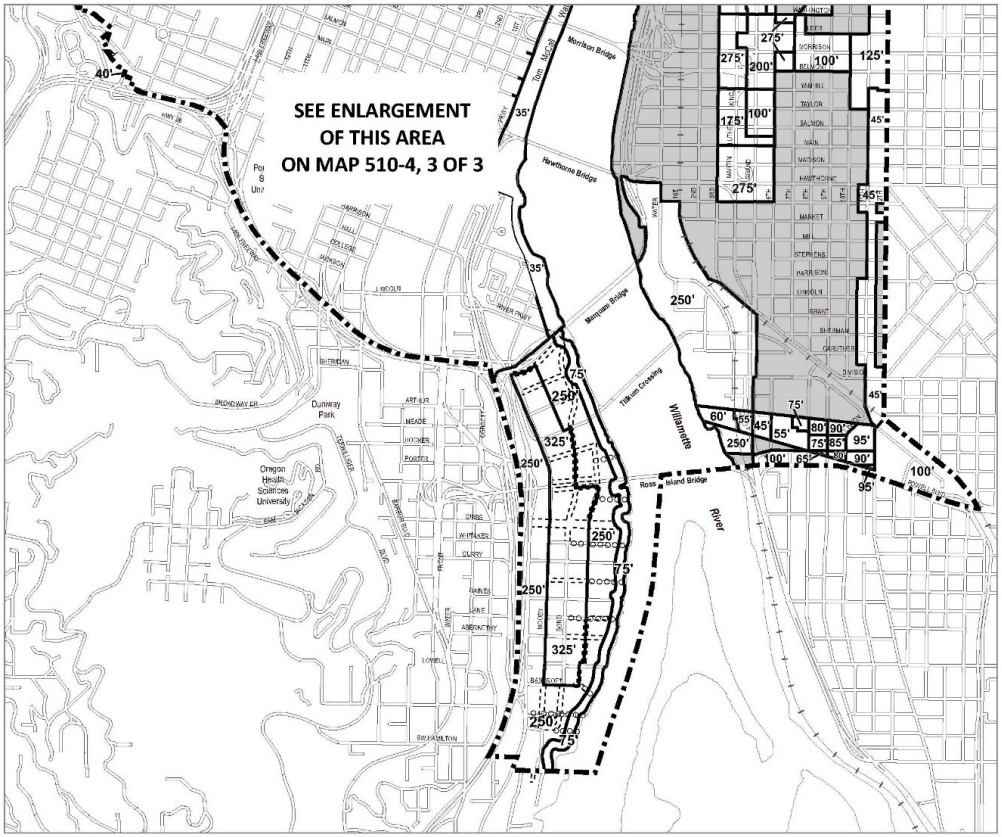
- Central City Plan District boundary
- X' — Maximum building height including eligible height increases
- Areas where maximum height is determined by base zone
- Proposed right-of-way
- Proposed accessways
- Areas where a shadow analysis is required
- UL — Unlimited height allowed

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 2 of 3

Map Revised Xxxxx XX, 201X



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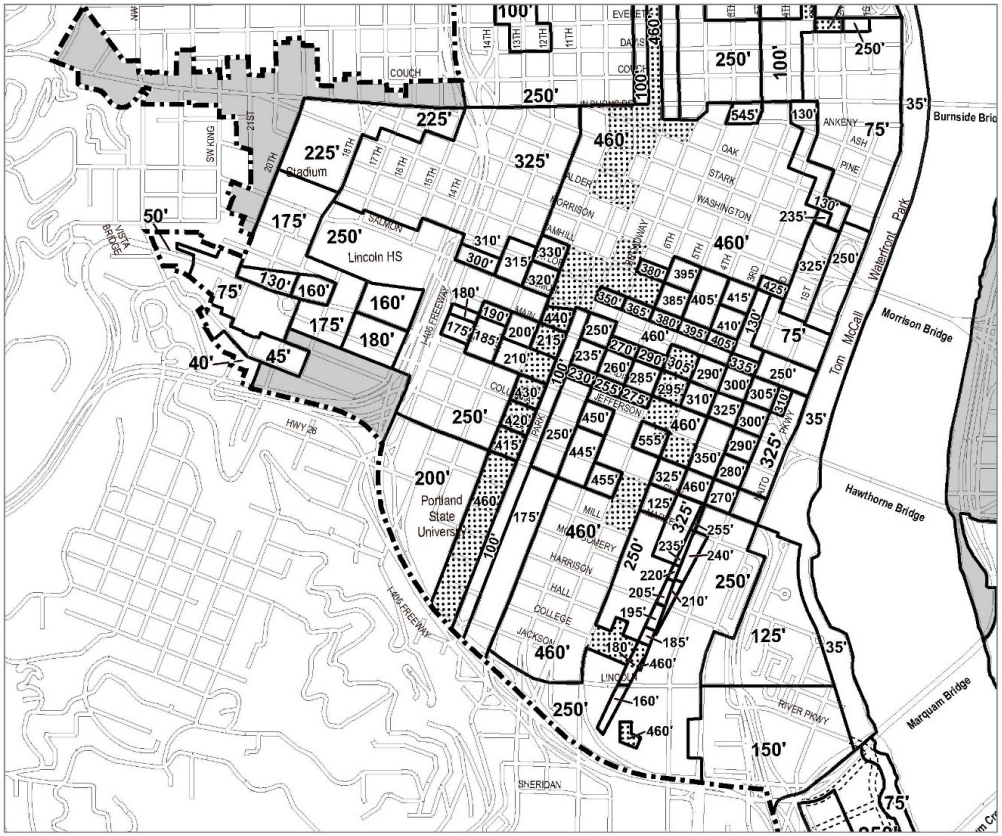
Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 3 of 3

Map Revised Xxxxx XX, 201X



Legend

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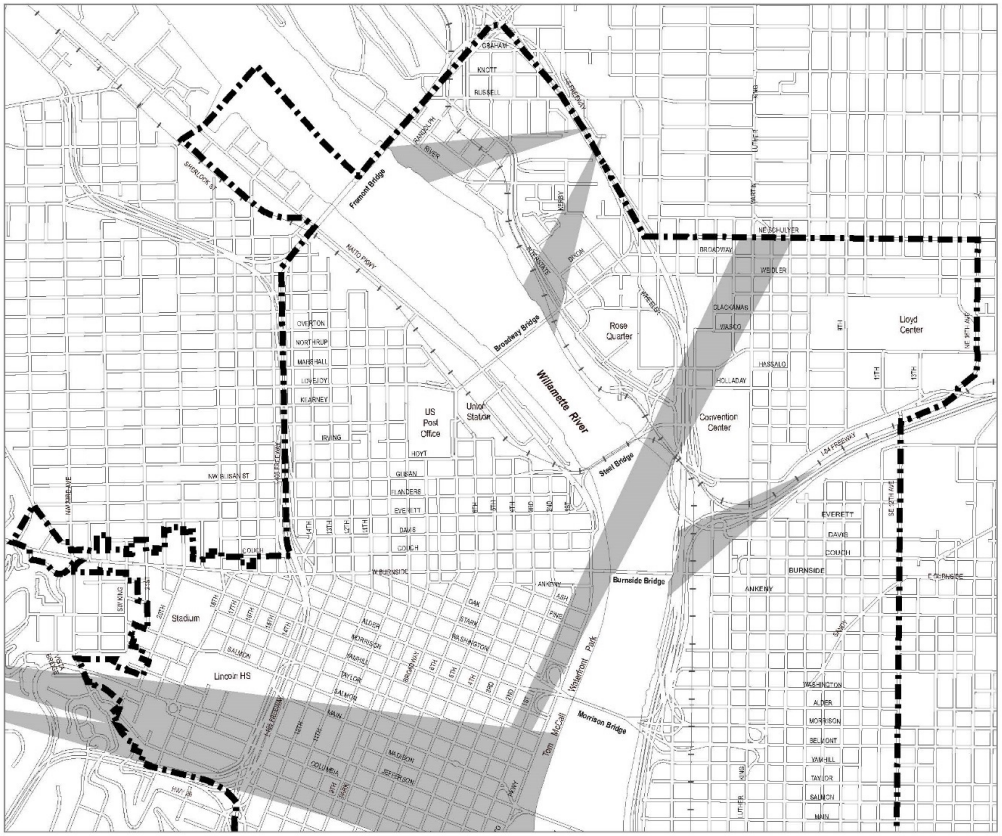
- X' — Maximum building height including eligible height increases
- Areas where maximum height is determined by base zone
- Proposed right-of-way
- Proposed accessways
- Areas where a shadow analysis is required
- UL — Unlimited height allowed

Draft View Corridor Areas

Map 510-20

Map 1 of 2

Map Revised Xxxxx X, 201X



Legend

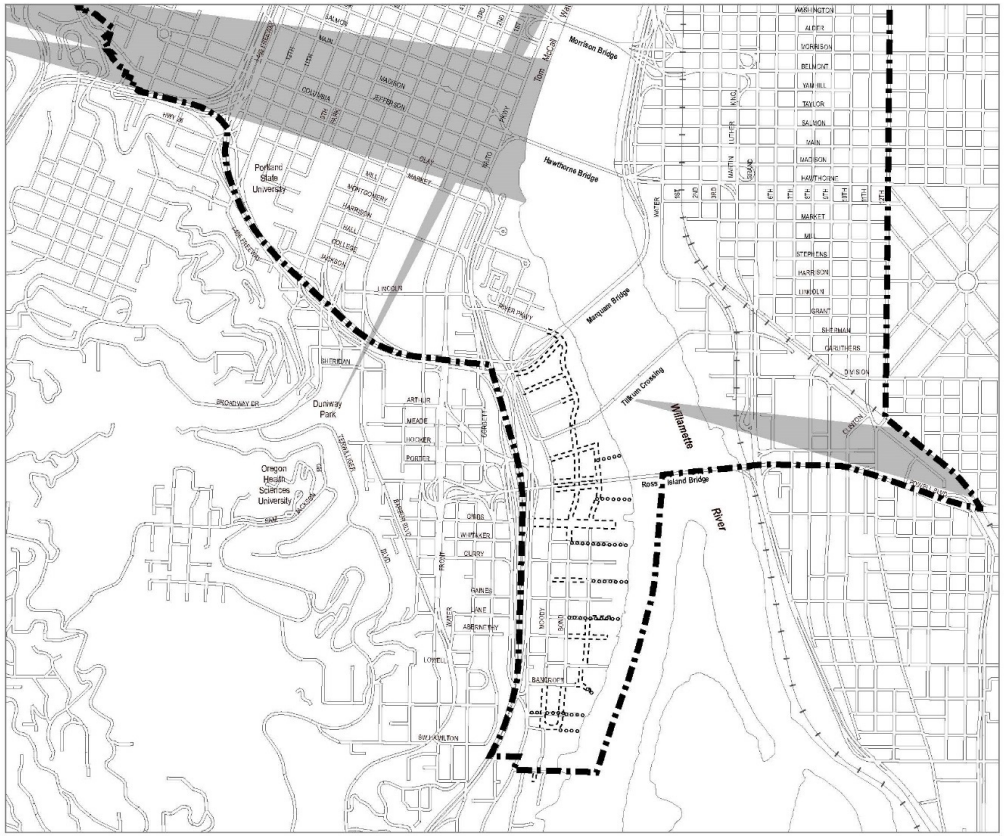
- Central City Plan District boundary
- Areas within Scenic View Corridors
- Proposed right-of-way
- Proposed accessway

Draft View Corridor Areas

Map 510-20

Map 2 of 2

Map Revised Xxxxx X, 201X



Legend

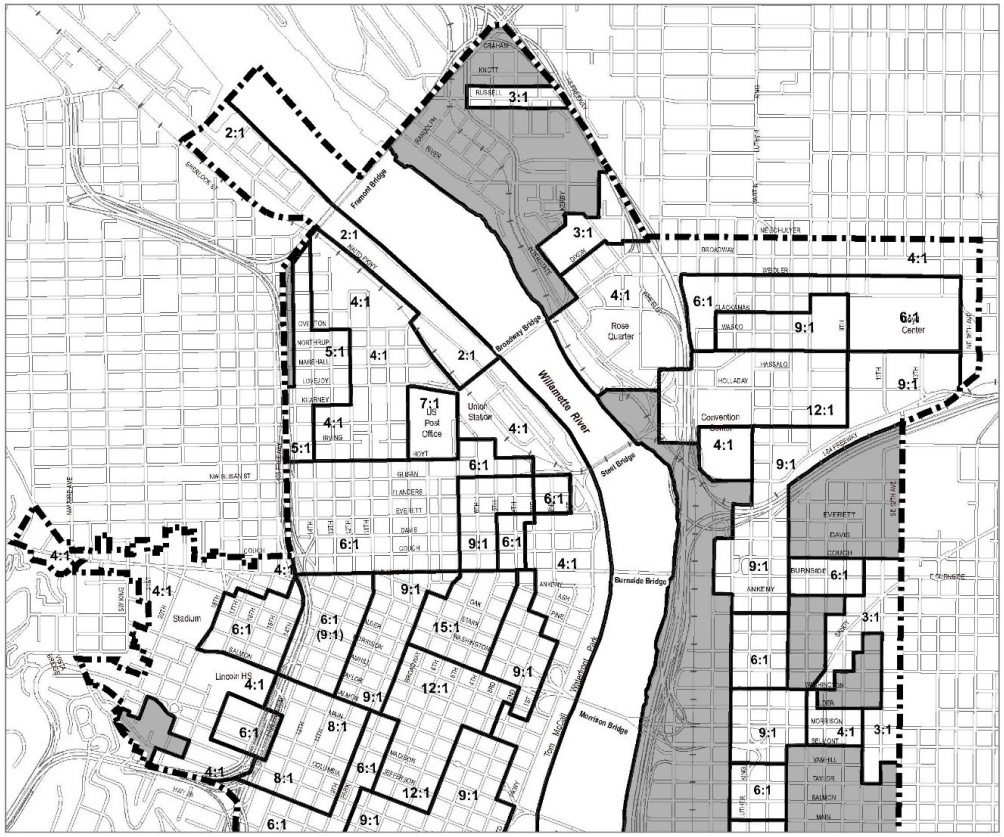
- Central City Plan District boundary
- Areas within Scenic View Corridors
- Proposed right-of-way
- Proposed accessway

Draft Maximum Floor Area Ratios

Map 510-2

Map 1 of 2

Map Revised Xxxx XX, 201X



Legend

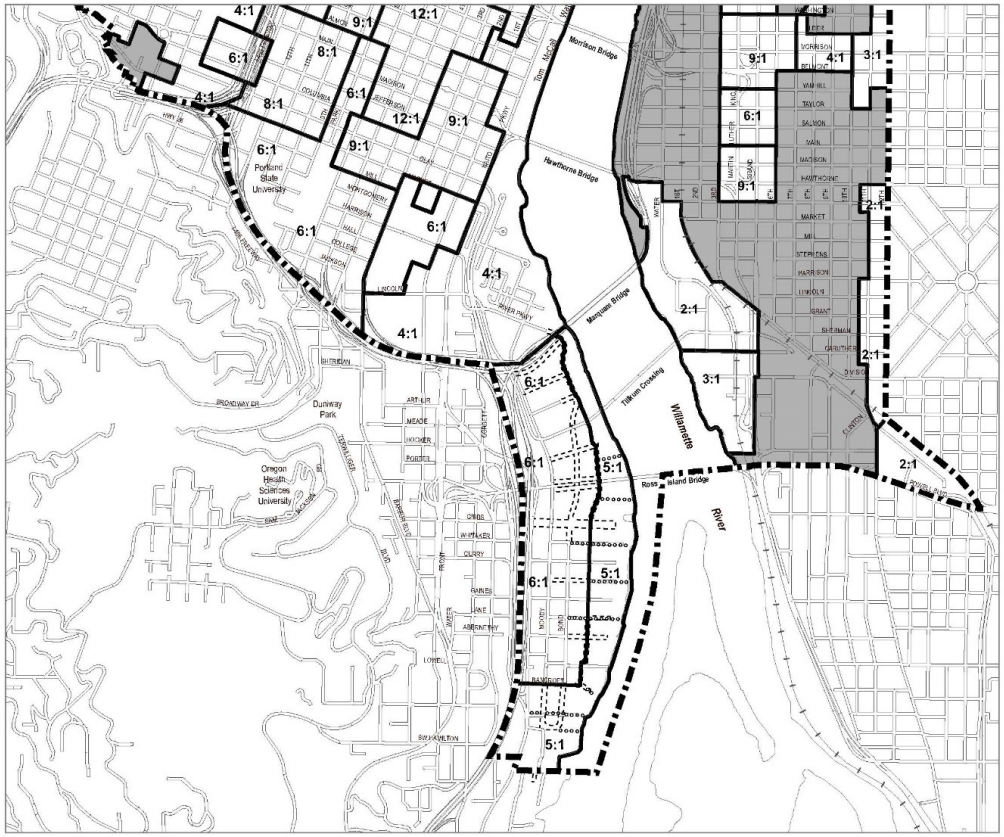
- Central City Plan District boundary
- Maximum FAR area boundary
- Area where floor area ratio (FAR) is determined by base zone
- Proposed right-of-way
- Proposed accessway
- **X:Y** Maximum FAR
  - **X** = Gross square foot of building
  - **Y** = Square foot of site
- **(X:Y)** Residential maximum FAR

Draft Maximum Floor Area Ratios

Map 510-2

Map 2 of 2

Map Revised Xxxx XX, 201X



Legend

- Central City Plan District boundary
- Maximum FAR area boundary
- Area where floor area ratio (FAR) is determined by base zone
- Proposed right-of-way
- Proposed accessway
- **X:Y** Maximum FAR
  - **X** = Gross square foot of building
  - **Y** = Square foot of site
- **(X:Y)** Residential maximum FAR

Draft Central Reach River Environmental Overlay Zone

Map 1

February 1, 2016



Draft Central Reach River Environmental Overlay Zone

Map 2

February 1, 2016



Top-of-Bank

DRAFT

Map 475-2

Map 1 of 3

Map Revised Xxxxx X, 2015



Central City Plan District Boundary

Top-of-Bank

Top-of-Bank

DRAFT Map 475-2

Map 2 of 3

Map Revised Xxxxx X, 2015



Central City Plan District Boundary

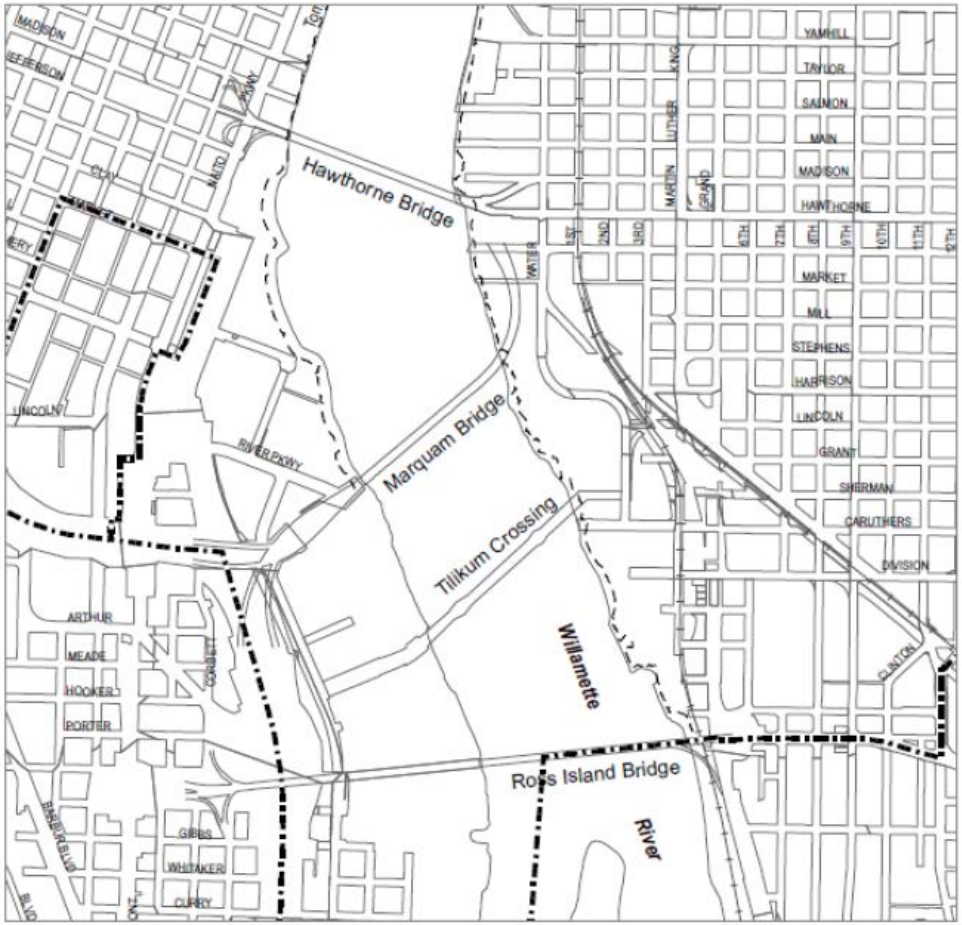
Top-of-Bank

Top-of-Bank

DRAFT Map 475-2

Map 3 of 3

Map Revised Xxxxx X, 2015



Central City Plan District Boundary

Top-of-Bank

Draft Parking Sectors

Map 510-10

Map Revised Xxxxx X, 201X

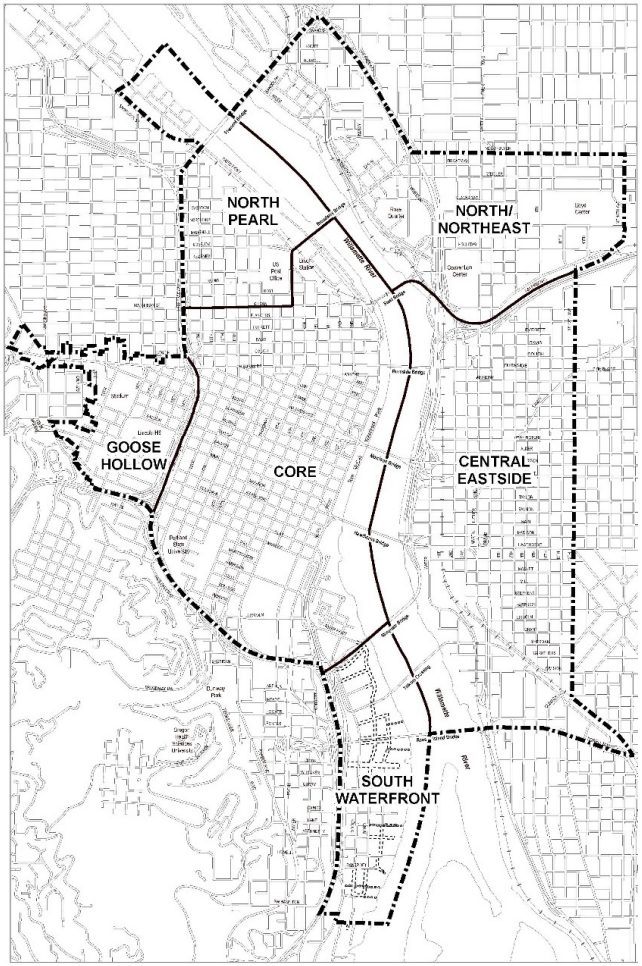


Table 510-2
Maximum Parking Ratios[1]

Uses	Parking Sectors					
	Central Eastside	Core	Goose Hollow	North/Northeast	North Pearl	South Waterfront
Office, Retail Sales/Service, Schools/Colleges	2.0	1.0	1.5	1.35	1.5	2.0
Medical Center	2.0	1.5	1.5	1.35	1.5	2.0
Industrial	2.0	1.0	1.0	2.0	1.0	1.0
Religious/Theater	0.25	0.25	0.25	0.25	0.25	0.25
Residential	1.2	1.2	1.2	1.2	1.2	1.2
Hotels	1.0	1.0	1.0	1.0	1.0	1.0

[1] Maximum ratios are per 1,000 square feet of net building area for non-residential/hotel uses; per dwelling unit or hotel room for residential/hotel uses

Legend

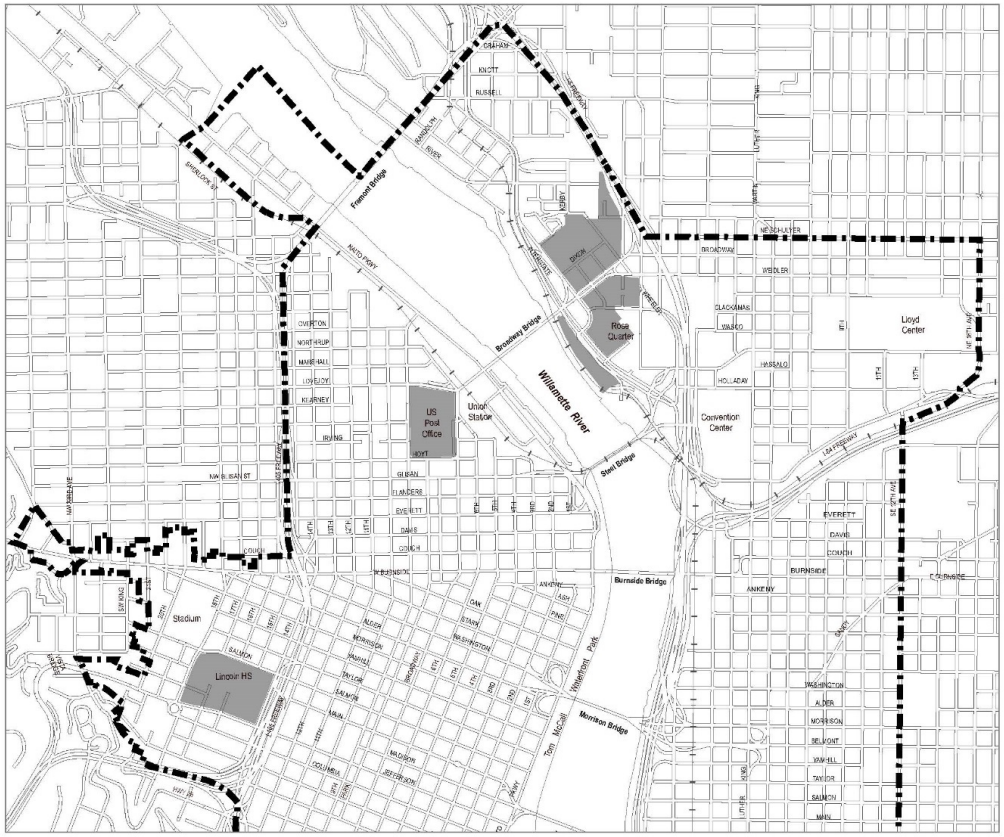
- Central City Plan District boundary
- Sector boundary
- Proposed right-of-way
- Proposed accessway

Draft Required Master Plan Sites

Map 510-19

Map 1 of 2

Map Revised Xxxxx XX 201X



Legend

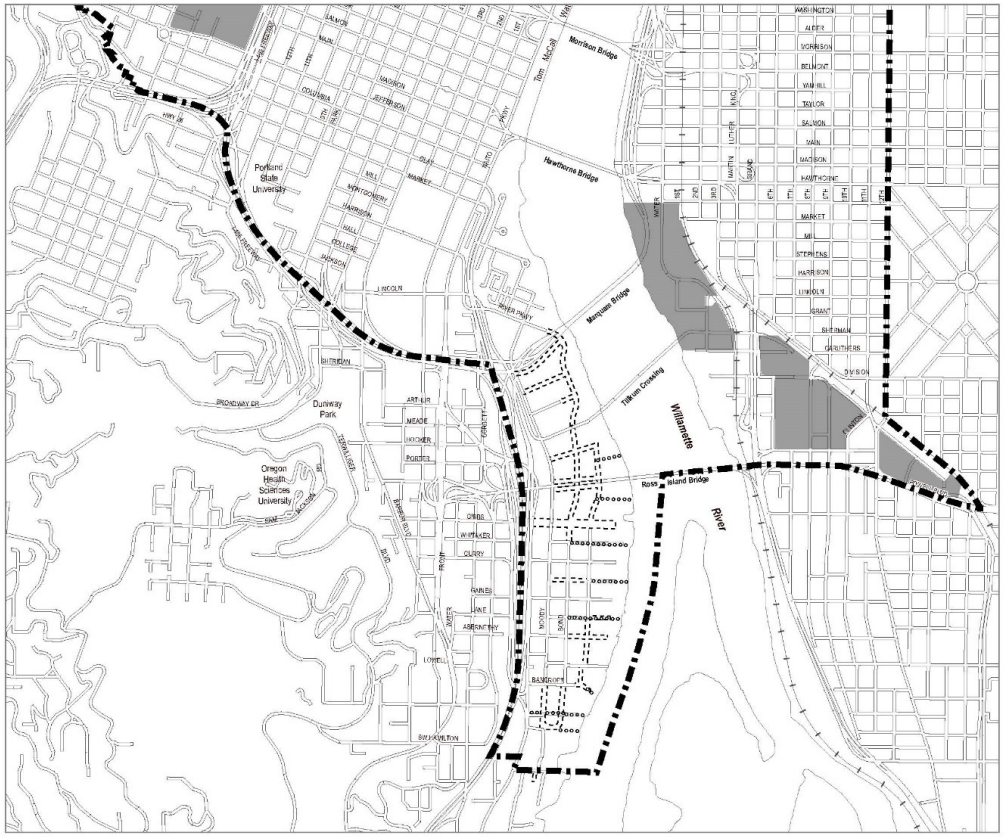
- Central City Plan District boundary
- Required Master Plan Sites
- Proposed right-of-way
- Proposed accessway

Draft Required Master Plan Sites

Map 510-19

Map 2 of 2

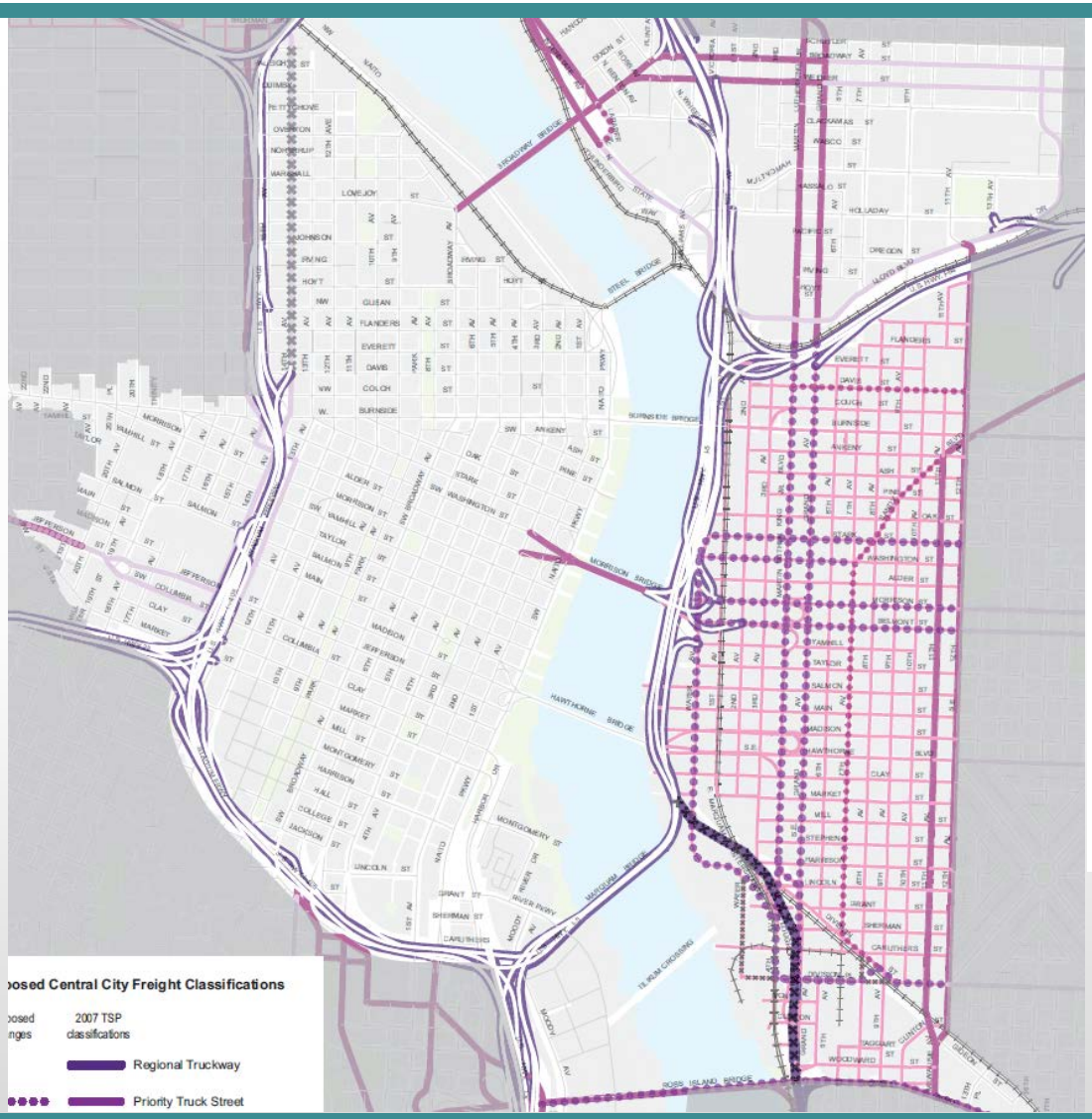
Map Revised Xxxxx XX 201X



Legend

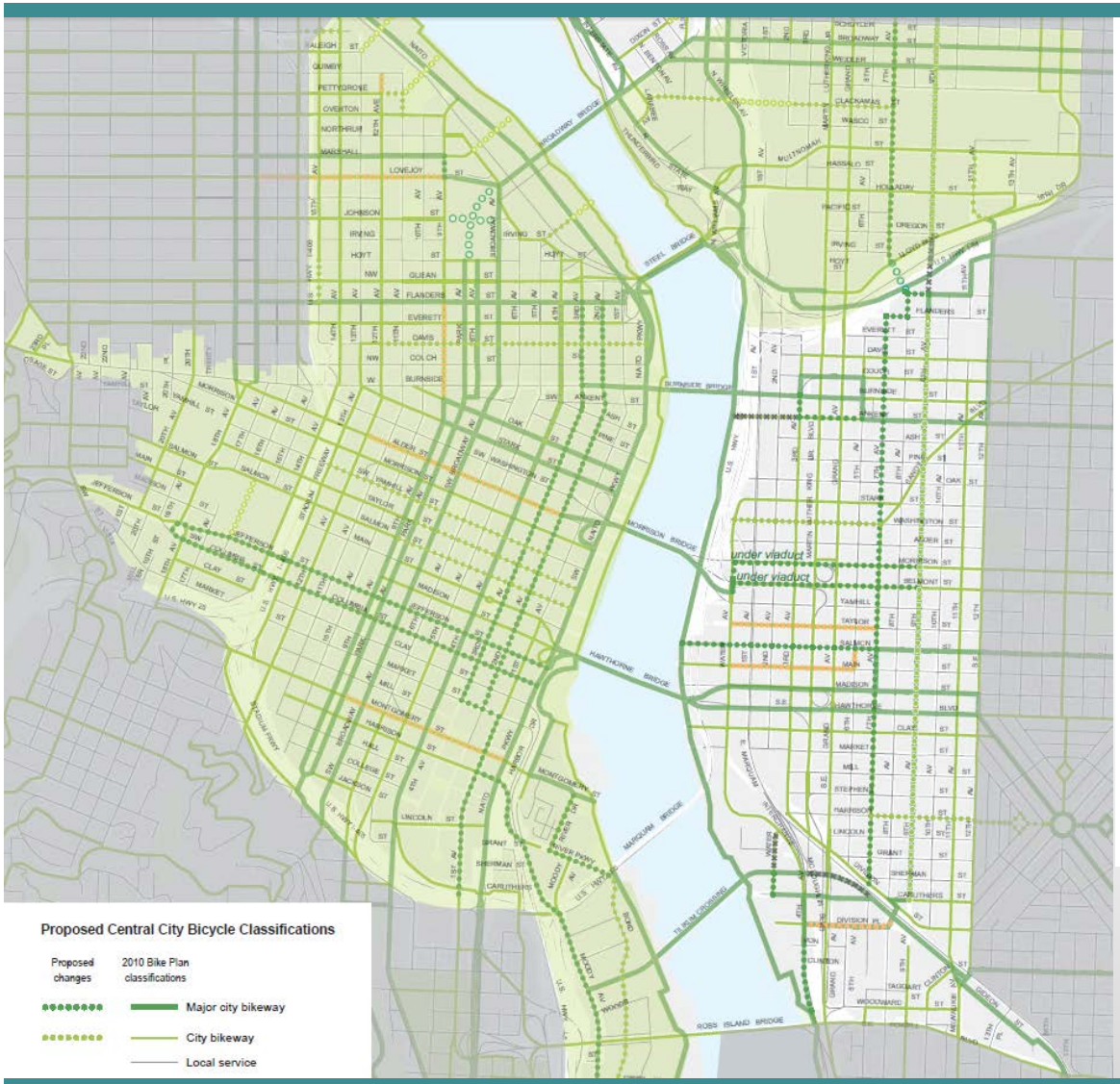
- Central City Plan District boundary
- Required Master Plan Sites
- Proposed right-of-way
- Proposed accessway

TSP
Freight Classifications



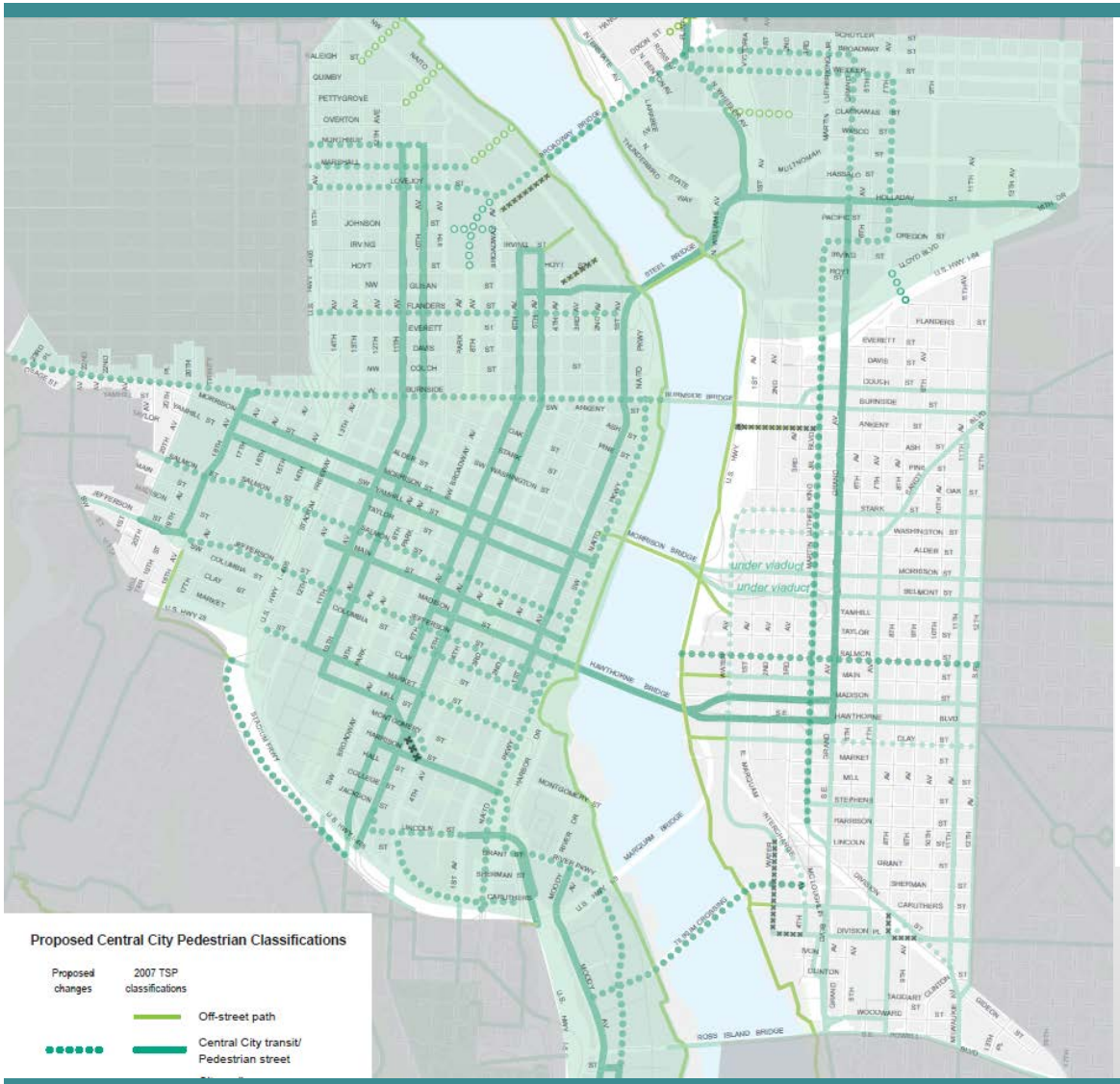
Proposed changes | 2007 TSP classifications

- Regional Truckway
- Priority Truck Street
- Major Truck Street
- Truck Access Street
- Freight District Street
- Local Service Truck Street
- Railroad Main Line
- Railroad Branch Line
- Remove



TSP
Bicycle Classifications

Proposed changes	2010 Bike Plan classifications
●●●●●●●●	Major city bikeway
●●●●●●●●	City bikeway
	Local service
	Bicycle district
○○○○○○	New connection, e.g. bridge
✕✕✕✕✕✕✕✕	Change to local service
✕✕✕✕✕✕✕✕	Remove



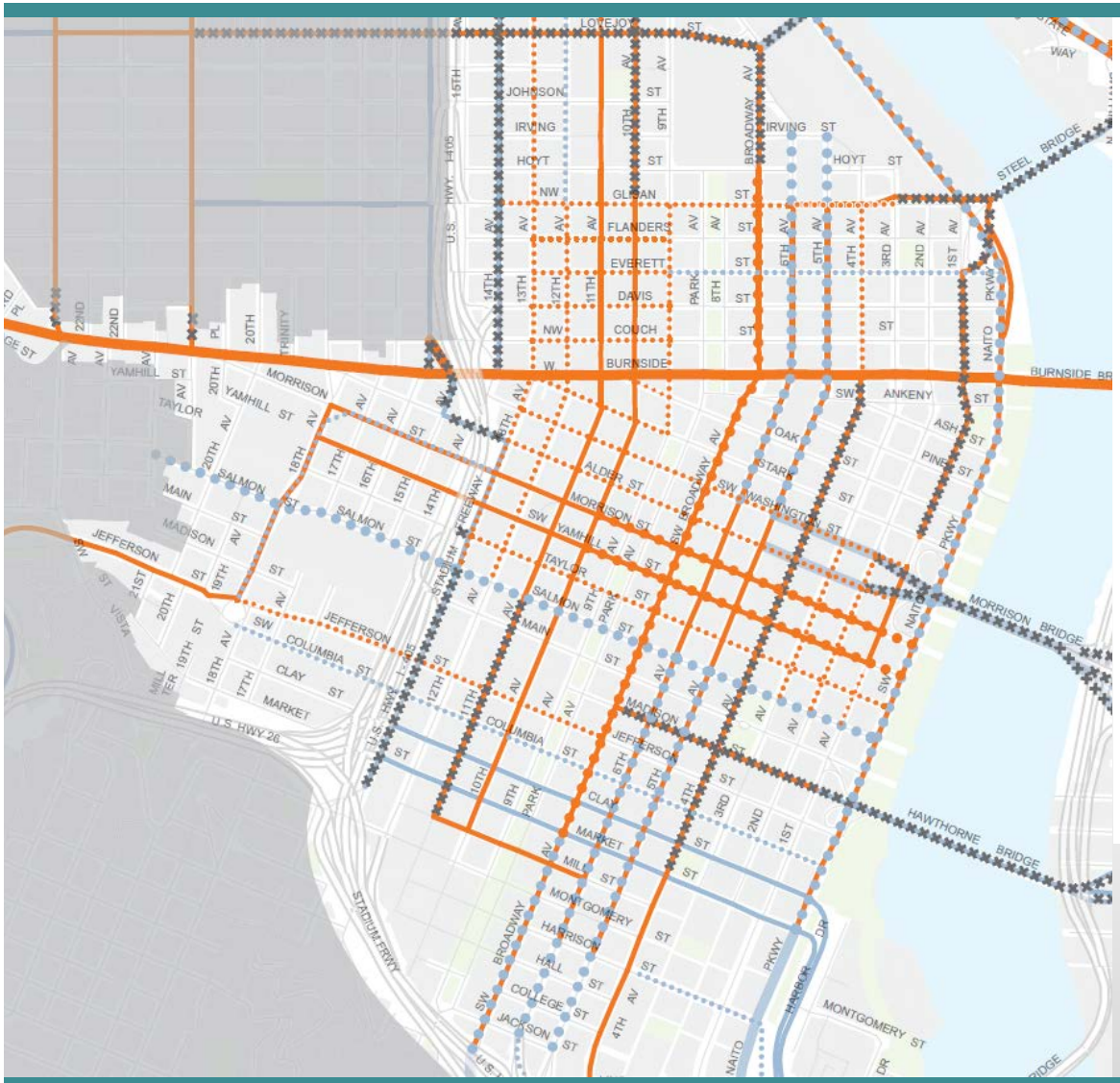
TSP
Pedestrian Classifications

Proposed changes

2007 TSP classifications

- Off-street path
- Central City transit/ Pedestrian street
- City walkway
- Pedestrian district, ***all streets in these areas are city walkways***
- Local access

- New connection
- Remove



TSP
Street Design Classifications

Proposed changes

2007 TSP classifications

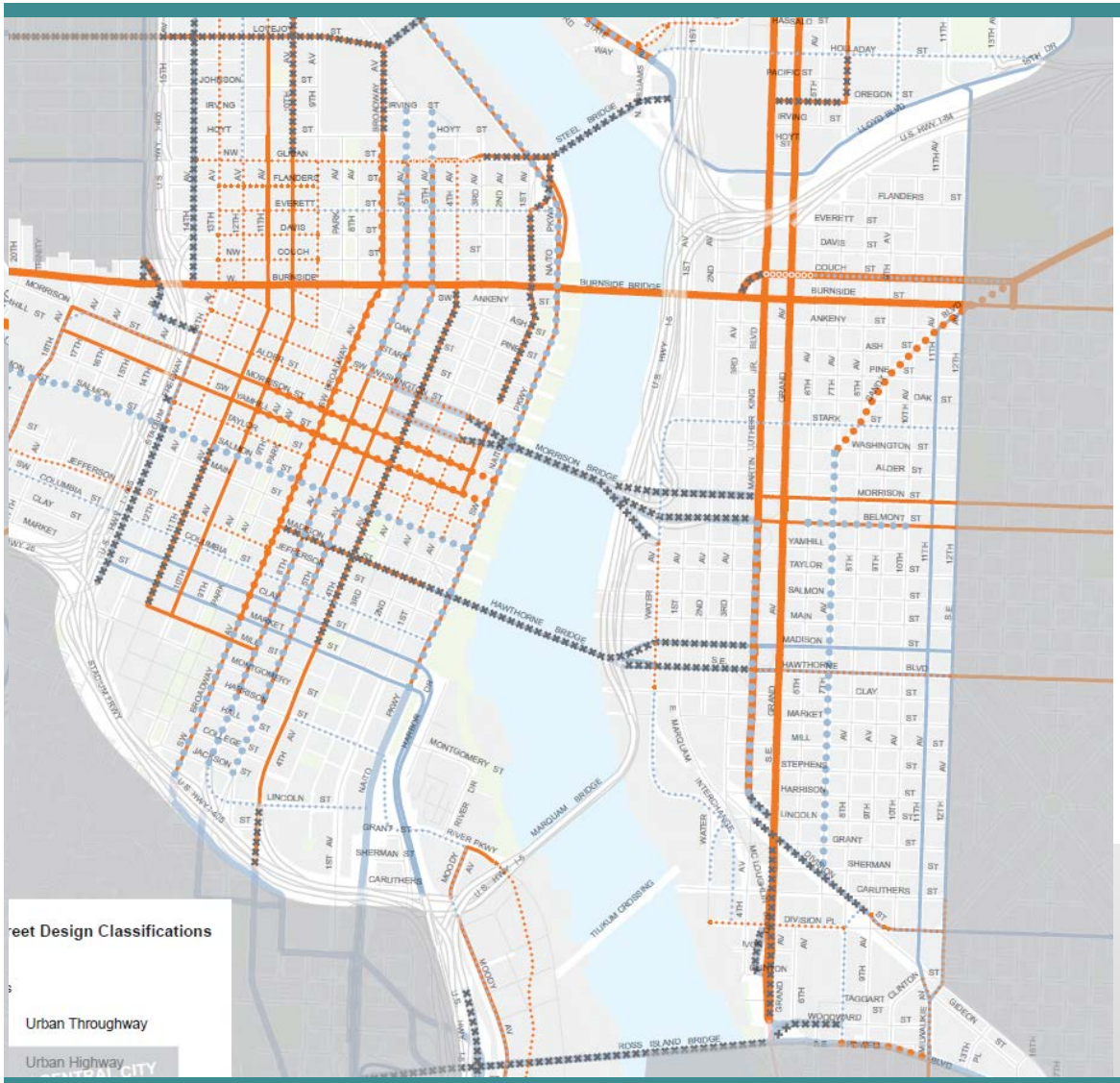
- Urban Throughway
- Urban Highway
- Urban Road

NOT IN CENTRAL CITY

Main Streets
- Civic
- District

Corridors
- Civic
- District

- Remove



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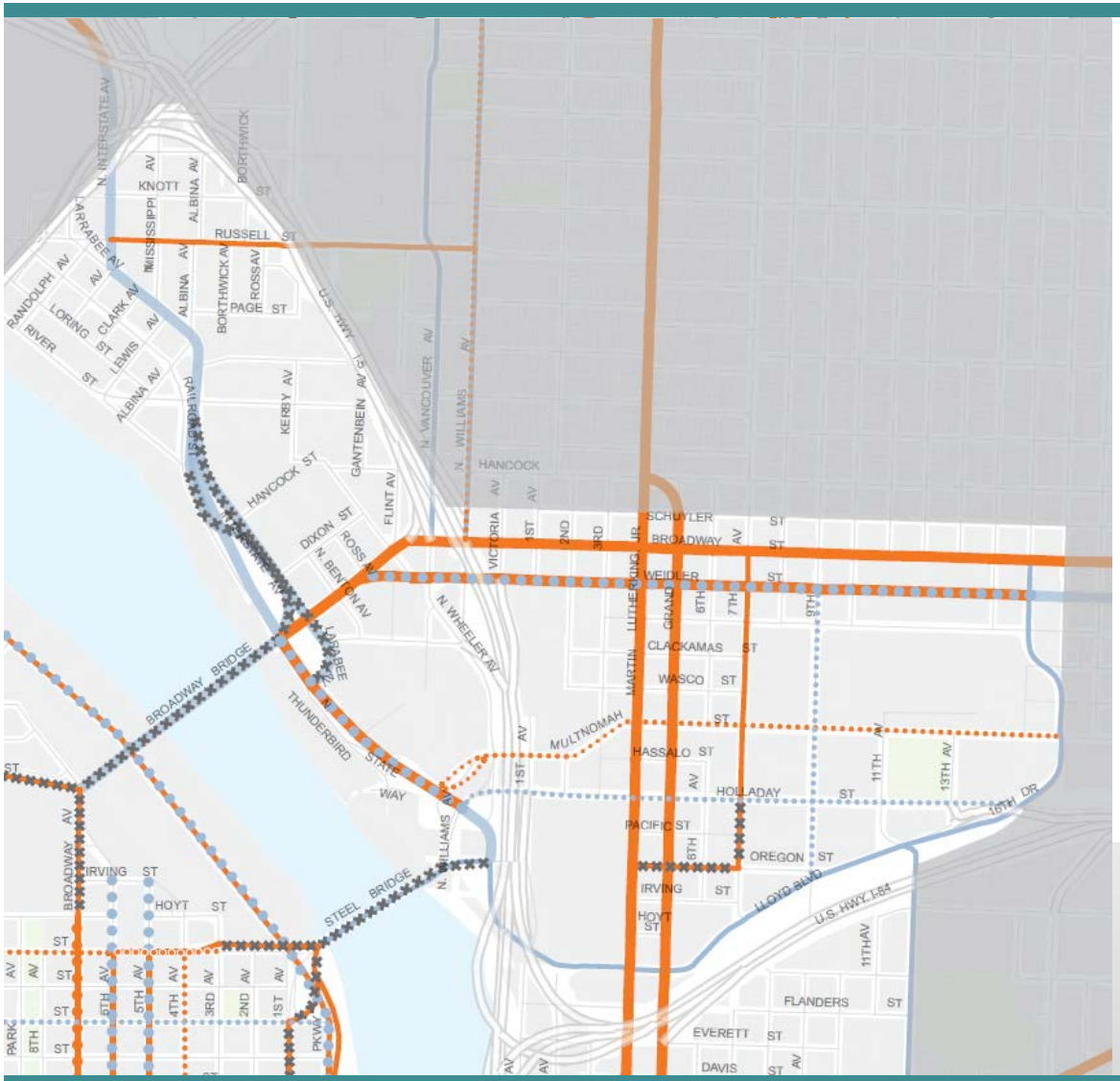

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- Remove

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

MEMO

DATE: March 11, 2016

TO: **Design Commission**

FROM: **Rachael Hoy, Senior Planner, Bureau of Planning and Sustainability**

CC: **Tim Heron, Senior Planner, Bureau of Development Services**

SUBJECT: **Central City 2035 March 17 briefing**

The Bureau of Planning and Sustainability will hold a briefing on the Central City 2035 Plan on March 17 with the Design Commission. This is the second of two scheduled briefings with the Design Commission. At the end of our meeting on March 3rd the Commission provided some guidance on topics for the meeting on the 17th. In consultation with Tim Heron we propose the following topics for discussion:

1) Central City Parking Demand and Strategies
2) Central City 2035 Plan and Mixed Use Zones Comparisons (see attachment)
3) Minimum FARs
4) Update on affordable housing

Central City Plan - Mixed Use Zones Comparisons
March 17, 2016

The Central City Plan updates development and design regulations in a plan district specific to Portland's Central City. The Mixed Use Zones project is an update of the Commercial base zones and other development regulations that affect development in centers and corridors outside of the Central City. Both projects address different geographies, but the updates propose significant rethinking of existing regulatory approaches and share common aspects, listed below.

Code section	Central City	Mixed Use Areas
Base Zone	CX ,RX, EX	CM1, CM2, CM3, CE
Height and FAR	Mapped	Specified by zone
Development Incentives/Bonuses FAR options	Y- Affordable housing prioritized. Historic preservation and riverfront open space also options	Y- Affordable housing prioritized. Historic preservation and affordable commercial space also options
Ground Floor Windows	40% (art option approved through design review)	40% (art option approved through RACC)
Ground Floor Windows in Select Areas	60% - retail core	60% - centers main street overlay zone (commercial core area)
Design Review	Y	Y – in selected areas
Large Site Master Plan	Selected Sites	Sites over 2 Acres (required public benefits)
Ground Floor Active Uses	Retail core - no dwelling units on ground floor allowed (in other locations, ground floor residential must be designed as flex space, set back from sidewalk, or raised above grade)	Required in Centers main street overlay zone (commercial core area) (in other locations, ground floor residential must be designed as flex space, set back from sidewalk, or raised above grade)
Required building lines/Landscaping standards	Optional setback with landscaping requirement Ecoroof requirement	Maximum building setbacks; landscaping required (not necessarily in front setback) - options in inner areas, including ecoroof option
Transportation and Parking Demand Mgmt	Pre-approved plan for 10+ dwelling units, 25,000 square feet	Pre-approved plan for 10+ dwelling units
Drive Through Facilities	CX: Prohibited	CM1, CM2, CM3: new prohibited (may rebuild existing in some situations) CE: allowed
Historic Resource Transfer of Development Rights	Applies to CX, RX, EX zones in the CC. Eligibility: -Sending sites must be seismically upgraded. -Historic landmarks and contributing resources in historic districts -transfer is anywhere within the Central City	Applies to CX, CM1-3, and CE zones; Eligibility: -Historic landmarks and contributing resources in historic districts (no requirement for seismic upgrade) -transfer distance is 1 mile

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CENTRALCITY
2035
CC2035 Discussion Draft Plan
Planning and Development Directors Meeting
March 10, 2016
Bureau of Planning and Sustainability
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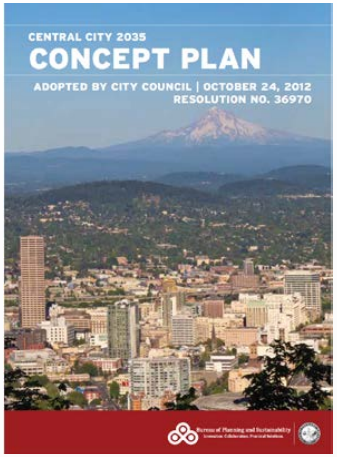
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

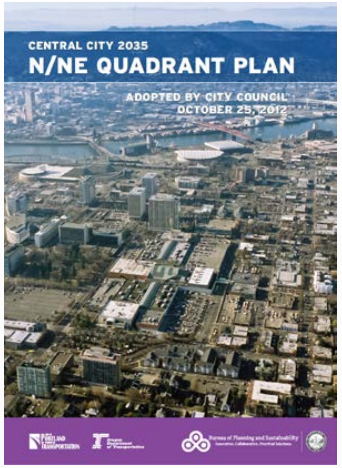
Purpose of the Briefing

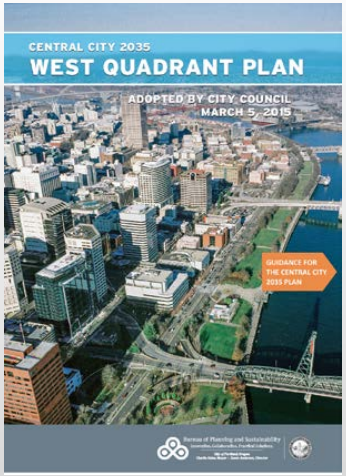
- Provide an overview of the multi-volume Discussion Draft CC2035 Plan and timeline
- Summarize major zoning code changes
- Answer questions

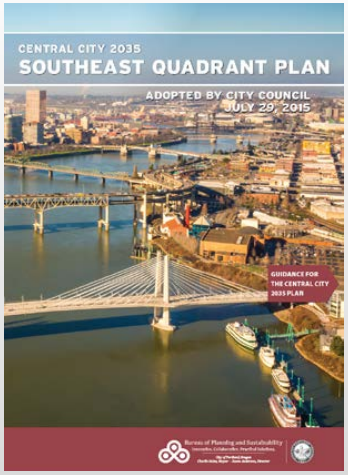


CC2035 Concept Plan & Quadrant Plans









31867

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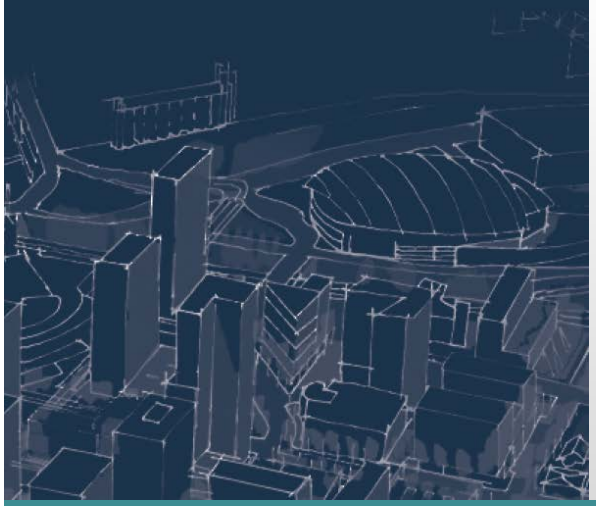


CC2035 Plan

Volume 1: Goals and Policies

Volume 2: Zoning Code and Map Amendments

Volume 3: Inventories

Volume 4: Background Materials

Volume 5: Implementation Plan



TIMELINE

CENTRALCITY 2035

FEB — MAR — APR — MAY — JUN — JUL — AUG — SEP — OCT — NOV

DD Discussion Draft

Publish February 2016

Open houses on 2/24 & 3/2

Lobby displays

Staff drop–ins from 2/22 – 3/6

Staff presentations at community meetings

Comments due 3/31/2016

PD Proposed Draft

Publish May 2016

PLANNING & SUSTAINABILITY COMMISSION

Public hearings, work sessions & recommendations

REC Recommended Draft

Publish August 2016

CITY COUNCIL

Public hearings, deliberations & adoption

A Adopted Draft

Effective late 2017



BONUSES, TRANSFERS & AFFORDABLE HOUSING

1) Overhaul the bonus and transfer system
   - Repeal most existing bonuses and transfers
   - Prioritize affordable housing and seismic/historic preservation





JOBS

Code references:
- 33.510.119
- Transportation System Plan Updates
- Zoning Map
- 33.510.117

1) Expand industrial office uses in the Central Eastside
2) Clarify and improve freight routes
3) Expand areas zoned mixed use and greater commercial allowances



HEIGHT & VIEWS

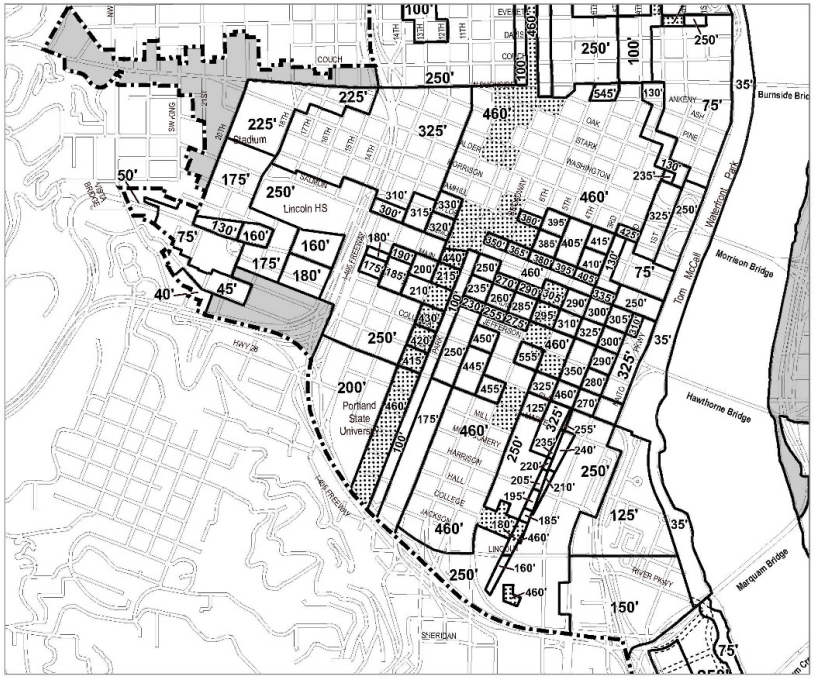
1) Maintain existing height pattern
   - Map 510-3 Maximum Heights
   - Map 510-4 Maximum Heights including bonuses
2) Increase heights along transit mall and bridgeheads
3) Modify height limits in view corridors
4) No projections in view corridors

Draft Maximum Heights including Eligible Height Increases

Map 510-4

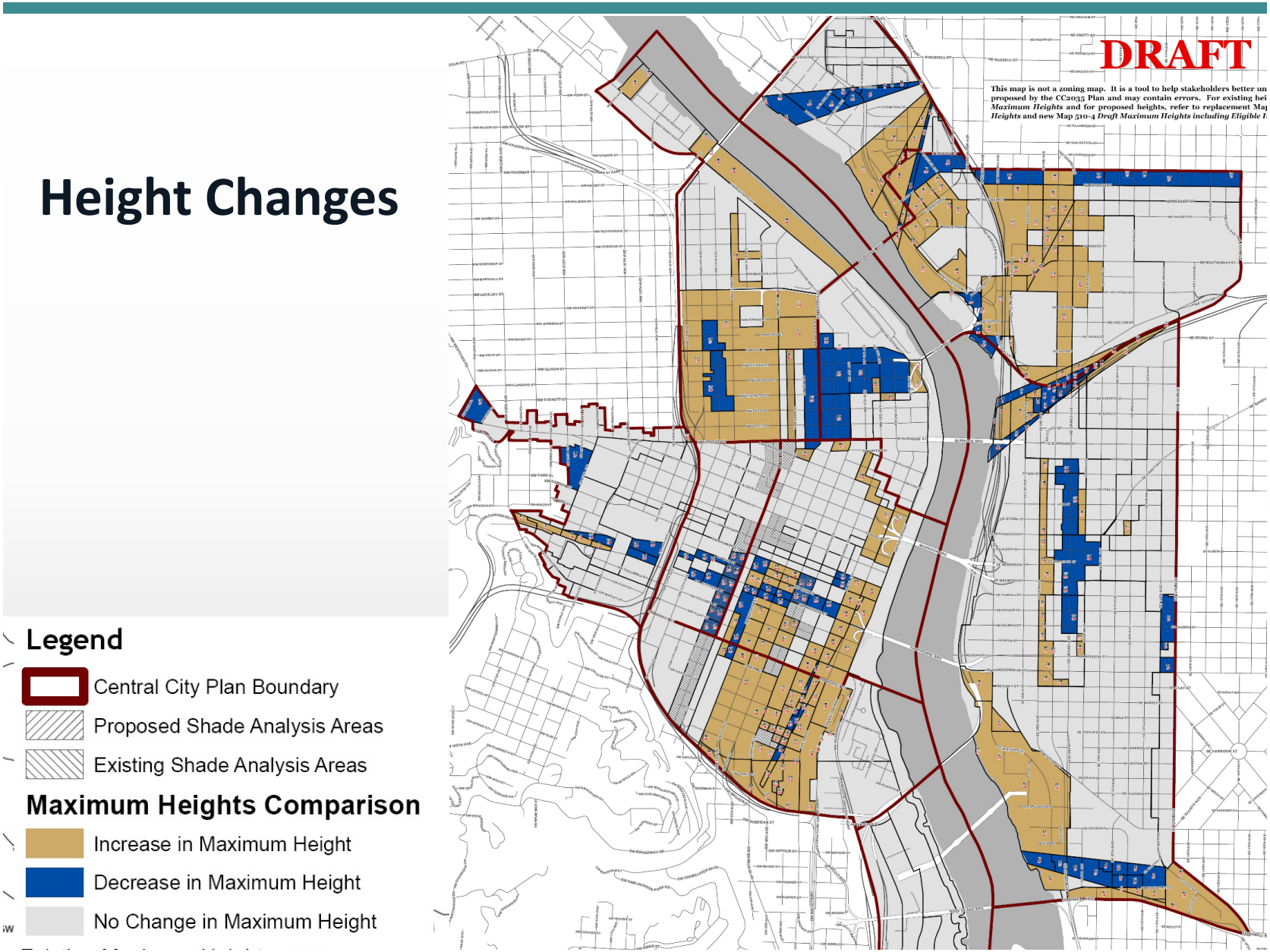
Map 3 of 3

Map Revised Xxxxx XX, 201X



Note: See Map 510-16 for additional height opportunity areas in the North Pearl subarea and South Waterfront subdistrict.

Height Changes



TRANSPORTATION & PARKING

1) New Transportation System Plan (TSP) policies, maps and projects
2) Simplify parking code, and allow more flexible operation of structured parking
3) Require ground floor active uses with structured parking
4) Require Transportation Demand Management (TDM) plans for new development
5) Multi-Modal Mixed-Use Areas designation





WILLAMETTE RIVER

Code references:
- 33.475
- 33.510.115



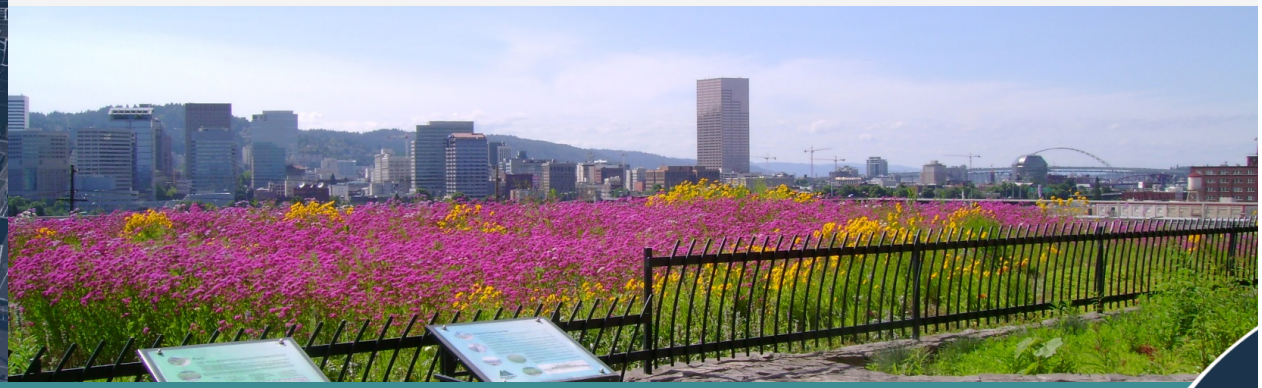
1) Establish new river overlay zoning code to include
   - Increased river setback
   - More flexible landscaping standard
   - New river environmental overlay zone on the river, riverbanks and riparian areas
   - Standards for common development types
2) Establish a new river review and repeal the current greenway review
3) Allow small retail spaces in Gov. Tom McCall Waterfront Park



ENVIRONMENT

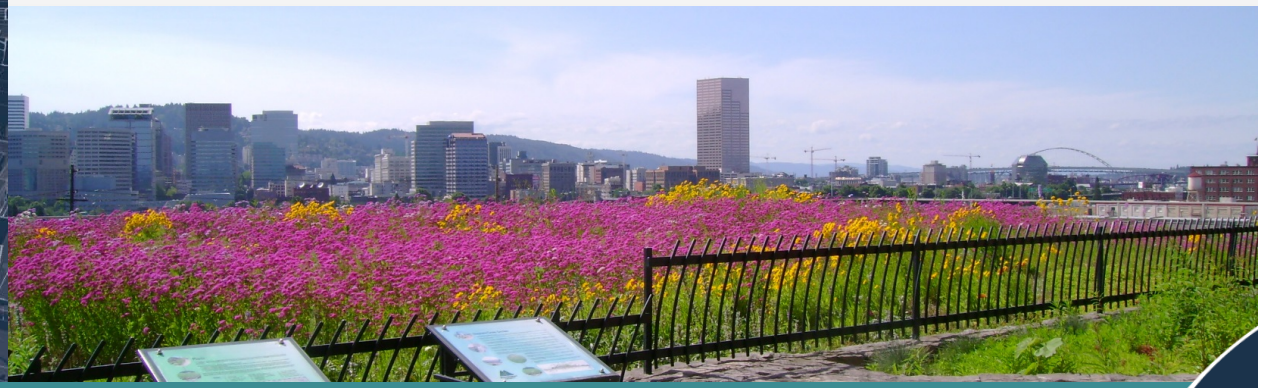
1) Remove Ecoroof bonus and instead require ecoroofs
2) Require registration for LEED Gold
3) Create bird friendly lighting along riverfront





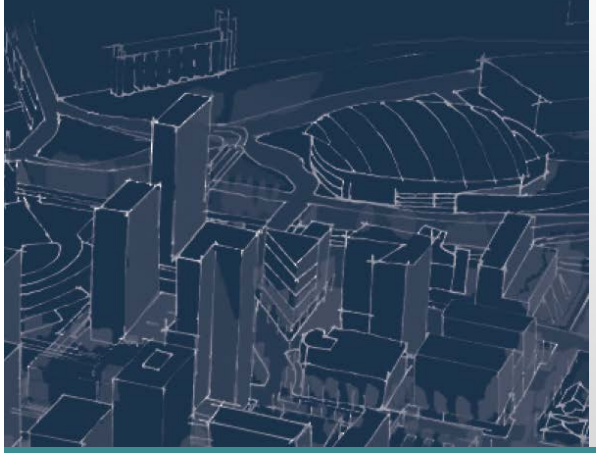
Thank You!

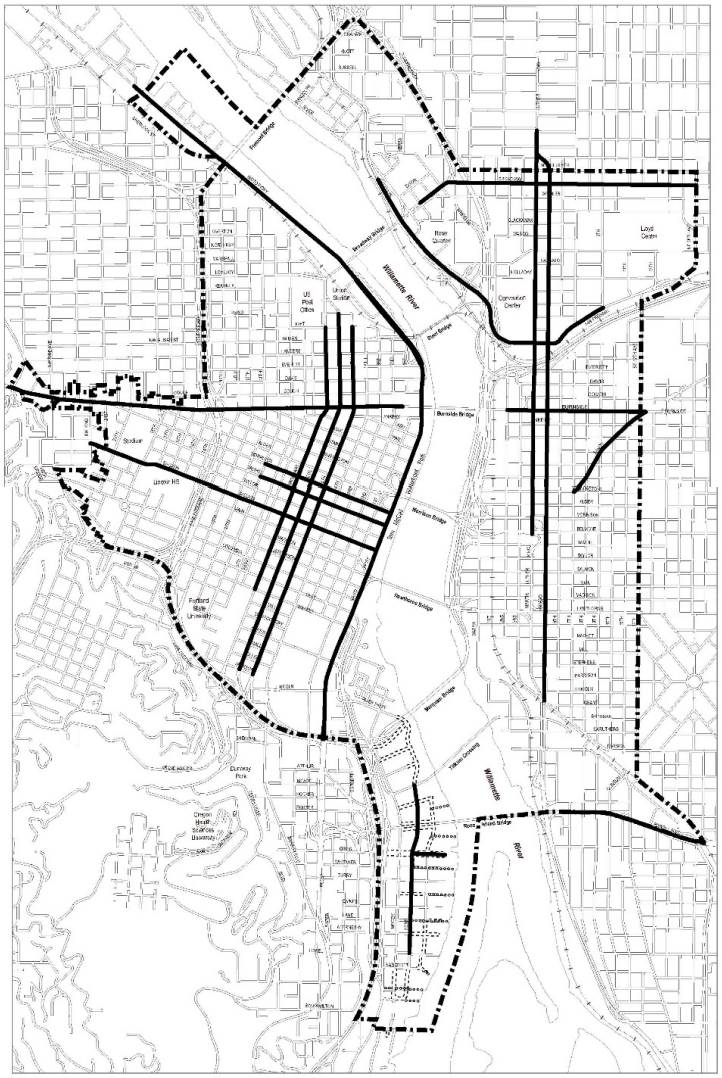
Questions



LIVABILITY & THE PUBLIC REALM

Map 510-8
Ground Floor Windows



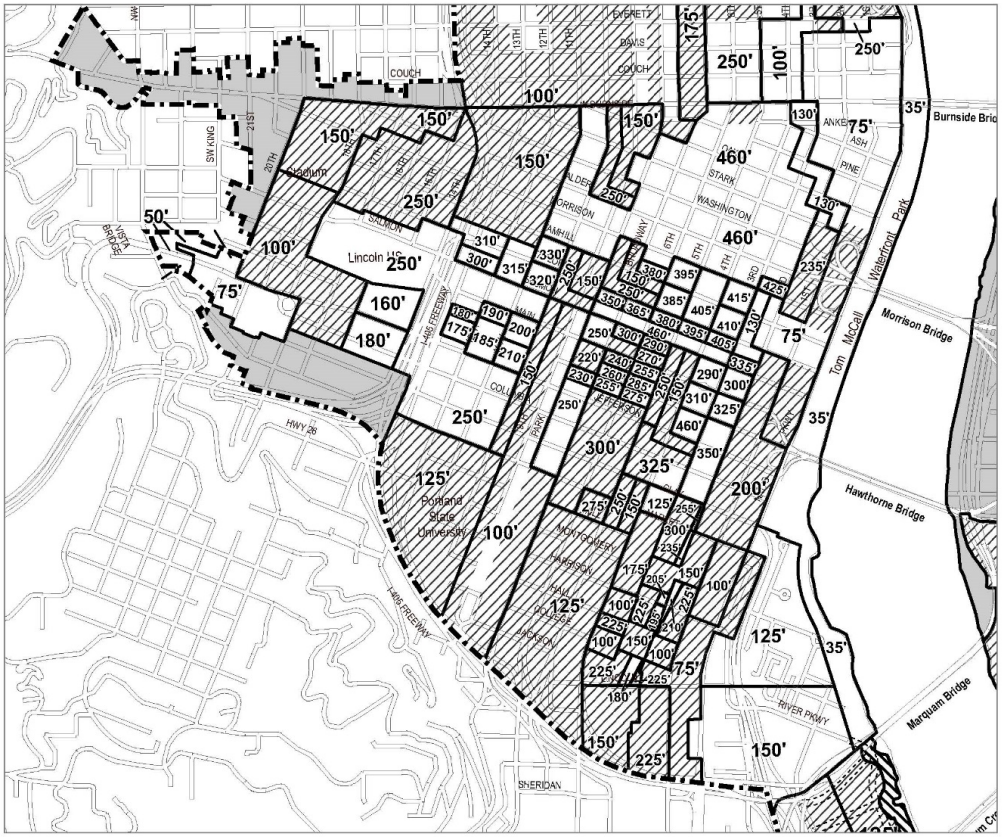


Draft Maximum Heights

Map 510-3

Map 3 of 3

Map Revised Xxxxx XX, 201X



Legend

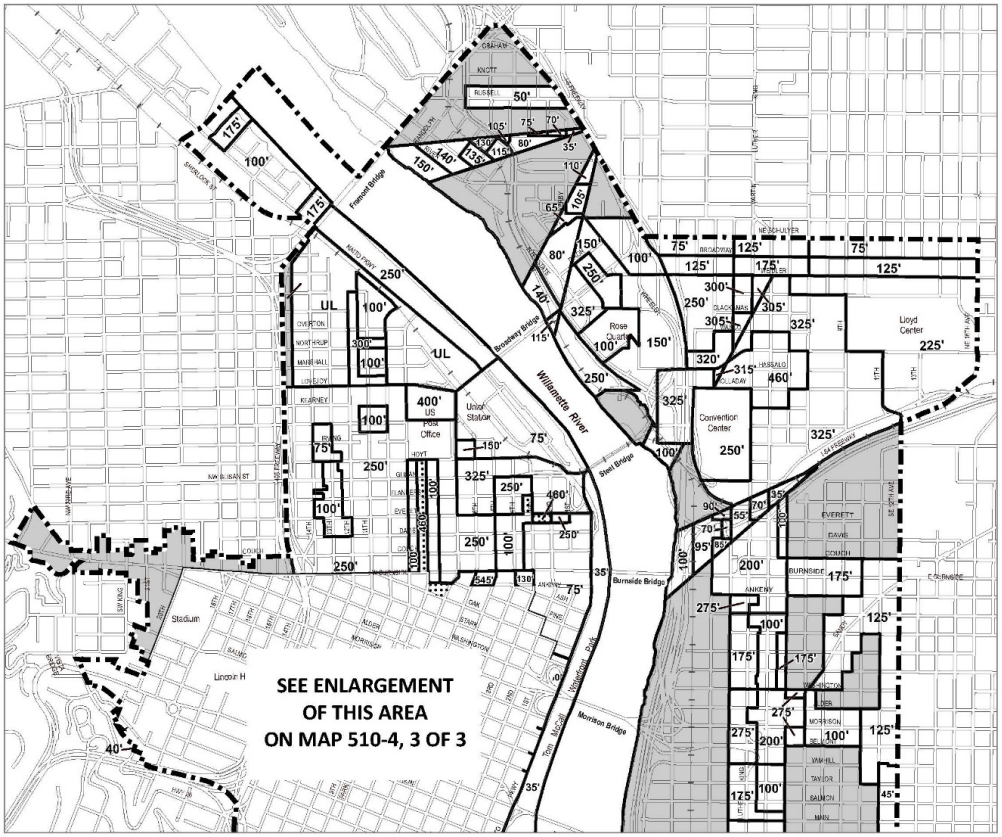
- Central City Plan District boundary
- X' — Maximum building height
- Areas where maximum height is determined by base zone
- Area eligible for height increase
- Maximum height limit of 75' for first 125 feet from top of bank
- Proposed right-of-way
- Proposed accessways

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 1 of 3

Map Revised Xxxxx XX, 201X



Legend

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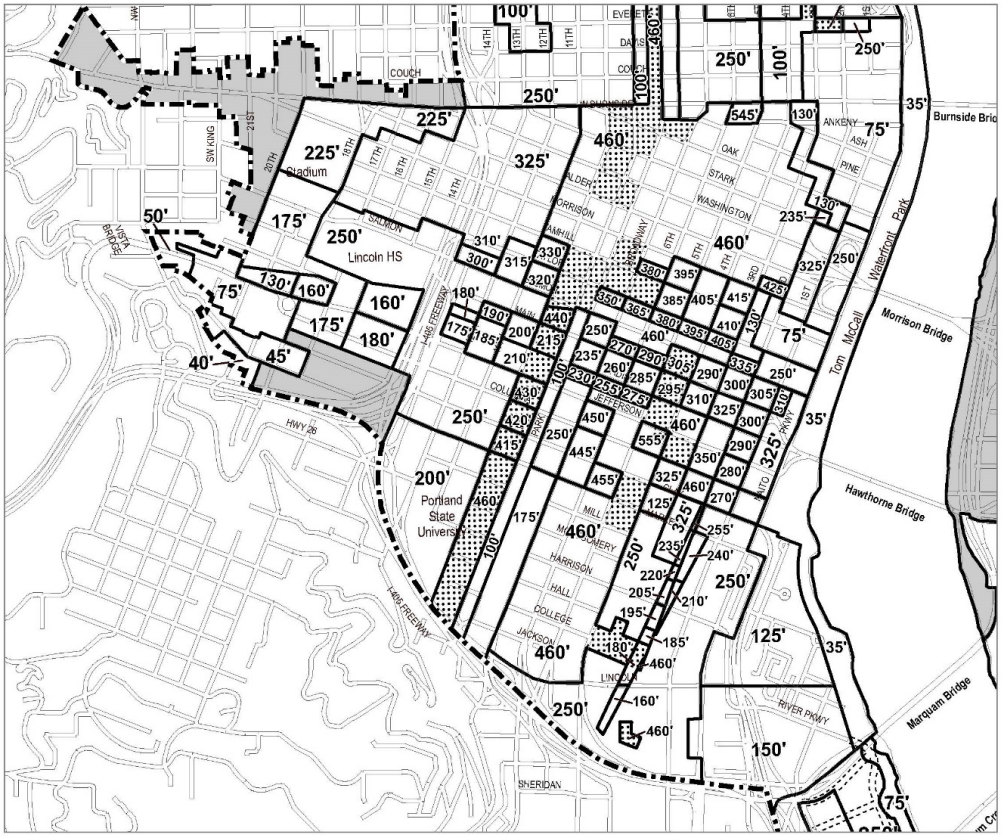
- X' — Maximum building height including eligible height increases
- Areas where maximum height is determined by base zone
- Proposed right-of-way
- Proposed accessways
- Areas where a shadow analysis is required
- UL — Unlimited height allowed

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 3 of 3

Map Revised Xxxxx XX, 201X



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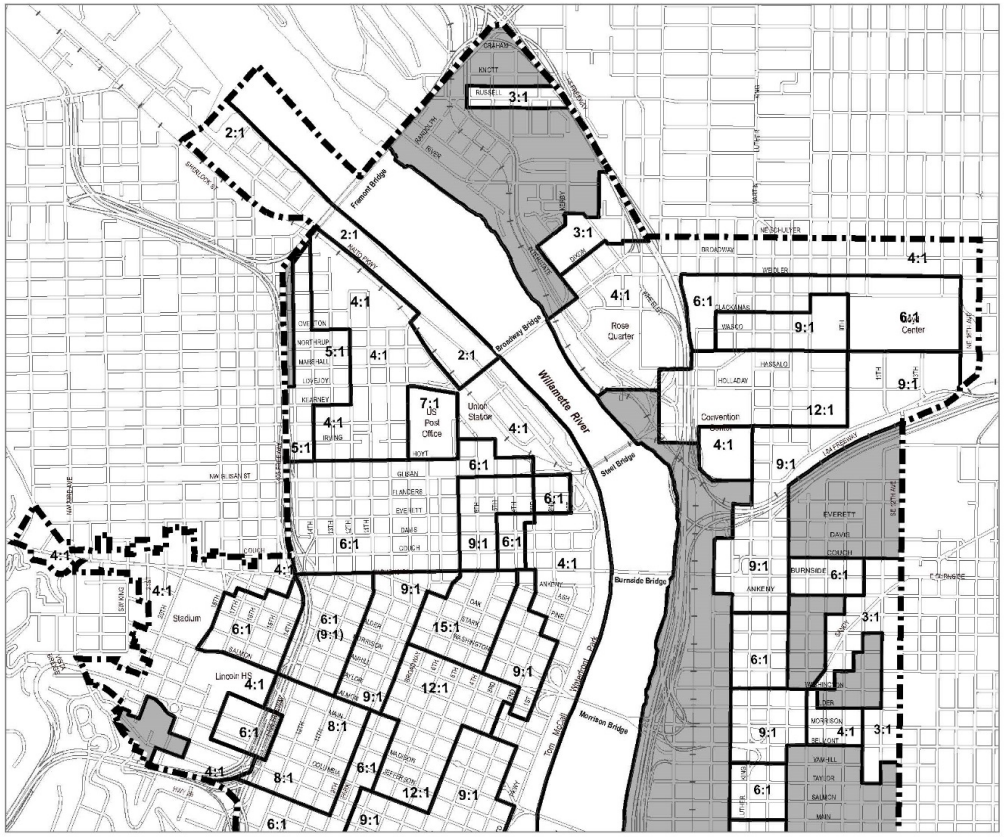
Draft Maximum Floor Area Ratios

Map 510-2

Map 1 of 2

Map Revised Xxxx XX, 201X



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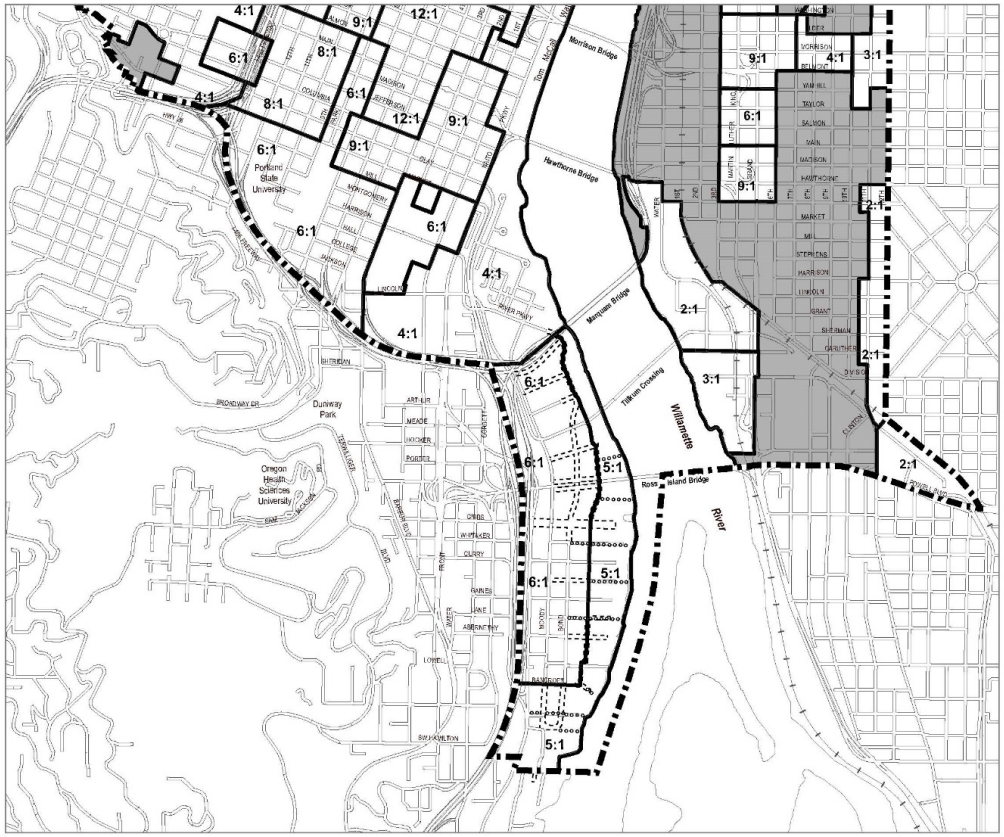

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CENTRALCITY
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March 7, 2016
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- Summarize major code changes by 8 topic areas
- Highlight historic resource-related plan elements
- Answer questions



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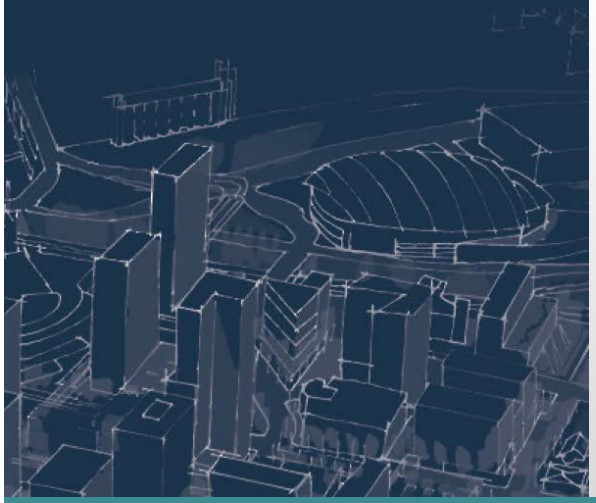

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Open houses on 2/24 & 3/2

Lobby displays

Staff drop–ins from 2/22 – 3/6

Staff presentations at community meetings

Comments due 3/31/2016

PD Proposed Draft

Publish May 2016

PLANNING & SUSTAINABILITY COMMISSION

Public hearings, work sessions & recommendations

REC Recommended Draft

Publish August 2016

CITY COUNCIL

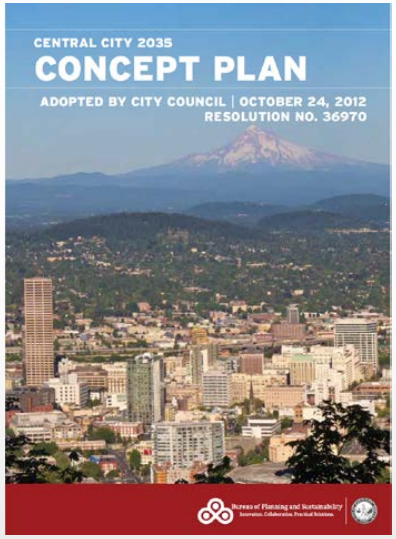
Public hearings, deliberations & adoption

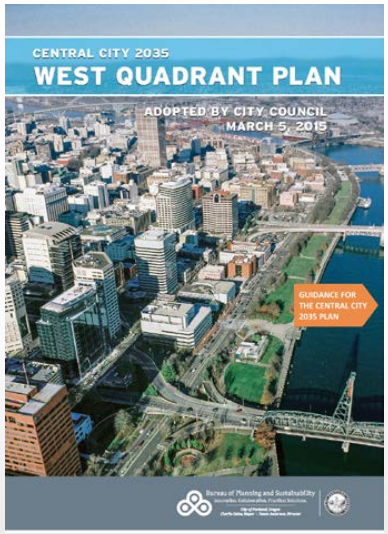
A Adopted Draft

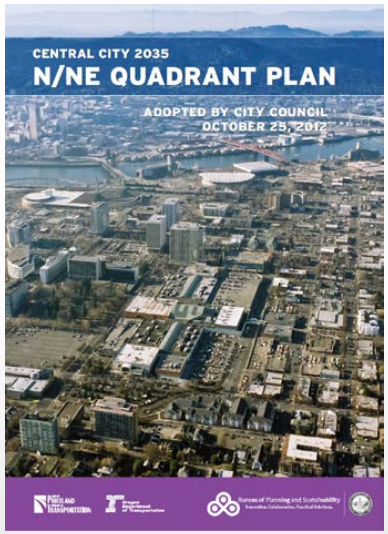
Effective late 2017

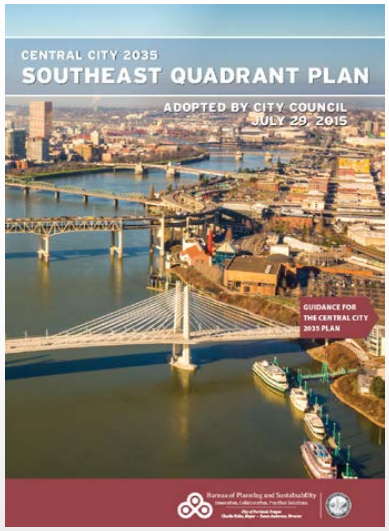


CC2035 Concept Plan & Quadrant Plans









The CC2035 Discussion Draft

- Updates the 1988 Central City Plan
- Builds on five years of work with over 8,000 Portlanders
- Lays the groundwork for a prosperous healthy, equitable and resilient Central City



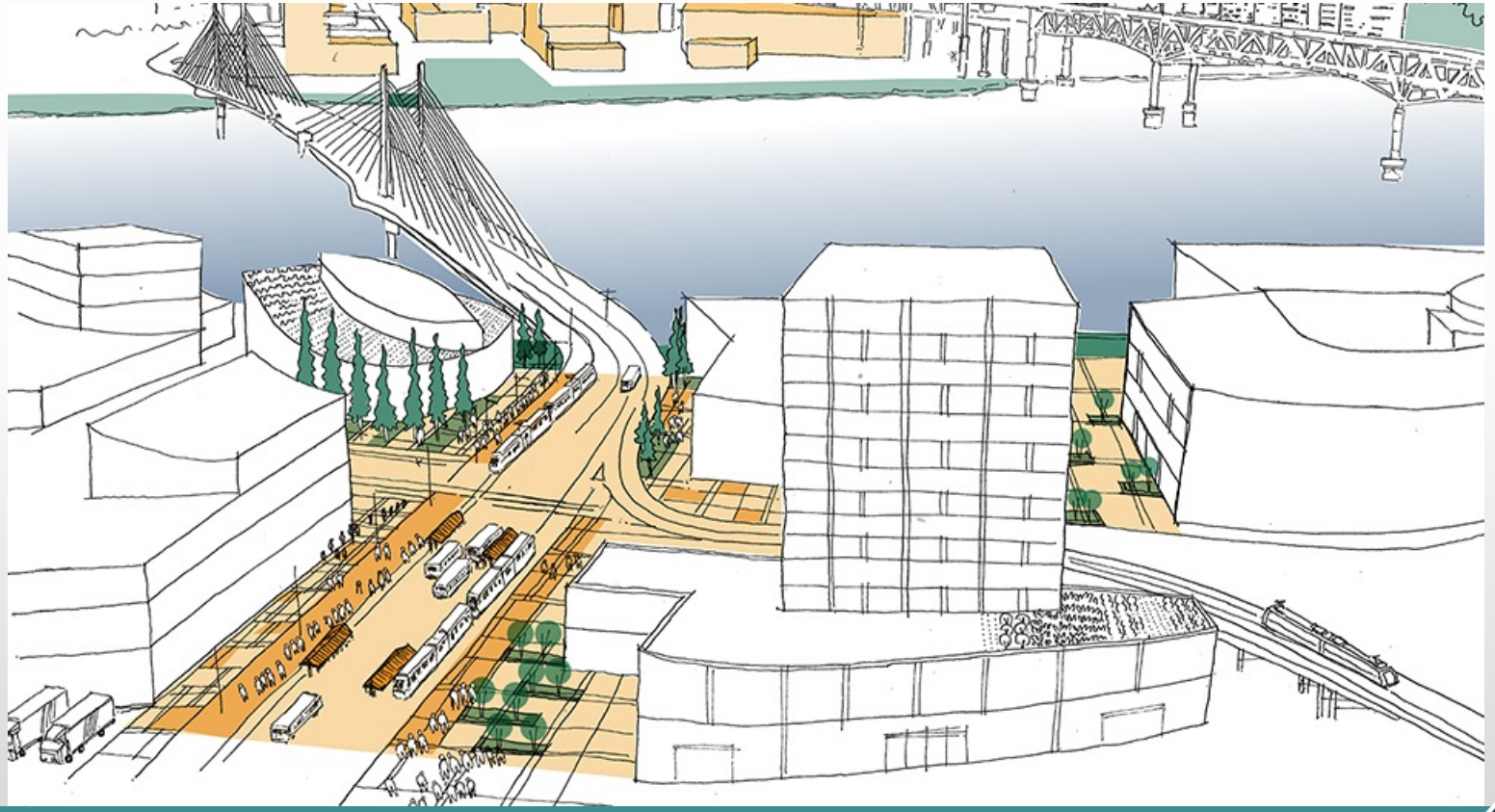
Civic and Cultural Center



Focus on the Willamette River



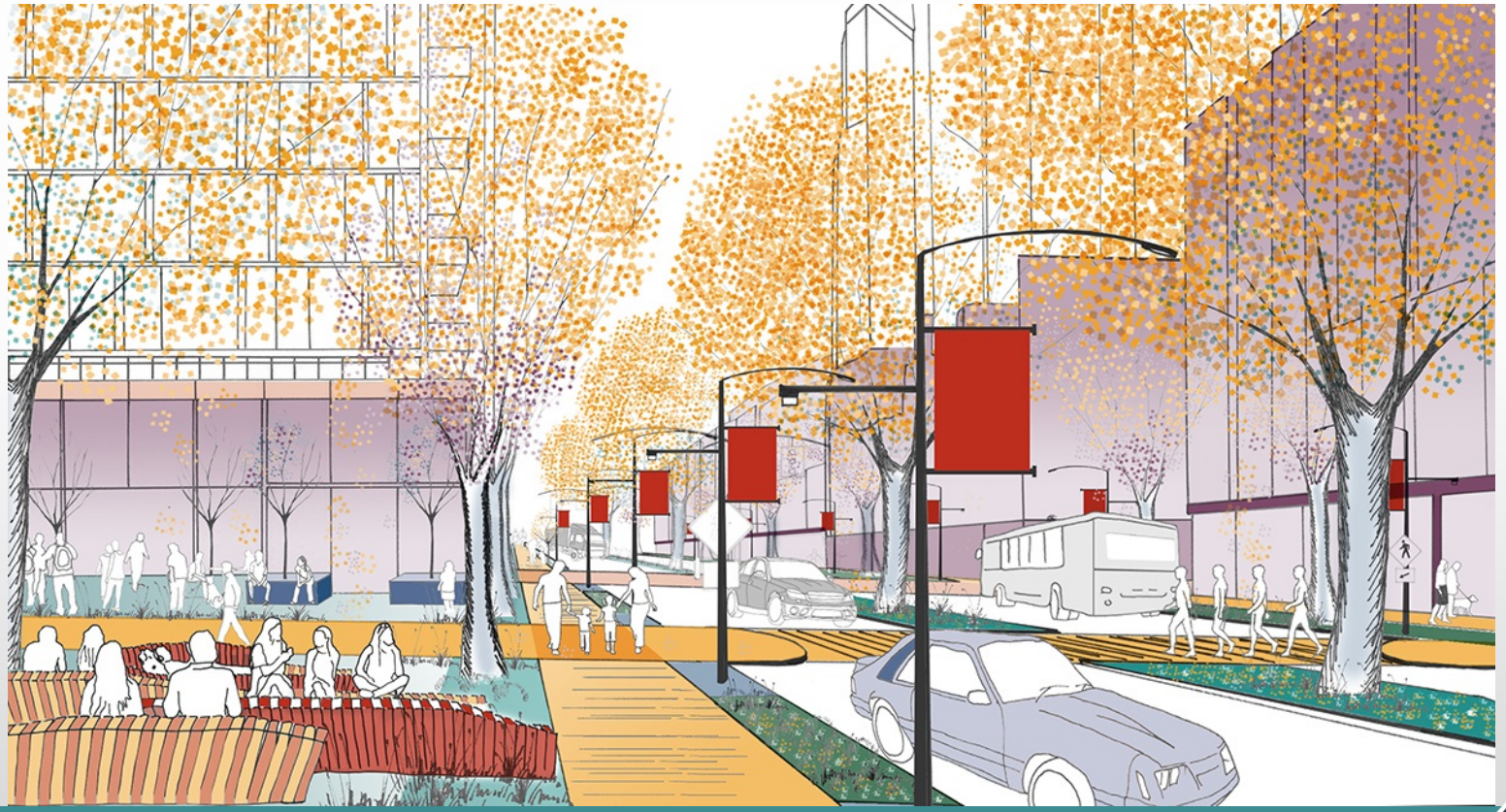
Innovation Quadrant



Resilient Central City



Street and Development Character



The “Green Loop”



LIVABILITY & THE PUBLIC REALM

Code references:

- 33.510.215
- 33.510.220
- 33.510.225
- 33.510.210
- 33.475.210
- 33.510.255



1) New street and development character code *(setbacks, ground floor windows, ground floor active uses, and design guidelines)*
2) New riverfront open space bonus
3) Expand river setback for recreation and habitat
4) Update large site master plan tool
5) Green Loop concept



JOBS

Code references:
- 33.510.119
- Transportation System Plan Updates
- Zoning Map
- 33.510.117

1) Expand industrial office uses in the Central Eastside
2) Clarify and improve freight routes
3) Expand areas zoned mixed use and greater commercial allowances





BONUSES, TRANSFERS & AFFORDABLE HOUSING

Code references:
- 33.510.200
- 33.510.210

1) Overhaul the bonus and transfer system
   - Repeal most existing bonuses and transfers
   - Prioritize affordable housing and seismic/historic preservation





TRANSPORTATION & PARKING

Code references:

- 33.510.261-262
- 33.808
- Transportation System Plan Updates
- 33.510.260

1) New Transportation System Plan (TSP) policies, maps and projects
2) Simplify parking code, and allow more flexible operation of structured parking
3) Require ground floor active uses with structured parking
4) Require Transportation Demand Management (TDM) plans for new development





HEIGHT & VIEWS

1) Maintain basic existing height pattern
2) Increase heights along transit mall and bridgeheads
3) Remove height bonuses in historic districts
4) Modify height limits in view corridors

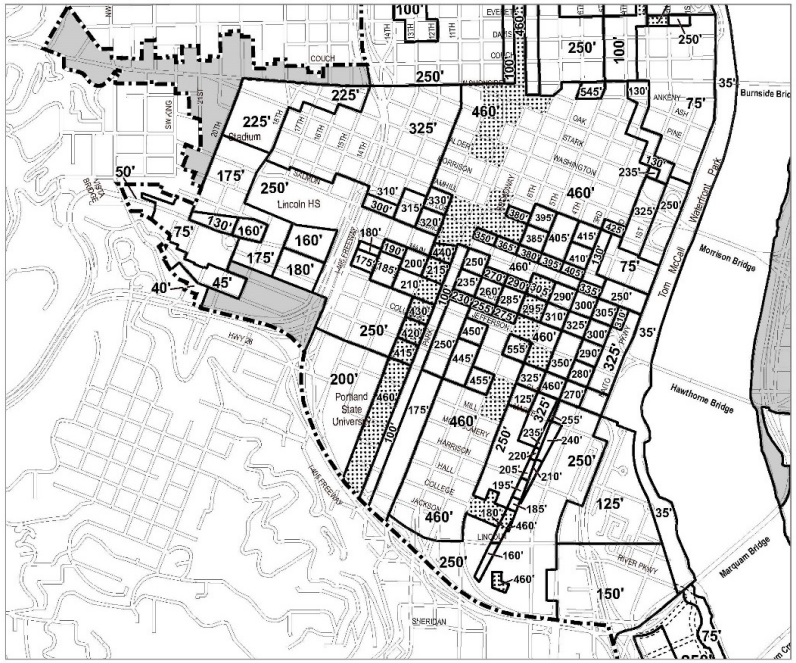


Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 3 of 3

Map Revised Xxxxx XX, 201X



Note: See Map 510-16 for additional height opportunity areas in the North Pearl subarea and South Waterfront subdistrict.

WILLAMETTE RIVER

Code references:
- 33.475
- 33.510.115



1) Establish new river overlay zoning code to include
   - Increased river setback
   - More flexible landscaping standard
   - New river environmental overlay zone on the river, riverbanks and riparian areas
2) Establish a new river review and repeal the current greenway review
3) Allow small retail spaces in Gov. Tom McCall Waterfront Park

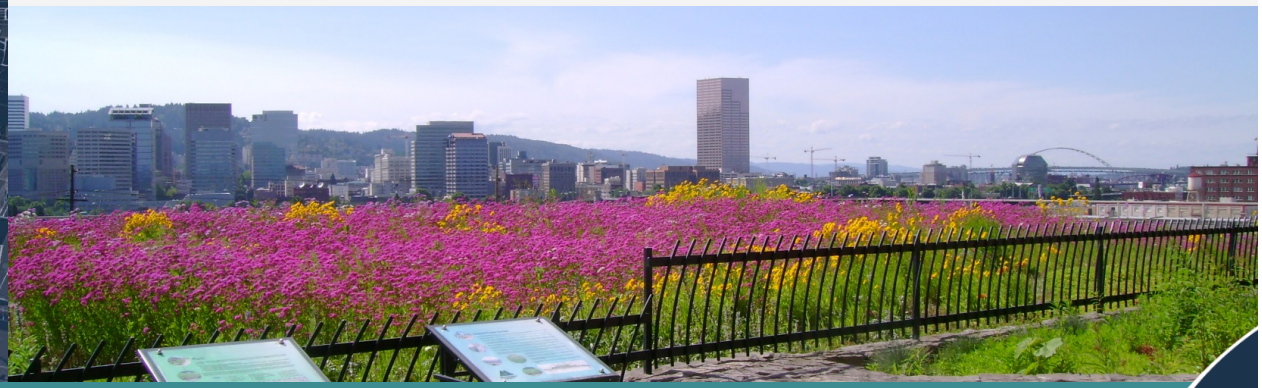


ENVIRONMENT

Code references:
- 33.510.243
- 33.510.244
- 33.475.210



1) Remove ecoroof bonus and instead require ecoroofs
2) Require registration for LEED Gold
3) Create bird friendly lighting along riverfront



HISTORIC RESOURCES:

POLICIES

Volume 1
Urban Design
Page 68



CENTRAL CITY-WIDE POLICIES

5.16 Renovation and rehabilitation:

Encourage the preservation, renovation and rehabilitation of historic buildings.

5.17 Historic resources and districts:

Enhance the identity of historically, culturally and architecturally significant buildings and places, while promoting contextually-sensitive infill development on vacant and surface parking lots.



HISTORIC RESOURCES:

POLICIES

Volume 1
Urban Design
Pages 69-73



DISTRICT-SPECIFIC POLICIES

- Downtown
- West End
- The Pearl
- Old Town/Chinatown
- Lower Albina
- Central Eastside



HISTORIC RESOURCES:

POLICIES

Volume 1
Urban Design
Page 71



DISTRICT POLICY EXAMPLE

Lower Albina Policy 5.LA-4

Preserve, rehabilitate and celebrate historic structures in Lower Albina, including those in the Russell Street Conservation District and culturally significant African-American resources identified in the Cornerstones of Community Inventory.



HISTORIC RESOURCES:

ZONING

Code references:
- 33.510.200



New Central City historic FAR transfer:

- Transfers within CC Plan District
- Landmarks and contributing properties in districts
- Must meet City seismic standards



HISTORIC RESOURCES:

ZONING

Code references:
- 33.510.117
- 33.510.119



Add flexibility for commercial uses in historic resources and existing structures:

- RX Zone: Existing structures: up to 100% can be in Retail or Office use
- IG1 Zone: Landmarks and contributing resources: up to 100% can be in Industrial Office use



HISTORIC RESOURCES:

ZONING

Code references:
- Map 510-3

Volume 3: Scenic Resources Inventory

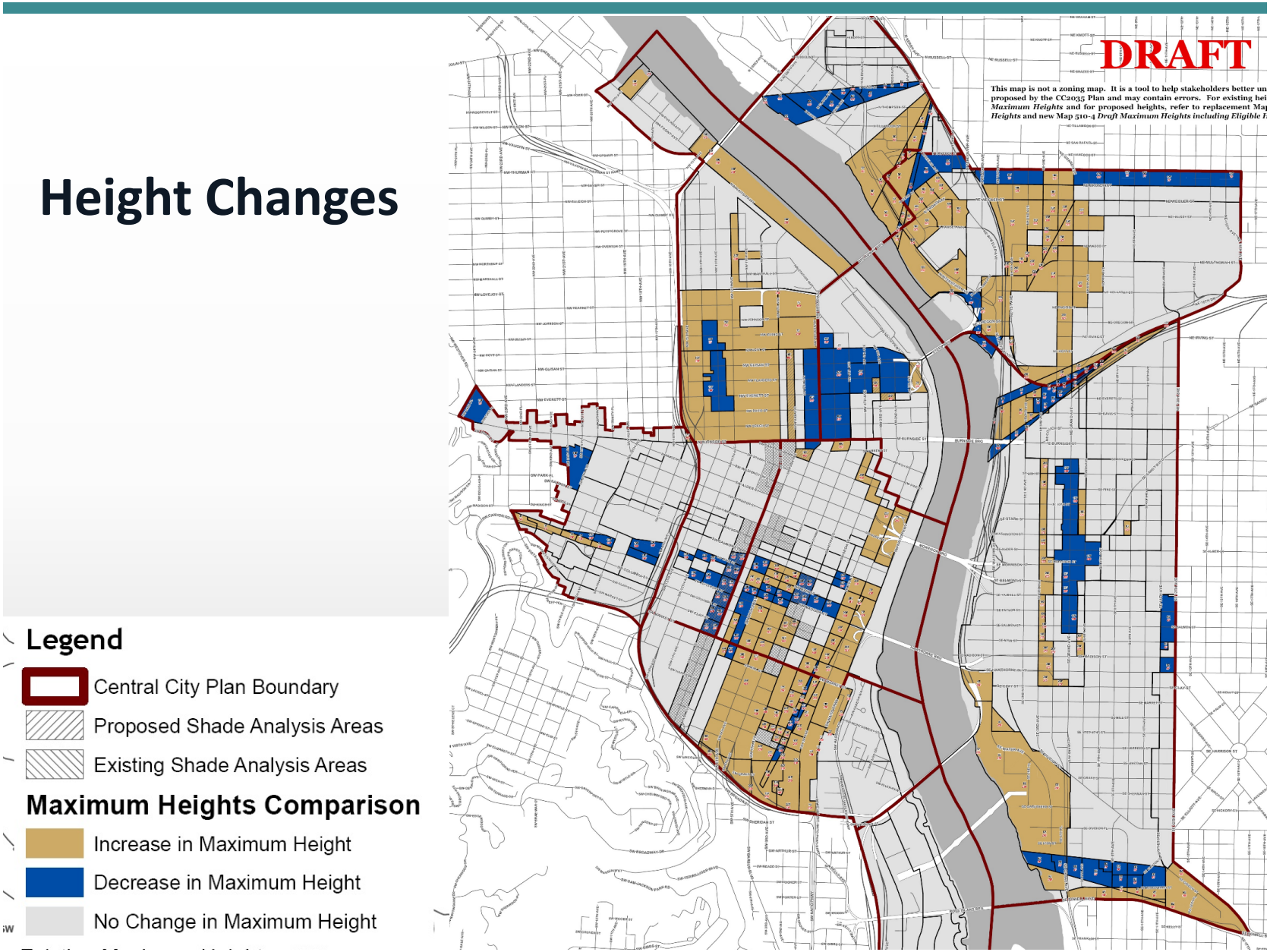


Maximum Height and Scenic Resources:

- Remove height bonus from historic districts
- Heights reduced in part of OT/CT and along NE Broadway
- Require shadow studies adjacent to parks
- Updated Scenic Resources Inventory and Protection Plan
- Heights adjusted in View Corridors



Height Changes



HISTORIC RESOURCES:

WORK PLAN

Early Implementation

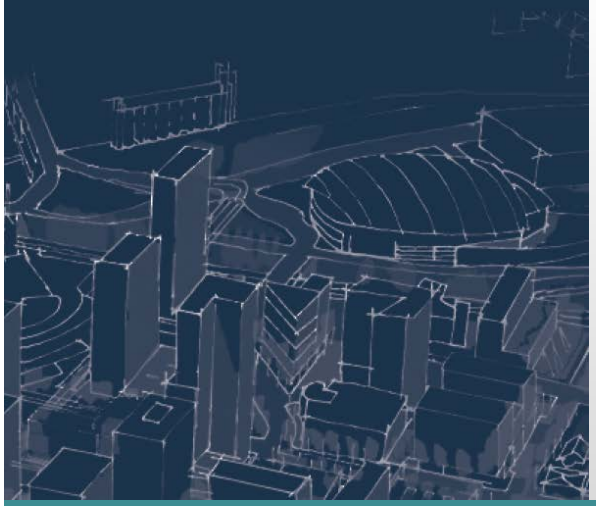
1. Skidmore/Old Town Guidelines: City Council mid-April
2. New Chinatown/Japantown Guidelines:
   - First advisory committee meeting March 16
   - First Landmarks Commission briefing March 28
   - Landmarks Commission hearings early fall
3. African-American MPD (CLG grant, begin summer)



HISTORIC RESOURCES:

FUTURE WORK PLANS

Volume 5
Implementation Plan



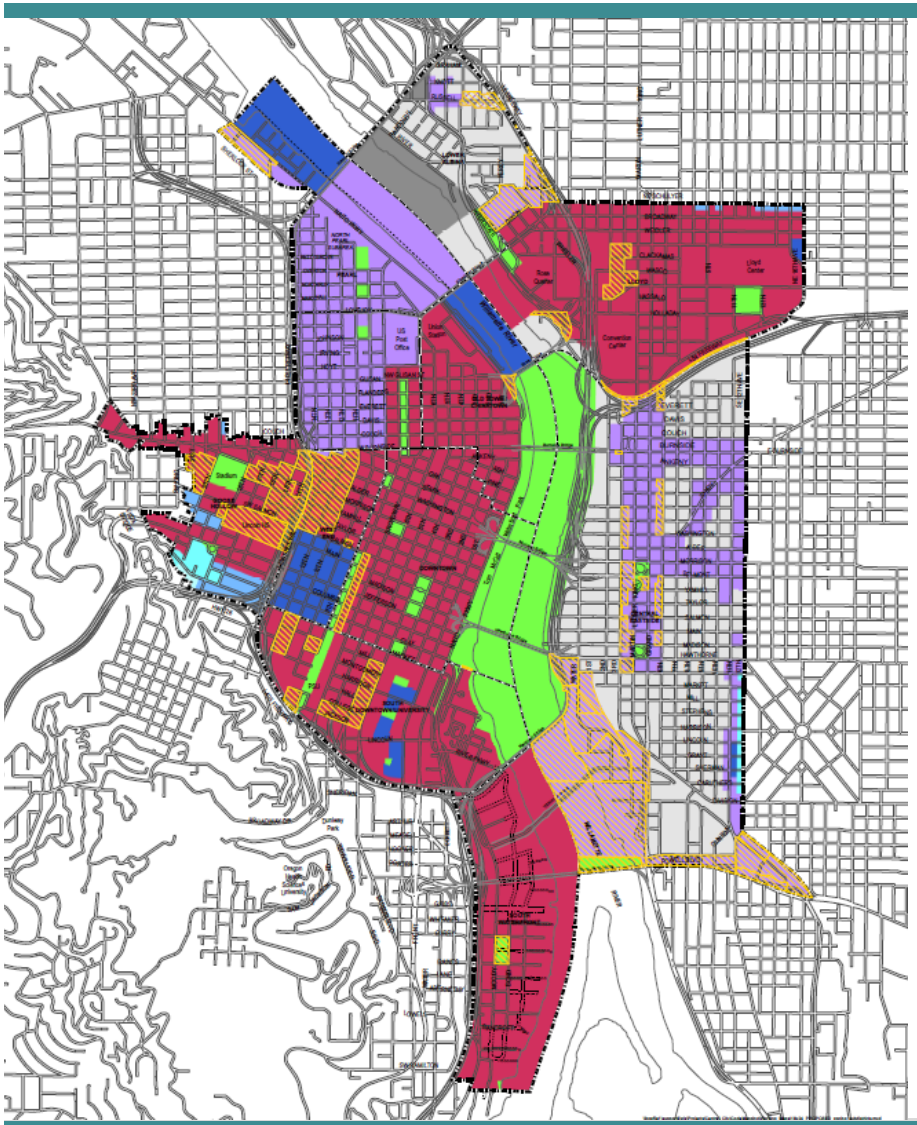
- Consider requiring seismic upgrades for projects using public assistance
- New/enhanced financial tools to support seismic upgrades
- Seismic upgrade to Union Station
- Update Central City Fundamental and East Portland/Grand Avenue HD guidelines
- Advocate for state historic tax credit
- Update HRI, prioritize West End, Goose Hollow, Central Eastside
- Support landmark nominations in Lower Albina
- Improve approval criteria in Russell St. Conservation District
- Update New Chinatown/Japantown NR nomination
- Collaborate with PSU on preservation efforts
- Review Downtown MPD nomination and revise if needed

Thank You



Additional Volume 2 Materials

- Height (510-3 and 510-4)
- View Corridors (510-20)
- Maximum FAR (510-2)
- River (e) Overlay
- Top of Bank (475-2)
- Parking Sectors (510-10) and Max. Parking Ratios Table (510-2)
- Required Master Plan Sites (510-19)
- Sample of Transportation System Plan Designation Maps



Proposed Zoning Changes Highlighted

Legend

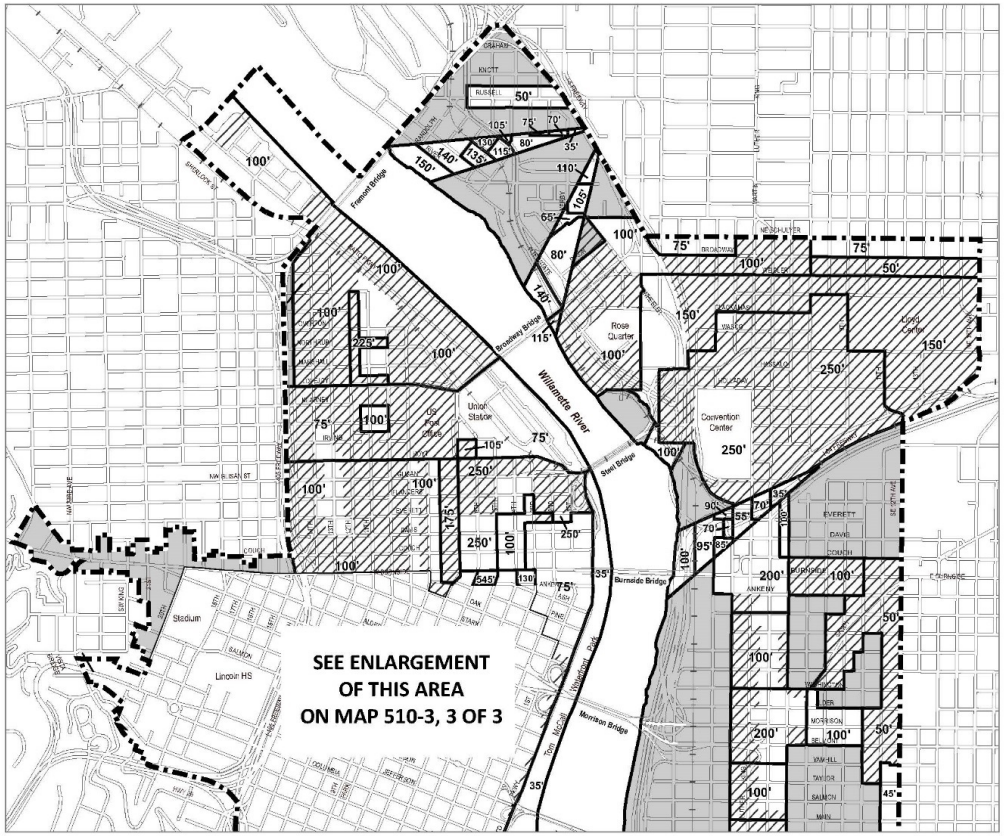
- Central City Plan District
- Subdistrict boundary
- Subarea boundary
- Area of change
- Open Space (OS)
- Low Density Multi-Dwelling Residential 2,000 (R2)
- Medium Density Multi-Dwelling Residential 1,000 (R1)
- High Density Multi-Dwelling Residential (RH)
- Central Multi-Dwelling Residential (RX)
- Central Commercial (CX)
- Central Employment (EX)
- General Industrial 1 (IG1)
- Heavy Industrial (IH)
- IG1(EXd)
- Proposed right-of-way
- Proposed accessways

Draft Maximum Heights

Map 510-3

Map 1 of 3

Map Revised Xxxxx XX, 201X



Legend

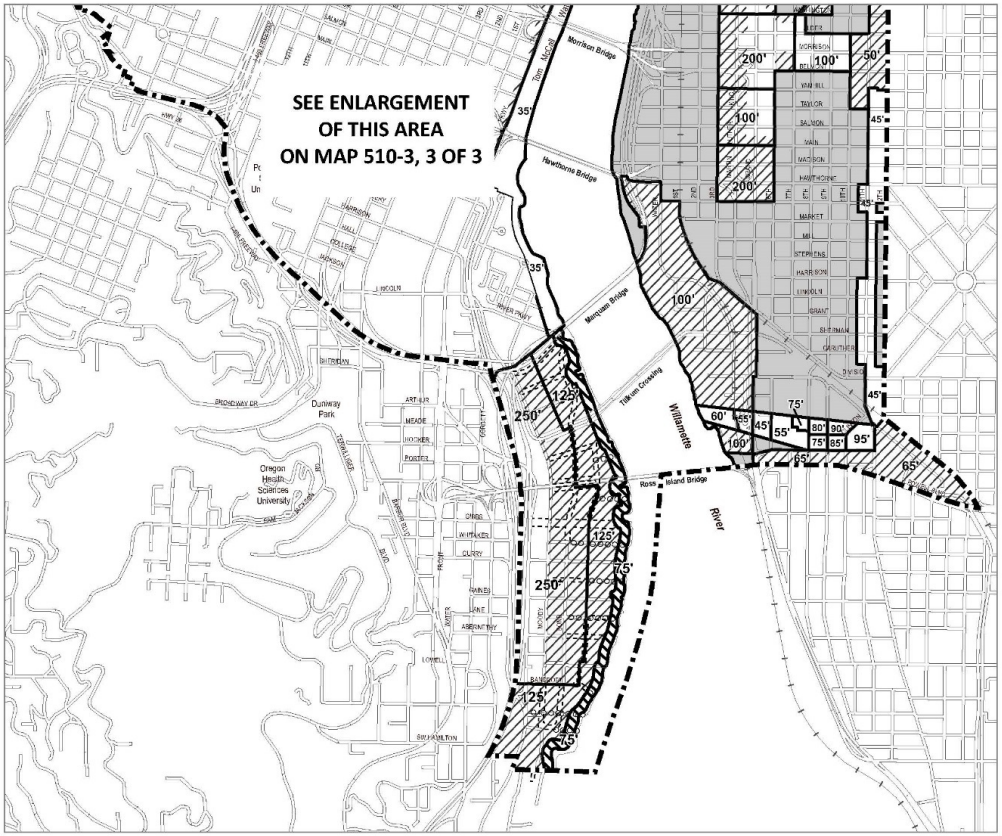
- Central City Plan District boundary
- X' — Maximum building height
- Areas where maximum height is determined by base zone
- Area eligible for height increase
- Maximum height limit of 75' for first 125 feet from top of bank
- Proposed right-of-way
- Proposed accessways

Draft Maximum Heights

Map 510-3

Map 2 of 3

Map Revised Xxxxx XX, 201X



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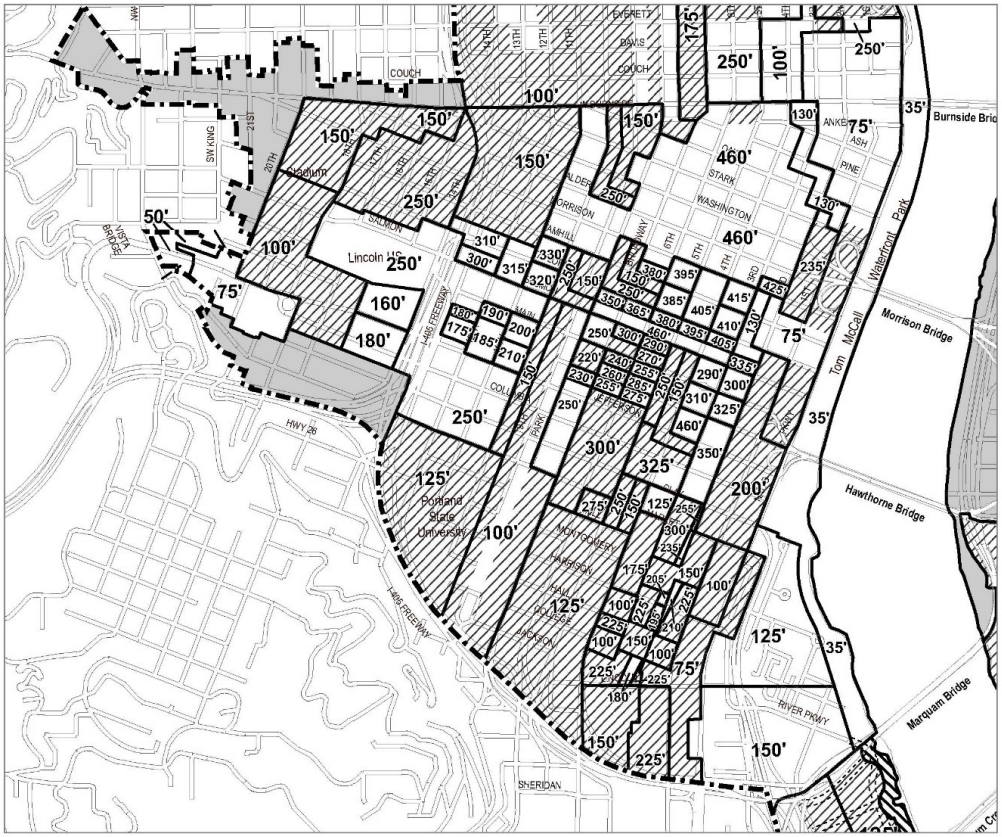
Draft Maximum Heights

Map 510-3

Map 3 of 3

Map Revised Xxxxx XX, 201X



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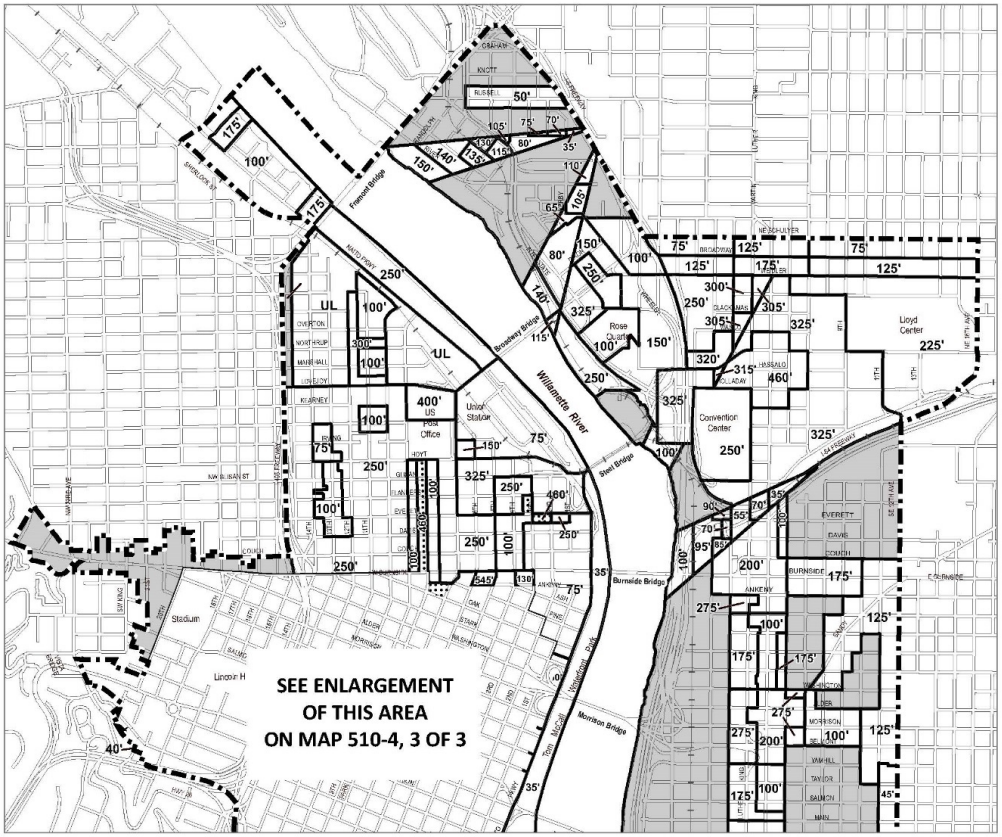
- Proposed right-of-way
- Proposed accessways

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 1 of 3

Map Revised Xxxxx XX, 201X



Legend

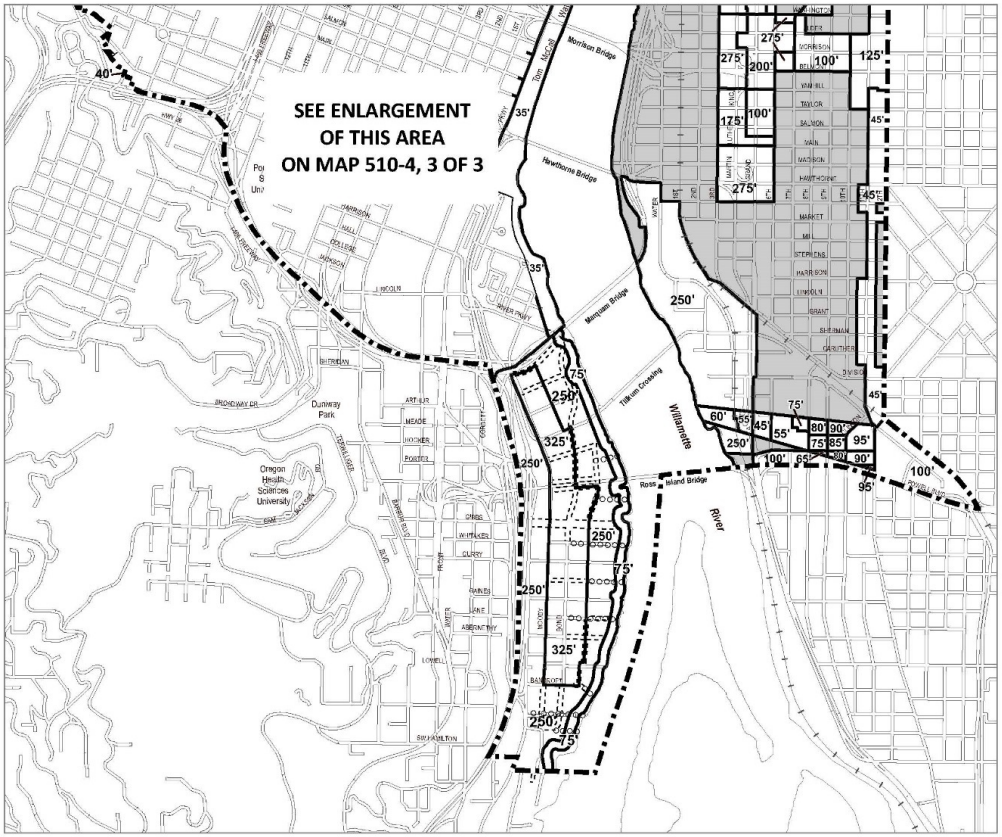
- Central City Plan District boundary
- X' — Maximum building height including eligible height increases
- Areas where maximum height is determined by base zone
- Proposed right-of-way
- Proposed accessways
- Areas where a shadow analysis is required
- UL — Unlimited height allowed

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 2 of 3

Map Revised Xxxxx XX, 201X



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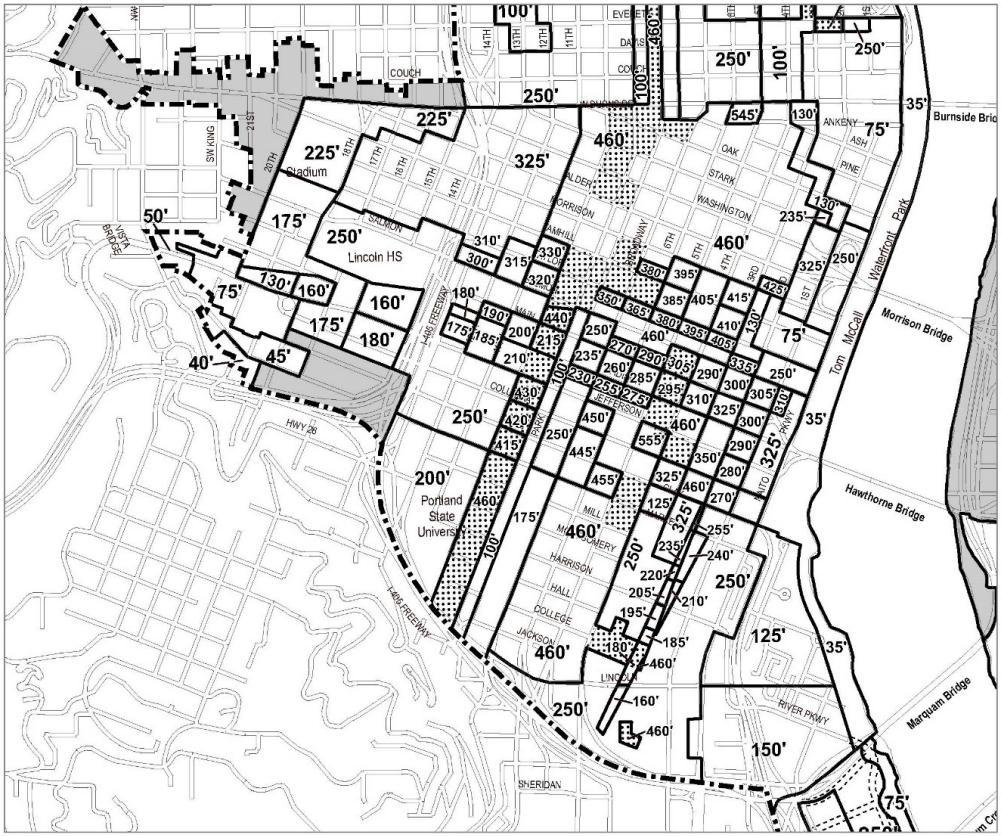
Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 3 of 3

Map Revised Xxxxx XX, 201X



Legend

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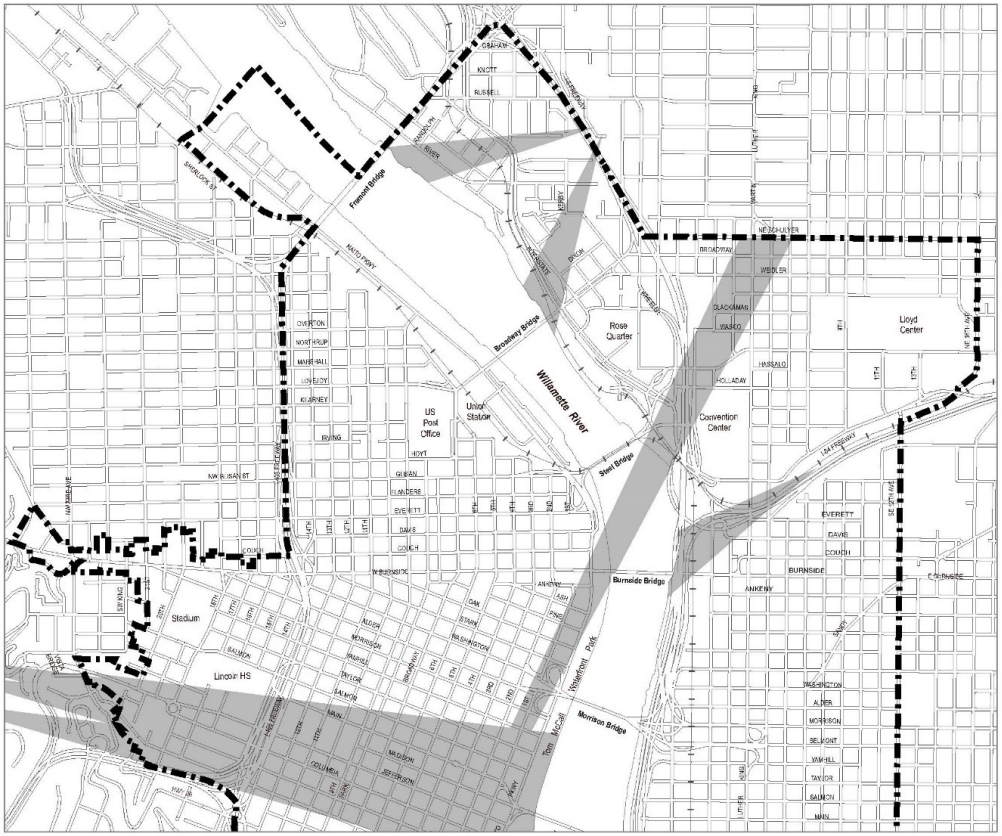
- X' — Maximum building height including eligible height increases
- Areas where maximum height is determined by base zone
- Proposed right-of-way
- Proposed accessways
- Areas where a shadow analysis is required
- UL — Unlimited height allowed

Draft View Corridor Areas

Map 510-20

Map 1 of 2

Map Revised Xxxxx X, 201X



Legend

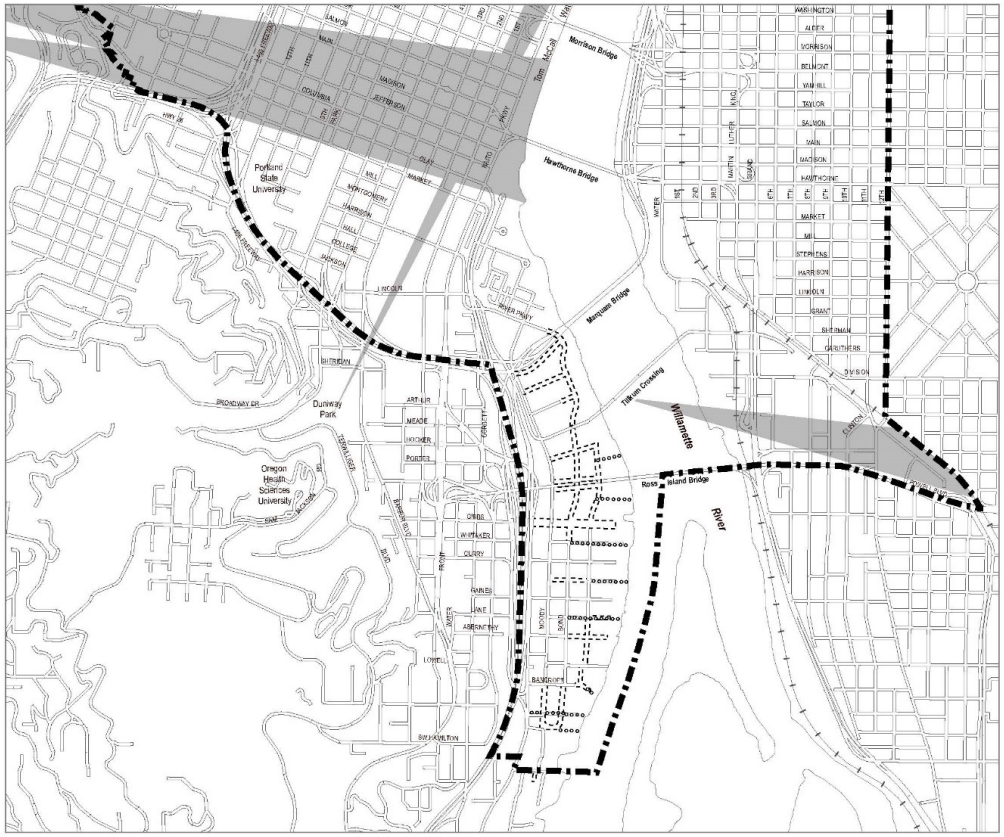
- Central City Plan District boundary
- Areas within Scenic View Corridors
- Proposed right-of-way
- Proposed accessway

Draft View Corridor Areas

Map 510-20

Map 2 of 2

Map Revised Xxxxx X, 201X



Legend

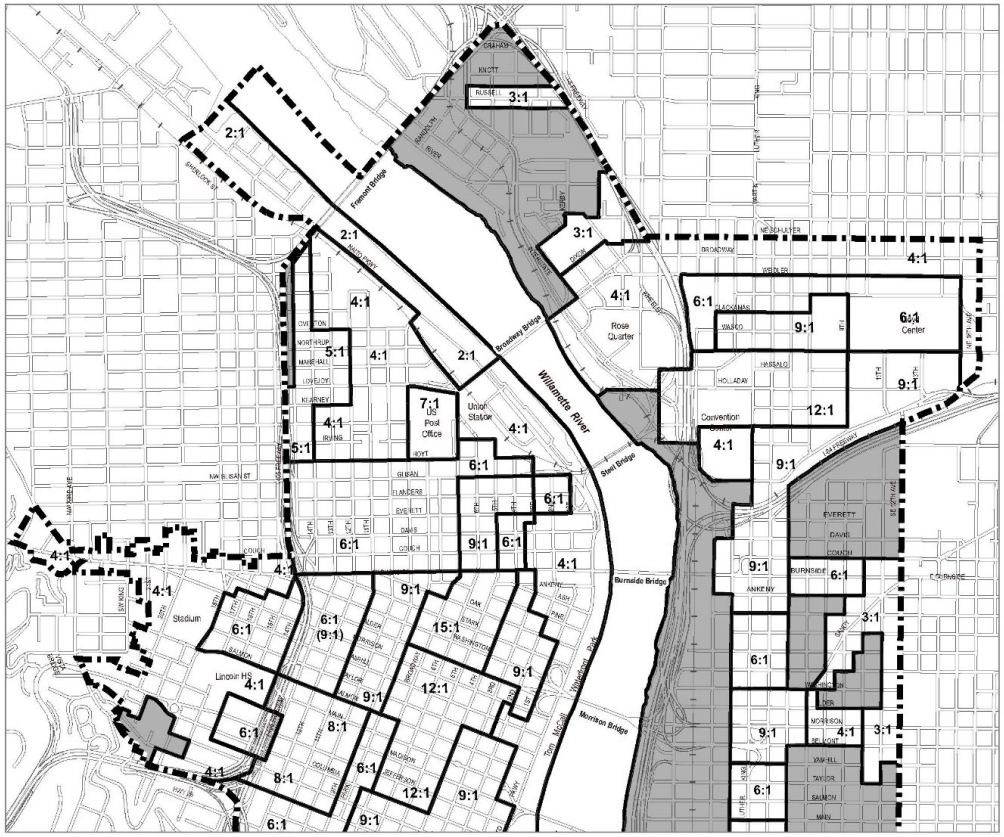
- Central City Plan District boundary
- Areas within Scenic View Corridors
- Proposed right-of-way
- Proposed accessway

Draft Maximum Floor Area Ratios

Map 510-2

Map 1 of 2

Map Revised Xxxx XX, 201X



Legend

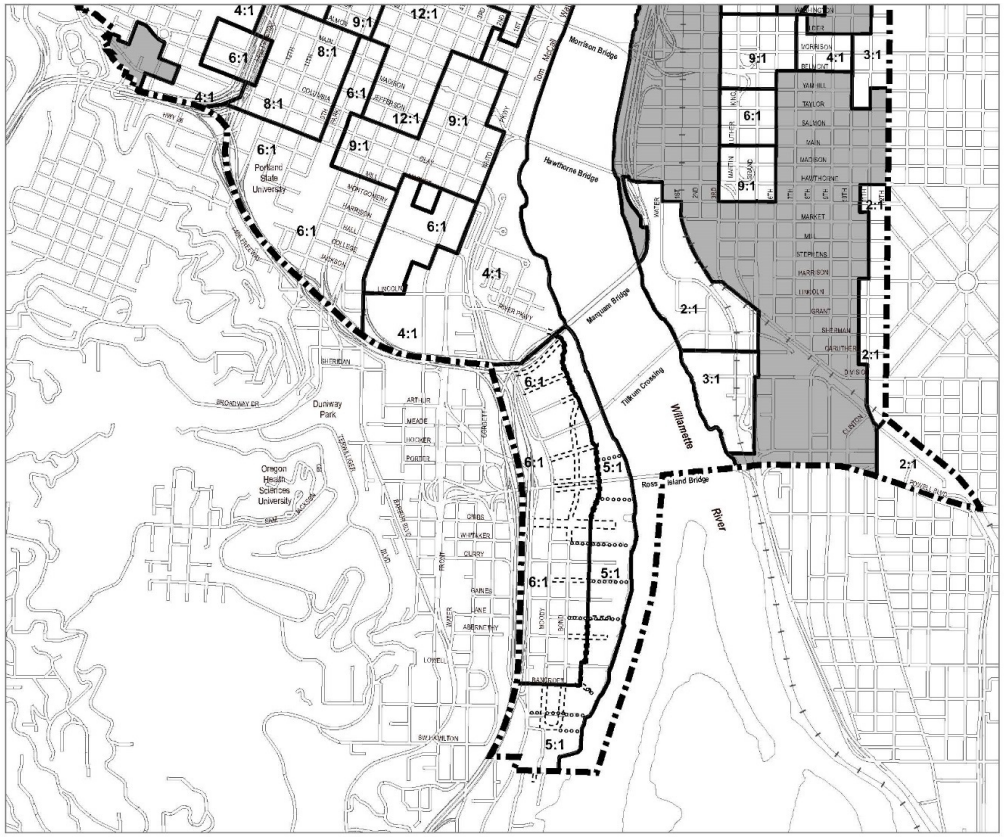
- Central City Plan District boundary
- Maximum FAR area boundary
- Area where floor area ratio (FAR) is determined by base zone
- Proposed right-of-way
- Proposed accessway
- **X:Y** Maximum FAR
  - **X** = Gross square foot of building
  - **Y** = Square foot of site
- **(X:Y)** Residential maximum FAR

Draft Maximum Floor Area Ratios

Map 510-2

Map 2 of 2

Map Revised Xxxx XX, 201X



Legend

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- Maximum FAR area boundary
- Area where floor area ratio (FAR) is determined by base zone
- Proposed right-of-way
- Proposed accessway
- **X:Y** Maximum FAR
  - **X** = Gross square foot of building
  - **Y** = Square foot of site
- **(X:Y)** Residential maximum FAR

Draft Central Reach River Environmental Overlay Zone

Map 1

February 1, 2016



Draft Central Reach River Environmental Overlay Zone

Map 2

February 1, 2016



Top-of-Bank

DRAFT

Map 475-2

Map 1 of 3

Map Revised Xxxxx X, 2015



Central City Plan District Boundary

Top-of-Bank

Top-of-Bank

DRAFT Map 475-2

Map 2 of 3

Map Revised Xxxxx X, 2015



Central City Plan District Boundary

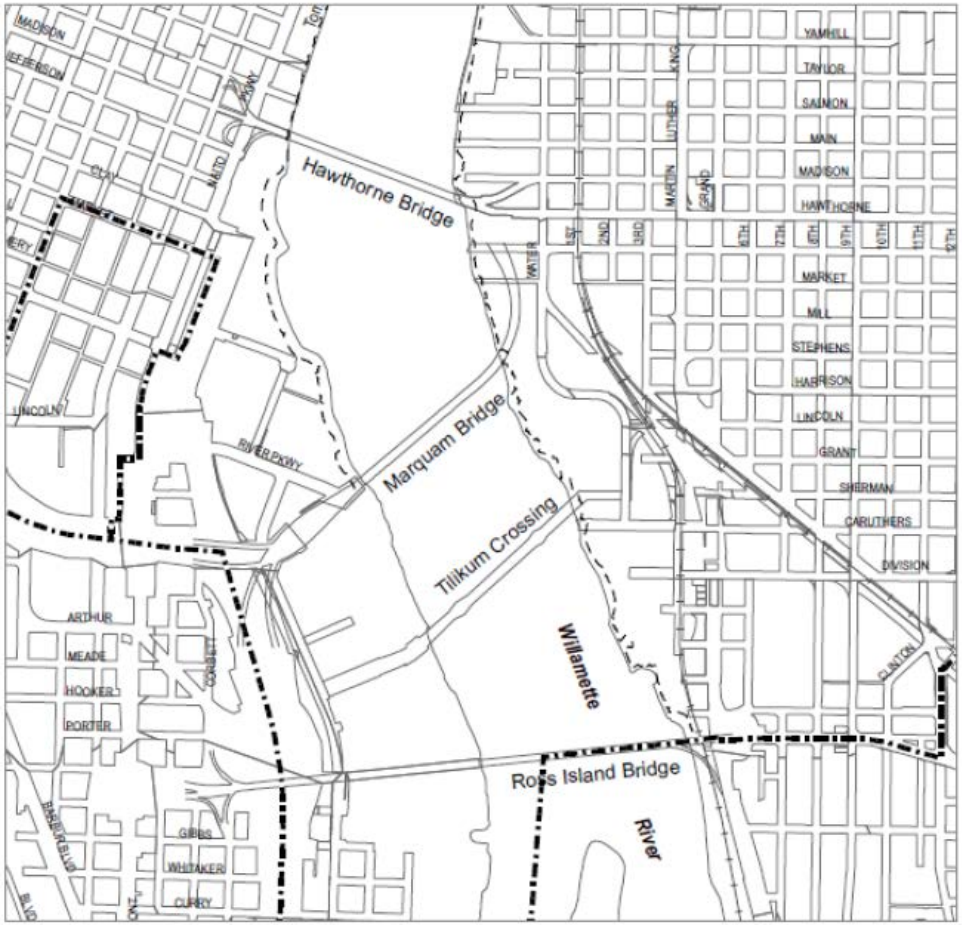
Top-of-Bank

Top-of-Bank

DRAFT Map 475-2

Map 3 of 3

Map Revised Xxxxx X, 2015



Central City Plan District Boundary

Top-of-Bank

Draft Parking Sectors

Map 510-10

Map Revised Xxxxx X, 201X

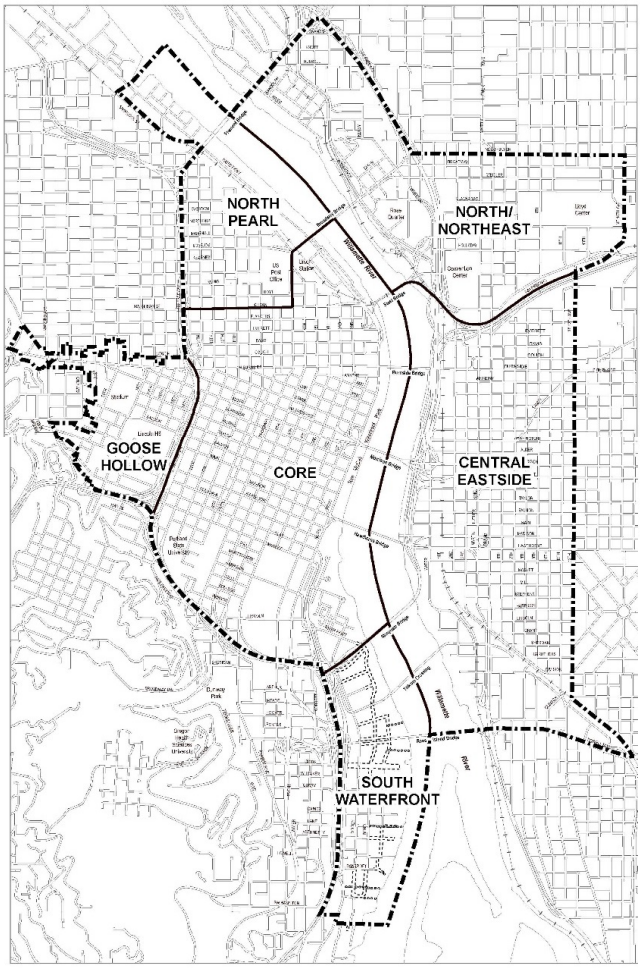


Table 510-2
Maximum Parking Ratios[1]

Uses	Parking Sectors					
	Central Eastside	Core	Goose Hollow	North/Northeast	North Pearl	South Waterfront
Office, Retail Sales/Service, Schools/Colleges	2.0	1.0	1.5	1.35	1.5	2.0
Medical Center	2.0	1.5	1.5	1.35	1.5	2.0
Industrial	2.0	1.0	1.0	2.0	1.0	1.0
Religious/Theater	0.25	0.25	0.25	0.25	0.25	0.25
Residential	1.2	1.2	1.2	1.2	1.2	1.2
Hotels	1.0	1.0	1.0	1.0	1.0	1.0

[1] Maximum ratios are per 1,000 square feet of net building area for non-residential/hotel uses; per dwelling unit or hotel room for residential/hotel uses

Legend

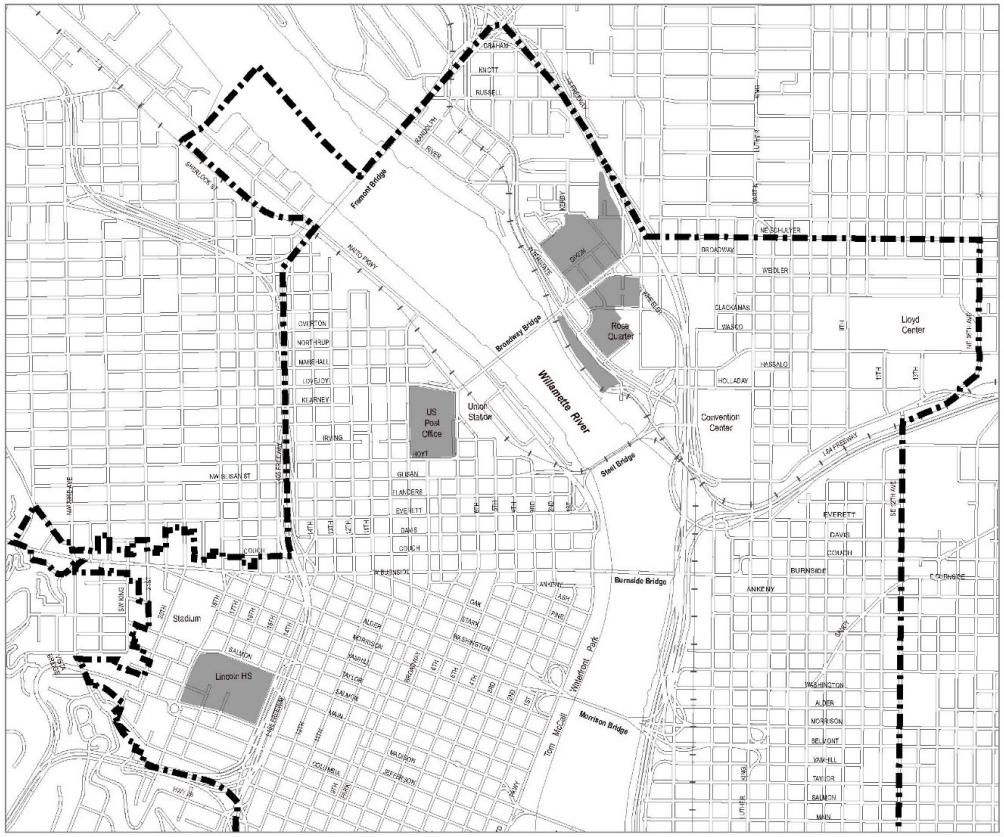
- Central City Plan District boundary
- Sector boundary
- Proposed right-of-way
- Proposed accessway

Draft Required Master Plan Sites

Map 510-19

Map 1 of 2

Map Revised Xxxxx XX 201X



Legend

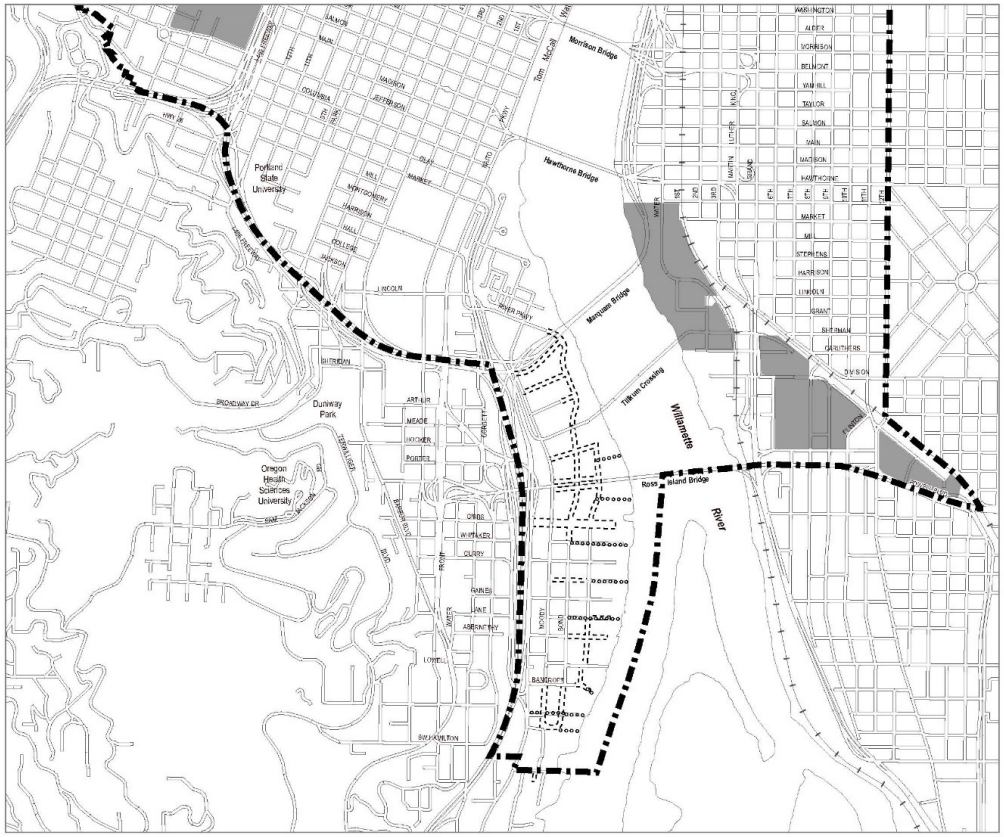
- Central City Plan District boundary
- Required Master Plan Sites
- Proposed right-of-way
- Proposed accessway

Draft Required Master Plan Sites

Map 510-19

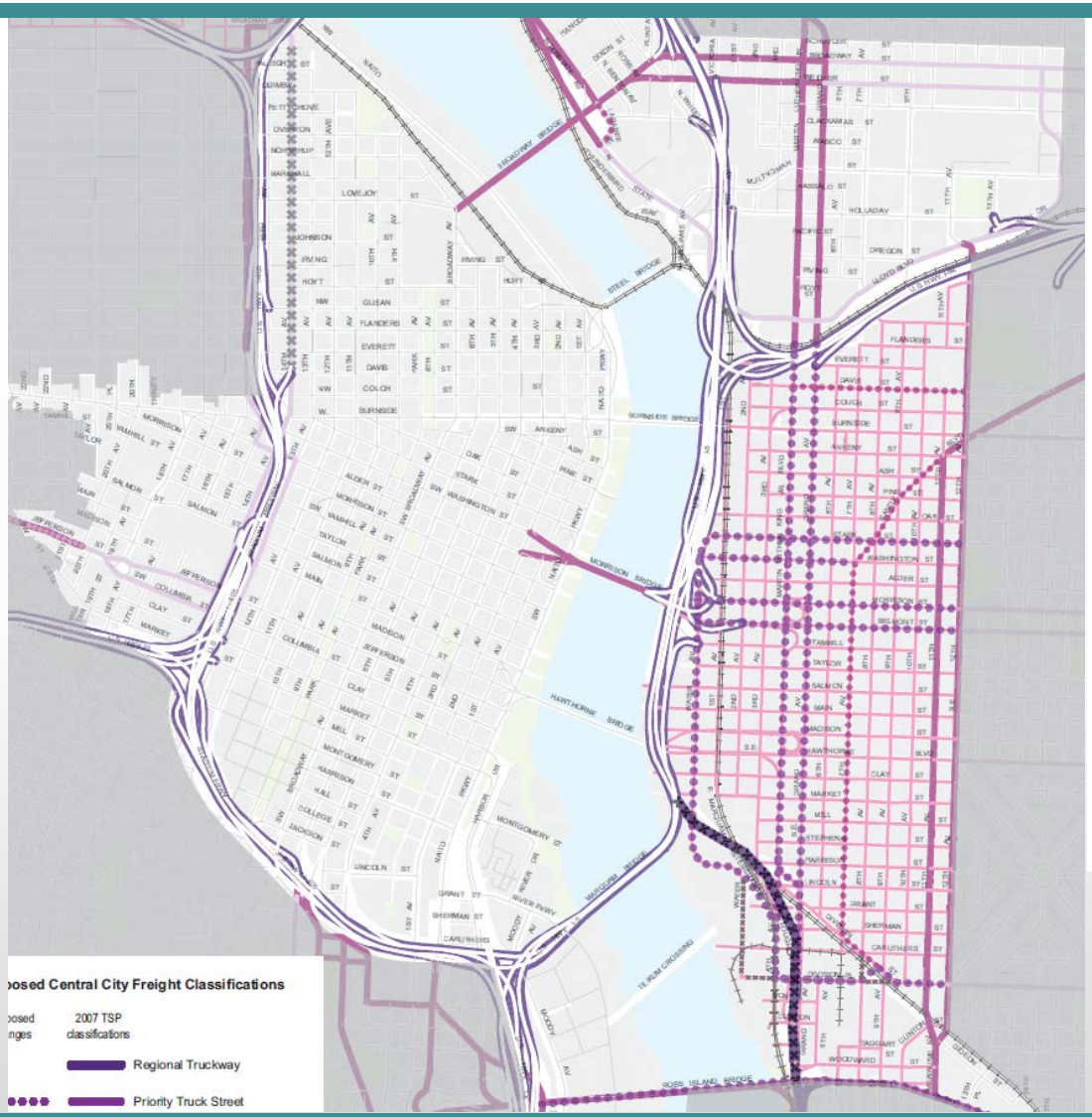
Map 2 of 2

Map Revised Xxxxx XX 201X



Legend

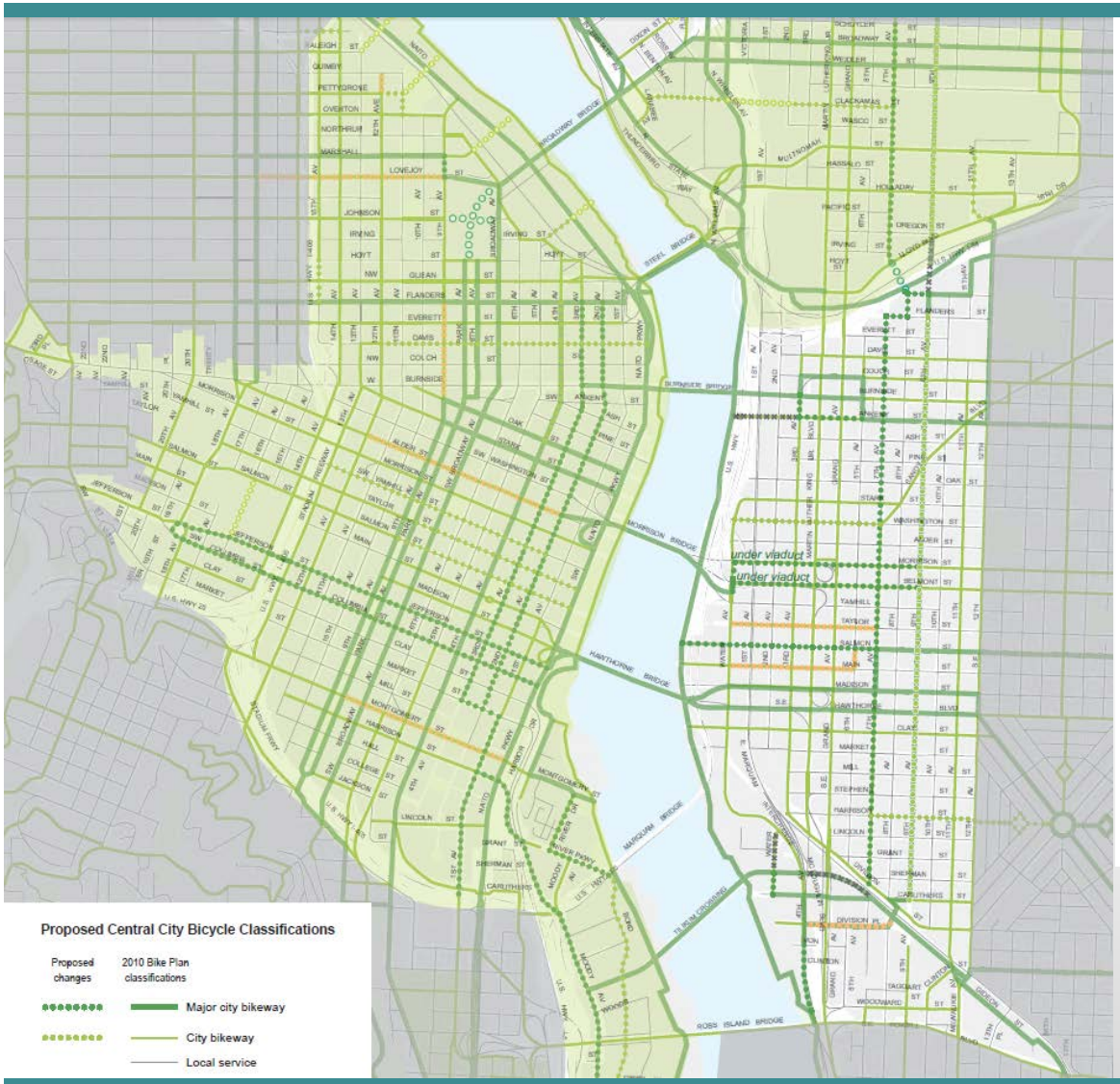
- Central City Plan District boundary
- Required Master Plan Sites
- Proposed right-of-way
- Proposed accessway



TSP
Freight Classifications

Proposed changes	2007 TSP classifications
	Regional Truckway
	Priority Truck Street
	Major Truck Street
	Truck Access Street
	Freight District Street
	Local Service Truck Street
	Railroad Main Line
	Railroad Branch Line
	Remove

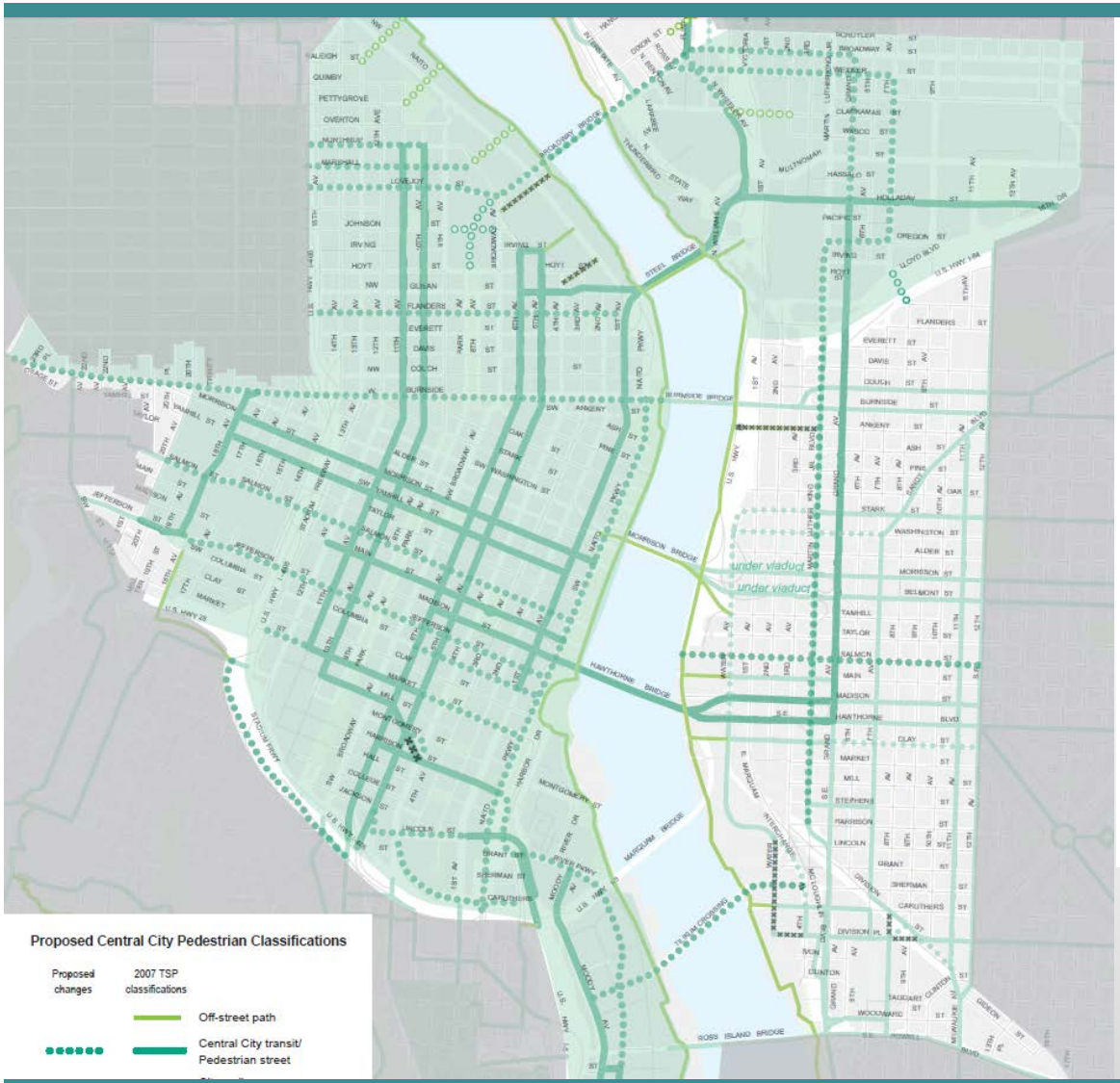
TSP
Bicycle Classifications



Proposed changes | 2010 Bike Plan classifications

- Major city bikeway
- City bikeway
- Local service
- Bicycle district
- New connection, e.g. bridge
- Change to local service
- Remove

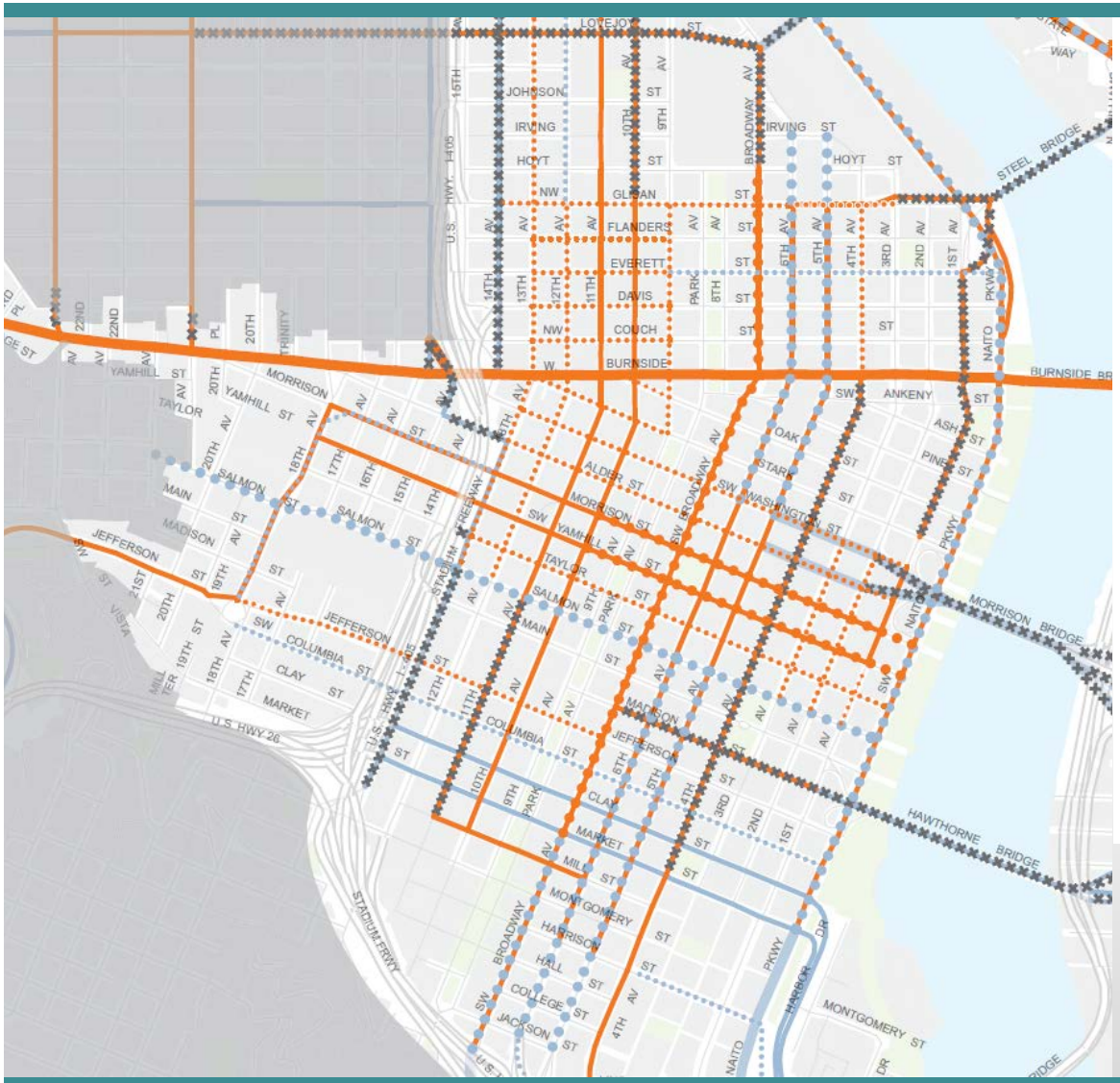
31934



TSP
Pedestrian Classifications

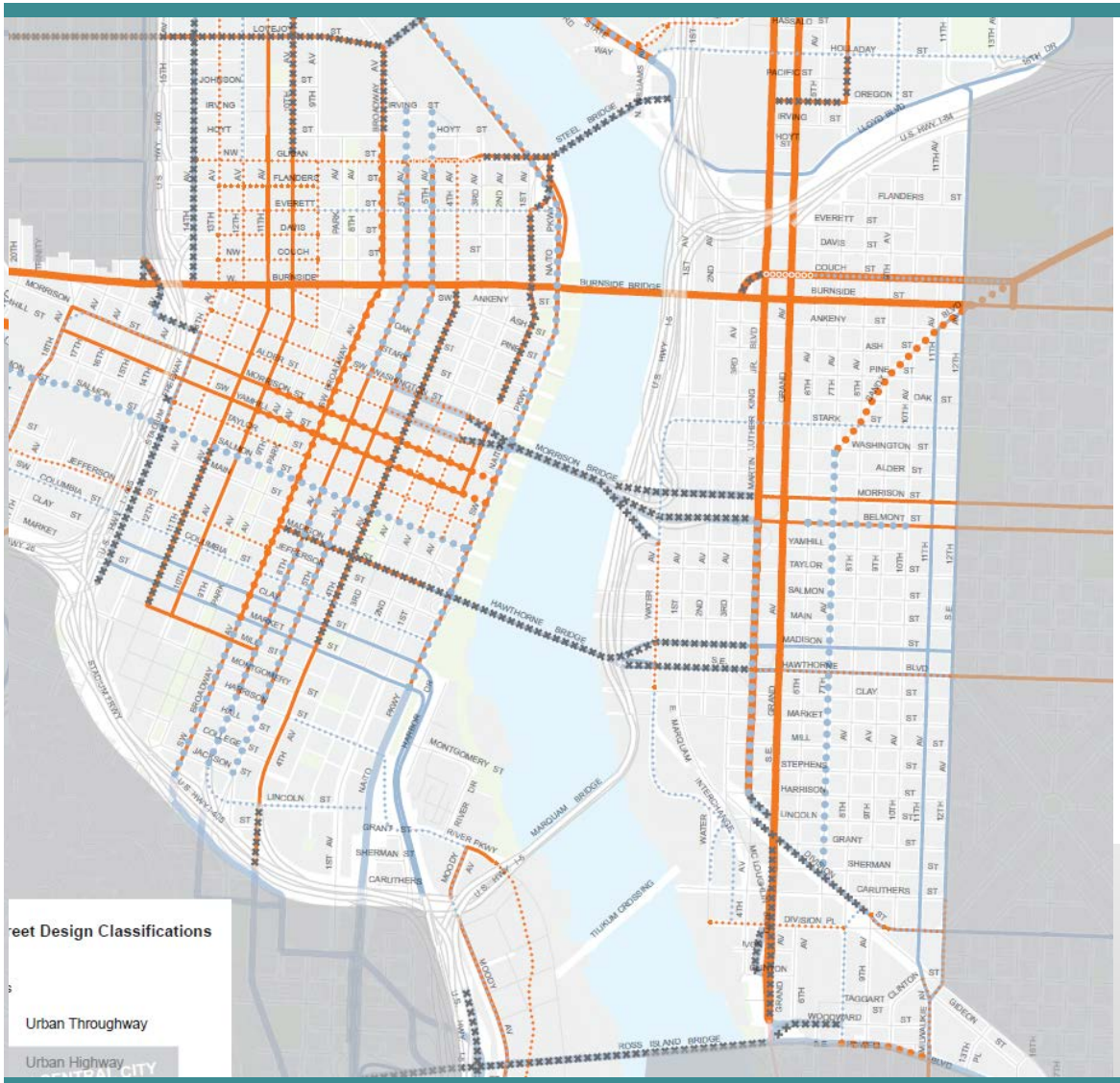
Proposed changes | 2007 TSP classifications

- Off-street path
- Central City transit/ Pedestrian street
- City walkway
- Pedestrian district, ***all streets in these areas are city walkways***
- Local access
- New connection
- Remove



TSP
Street Design Classifications

Proposed changes	2007 TSP classifications	
		Urban Throughway
		Urban Highway
		NOT IN CENTRAL CITY
		Urban Road
	Main Streets	
		Civic
		District
	Corridors	
		Civic
		District
×××××××		Remove



TSP
Street Design Classifications

Proposed changes

2007 TSP classifications

Urban Throughway

Urban Highway

NOT IN CENTRAL CITY

Urban Road

Main Streets

Civic

District

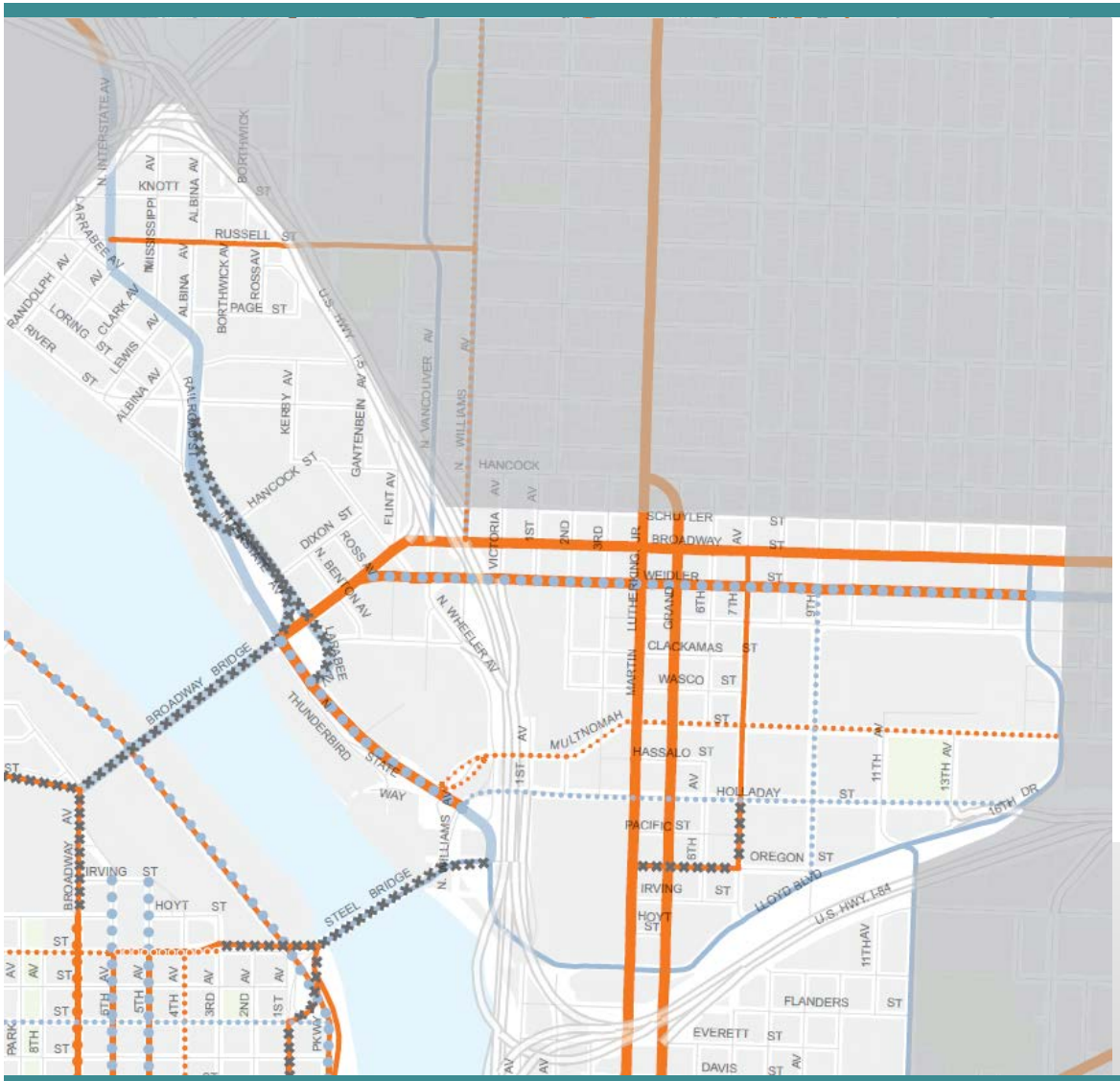
Corridors

Civic

District

Remove

TSP
Street Design Classifications



Proposed changes

2007 TSP classifications

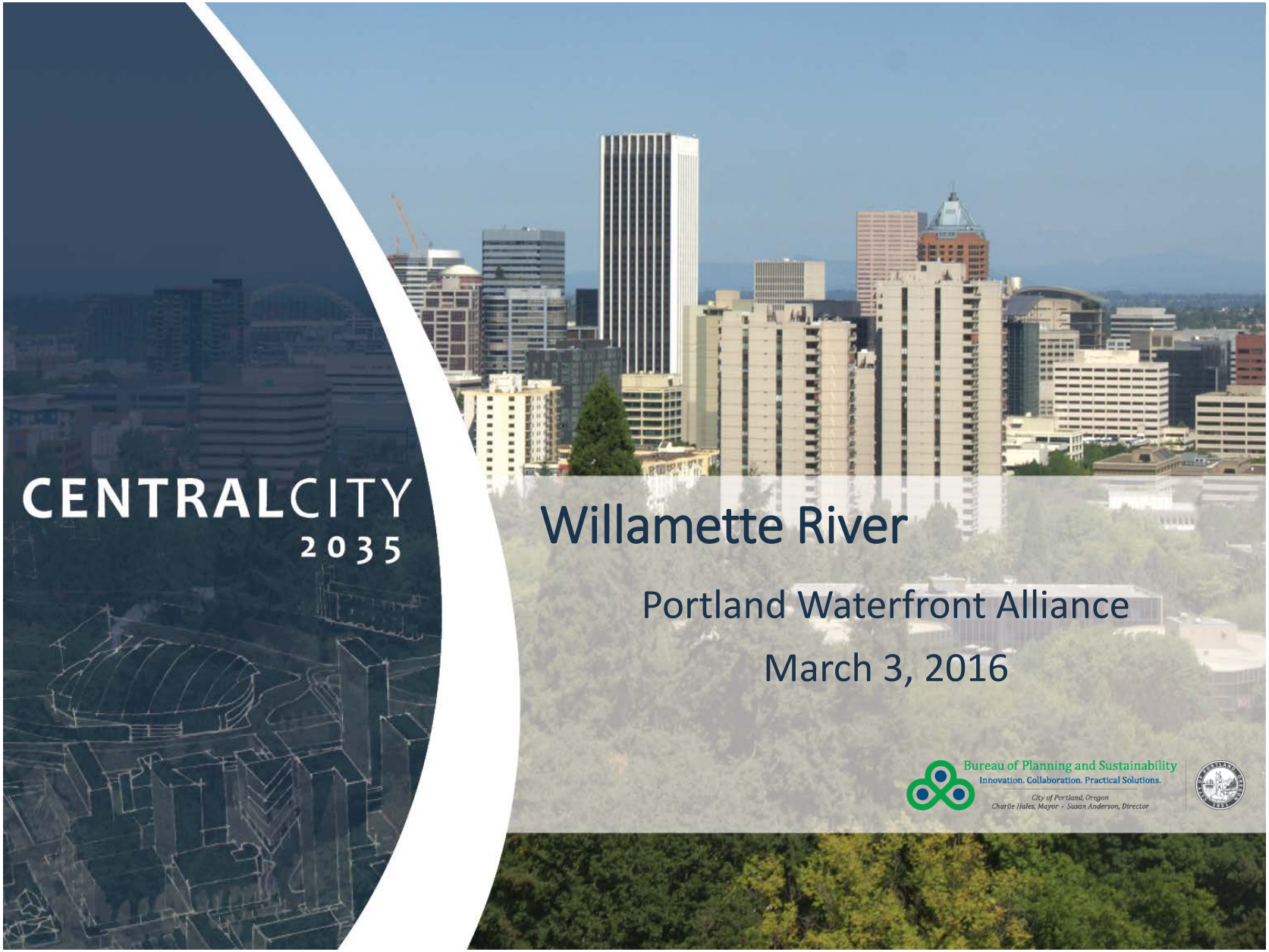
- Urban Throughway
- Urban Highway
- Urban Road

NOT IN CENTRAL CITY

Main Streets
- Civic
- District

Corridors
- Civic
- District

- Remove


CENTRALCITY
2035
Willamette River
Portland Waterfront Alliance
March 3, 2016
Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

WILLAMETTE RIVER

Purpose of Today

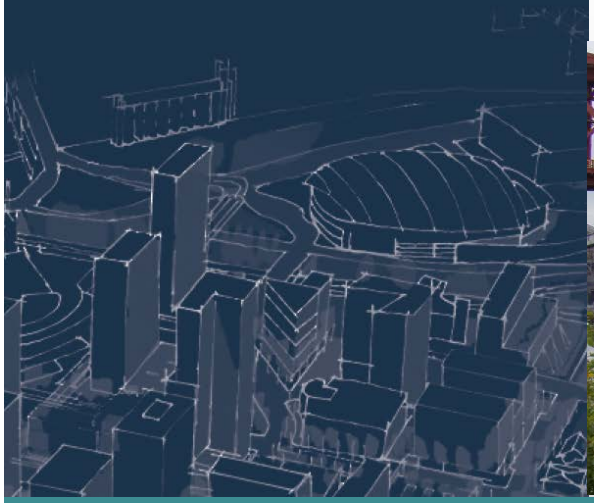
Goal – Learn about Willamette River in Central City 2035 Plan to help formulate public comments to City staff. Staff will:

- Provide an overview of the Central City 2035 Plan and adoption process
- Provide an overview of the Willamette River in the CC2035 Plan – future aspirations and implementation
- Answer questions
- Discuss river-related plan components



WILLAMETTE RIVER

Schedule



TIMELINE
CENTRALCITY 2035

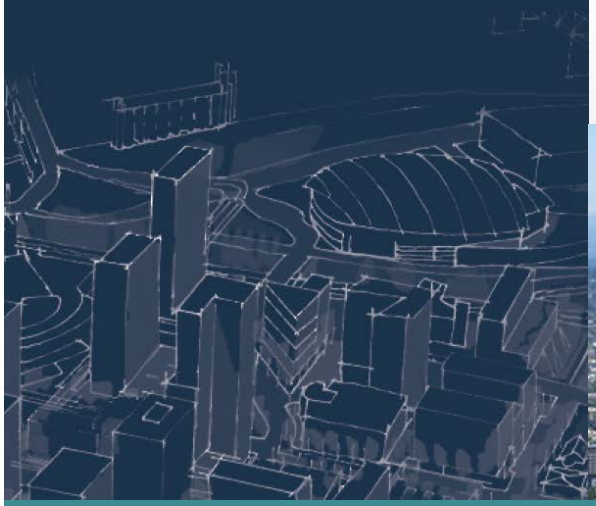
FEB — MAR — APR — MAY — JUN — JUL — AUG — SEP — OCT — NOV

Discussion Draft (DD)	Proposed Draft (PD)	Recommended Draft (REC)	Adopted Draft (A)
Publish February 2016	*Publish May 2016*	*Publish August 2016*	*Effective late 2017*
Open houses on 2/24 & 3/2	PLANNING & SUSTAINABILITY COMMISSION	CITY COUNCIL	
Lobby displays	Public hearings, work sessions & recommendations	Public hearings, deliberations & adoption	
Staff drop–ins from 2/22 – 3/6			
Staff presentations at community meetings			
Comments due 3/31/2016			



WILLAMETTE RIVER

Central City 2035



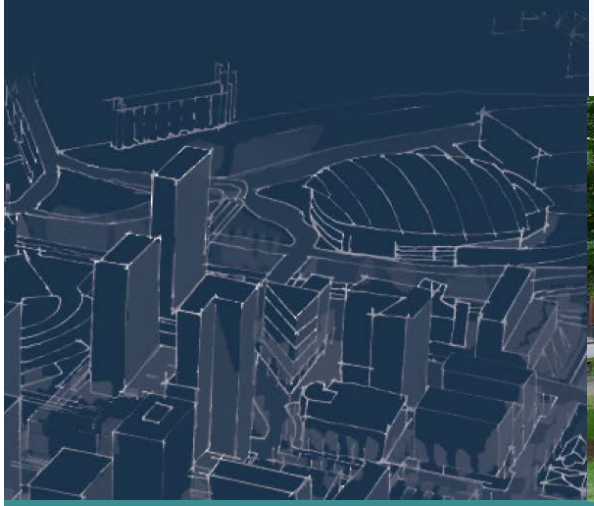
The CC 2035 Plan Overview

- Updates the 1988 Central City Plan and the 1987 Willamette Greenway Plan for the Central Reach
- Builds on five years of work with over 8,000 Portlanders
- Lays the groundwork for a prosperous, healthy, equitable and resilient Central City
- Emphasizes the importance of the Willamette River in the Central City



WILLAMETTE RIVER

Central City 2035 Plan



Discussion Draft

Volume 1: Goals and Policies

Volume 2: Zoning Code and Map Amendments

Volume 3: Inventories

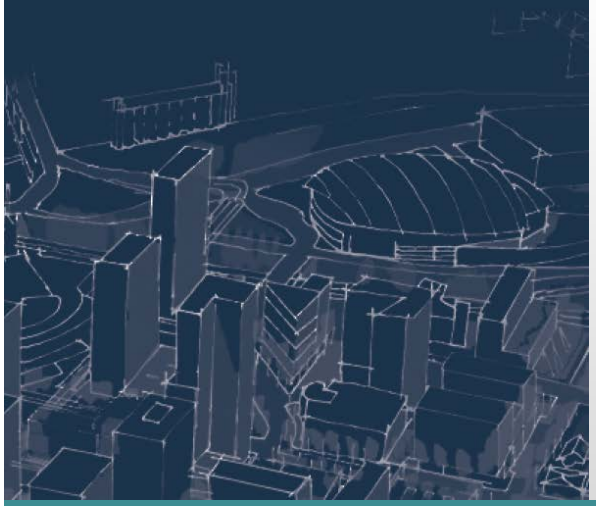
Volume 4: Background Materials

Volume 5: Implementation Plan



WILLAMETTE RIVER

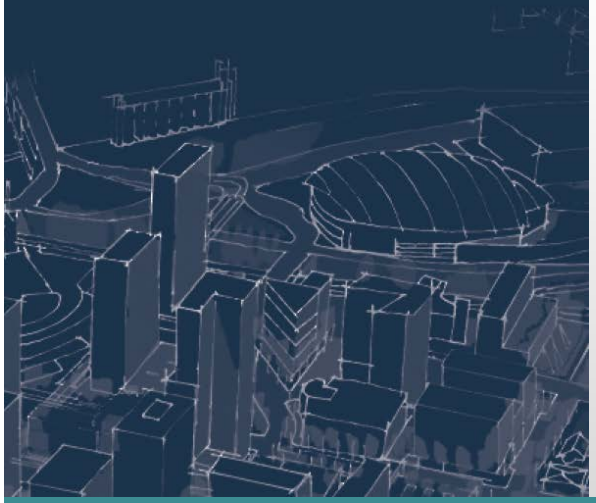
Central Reach

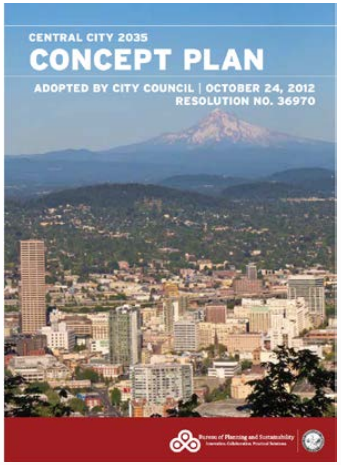


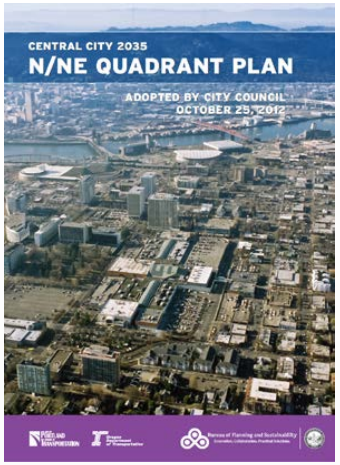


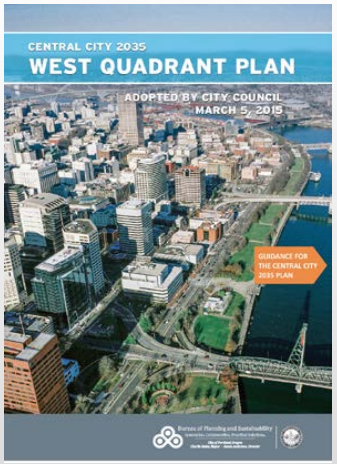
WILLAMETTE RIVER

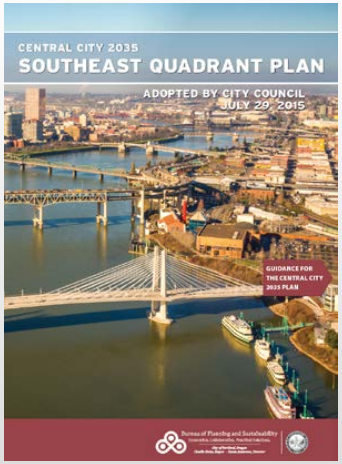
Concept and Quadrant Plans





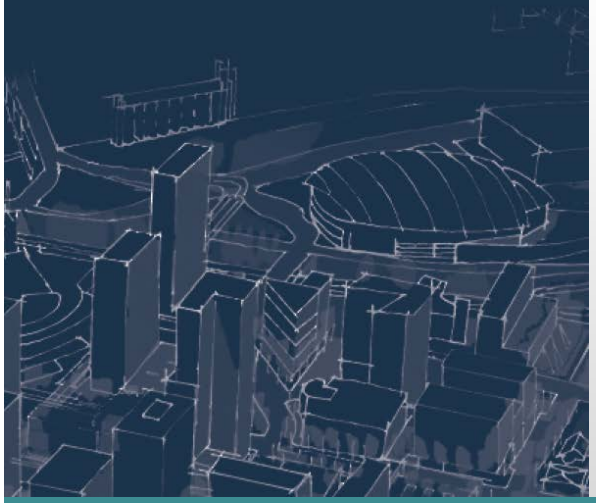






WILLAMETTE RIVER

Urban Design Concept





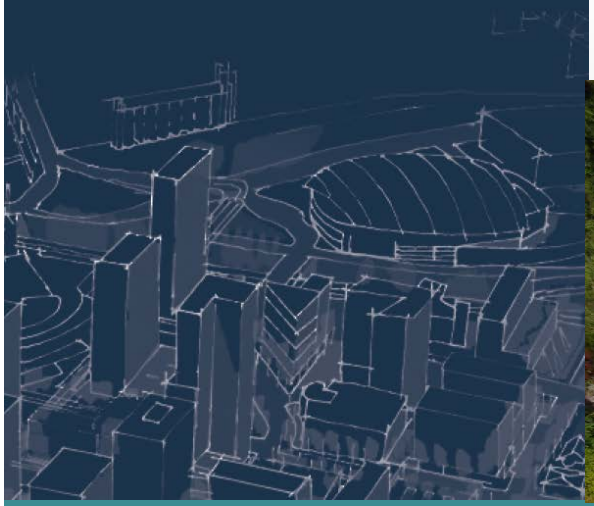
WILLAMETTE RIVER

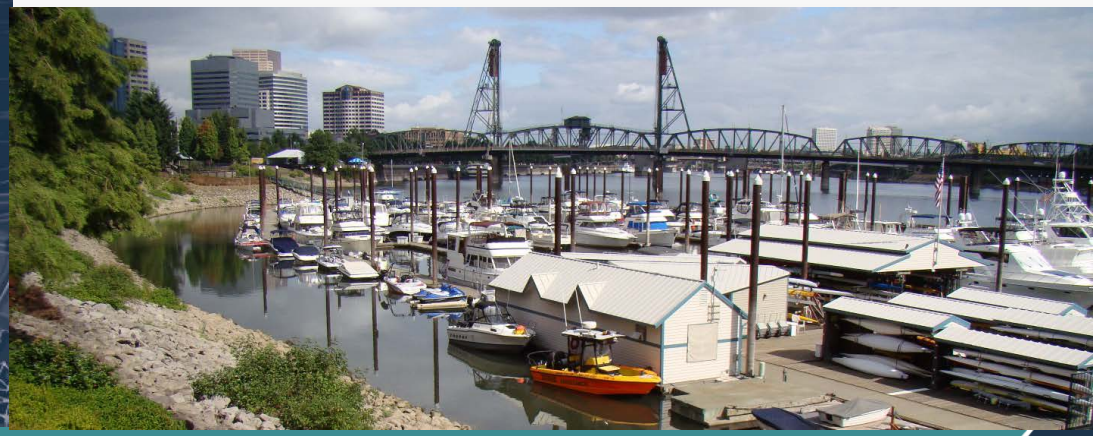
Volume 1: Goals and Policies

Goal 4.A The Willamette River plays a significant role in the environmental health, economy, recreation, urban form and character of the Central City.

Goal 4.B The Willamette River is healthy and supports fish, wildlife and people.

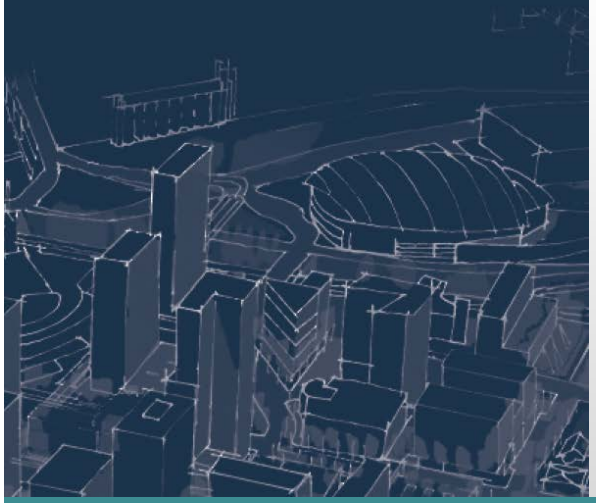
Goal 4.C The Willamette River and adjacent public areas are accessible and connected.





WILLAMETTE RIVER

Volume 1: District-specific Goals and Policies



Downtown emphasis on Governor Tom McCall Waterfront Park – promotion, water quality and watershed health, improvements, activities and amenities, events and flood risk

The Pearl, Old Town Chinatown, Lloyd and South Downtown/University – distinctly urban riverfront and water quality and watershed health

Lower Albina – working harbor

Lloyd - public trails

Central Eastside – river economy, Southeast riverfront, water quality and watershed health



WILLAMETTE RIVER

Volume 5: Actions



- Many river-related actions address desired outcomes Central City-wide and at specific locations
- Short to long-term actions
- Everyone has a role in the river/riverfront's success
- River champions work and advocacy



WILLAMETTE RIVER

Volume 2: Zoning Code Changes Overview

1) Replace Willamette Greenway Overlay Zones (33.440) with River Overlay Zones (33.475)
2) Replace Greenway Review with new River Review (33.865) and Design Review
3) Use Central City Fundamental Design Guidelines instead of Greenway guidelines

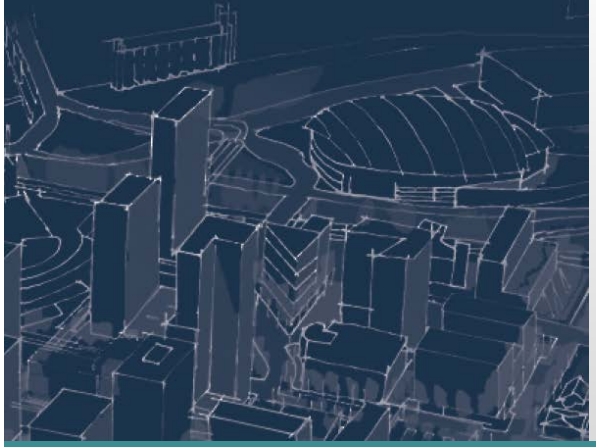




WILLAMETTE RIVER

Volume 2: Zoning Code

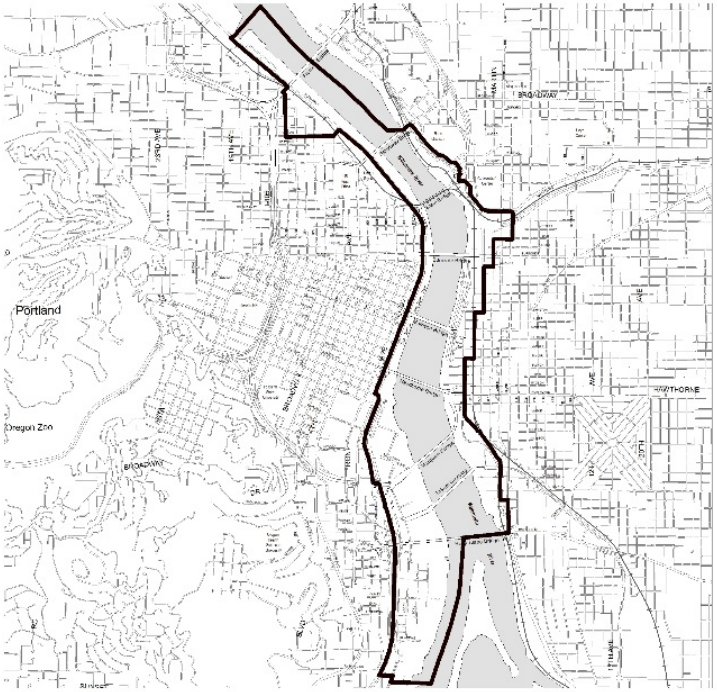
River Overlay Zone Boundary



Draft Central Reach River Overlay Boundary

Map 475-1

Map Revised Xxxxx X, 2015



Central Reach River Overlay Boundary

NORTH

0 2,400 4,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

December 28, 2015

WILLAMETTE RIVER

Volume 2: Zoning Code

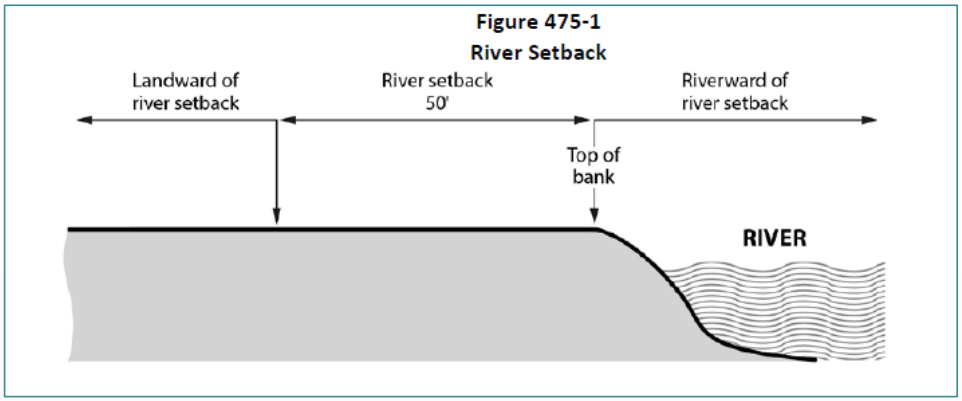
Tom McCall Waterfront Park

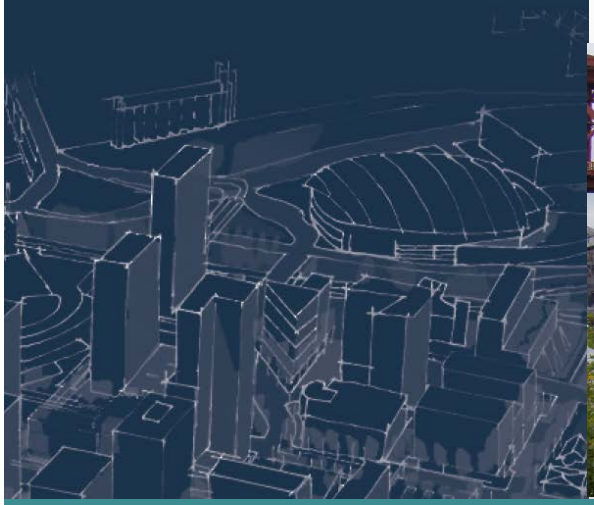


WILLAMETTE RIVER

Volume 2: Zoning Code

River Setback



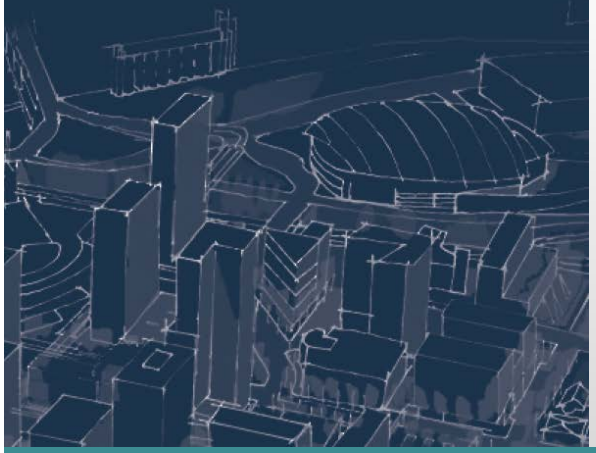


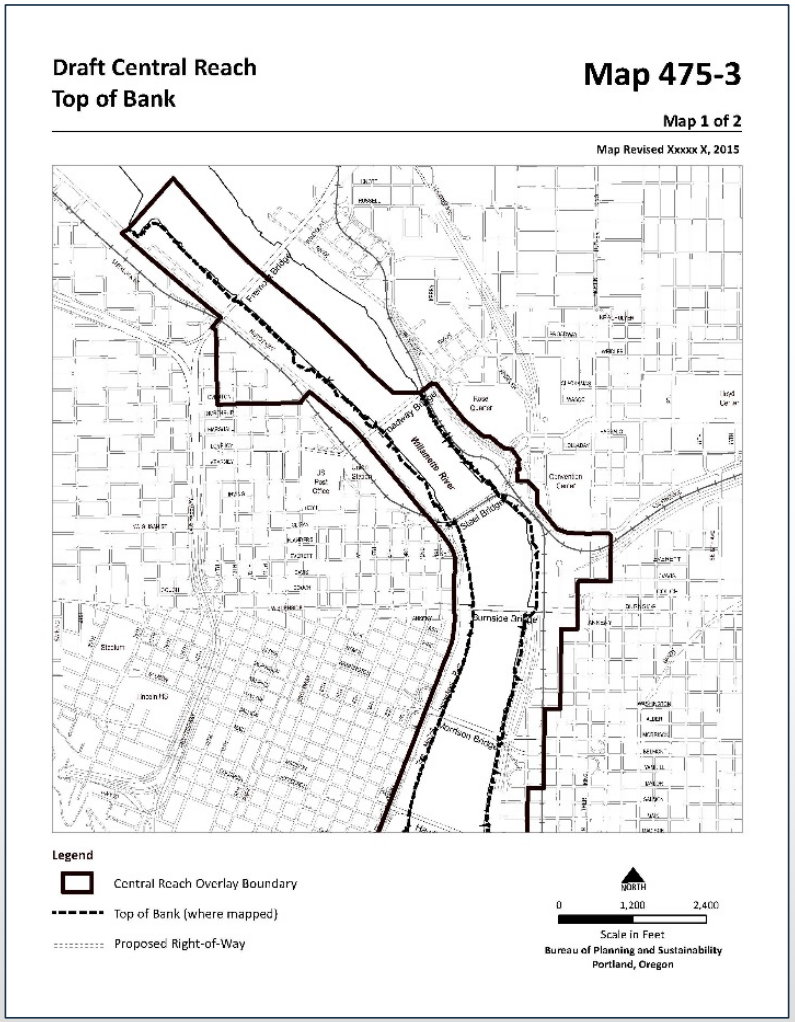


WILLAMETTE RIVER

Volume 2: Zoning Code

River Setback

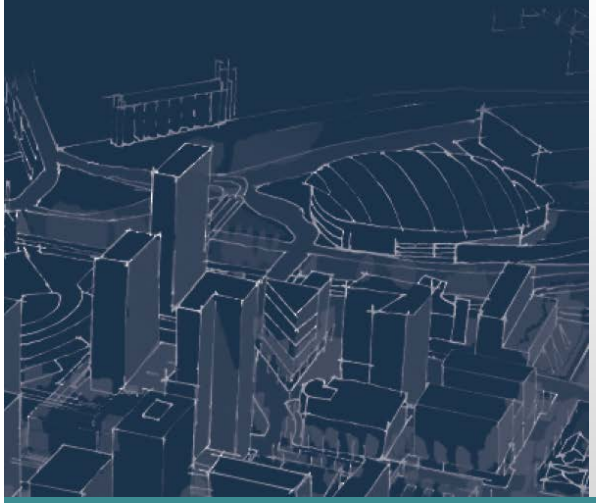




WILLAMETTE RIVER

Volume 2: Zoning Code

River Setback

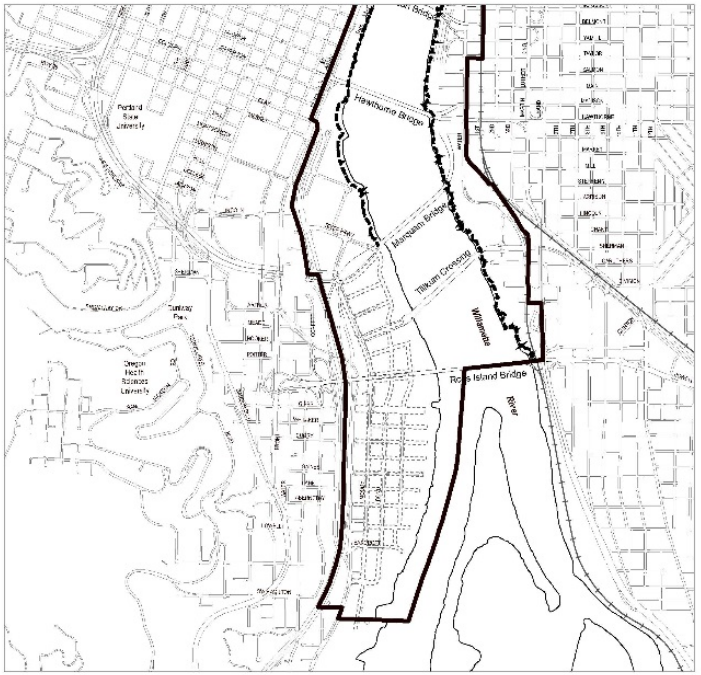


Draft Central Reach
Top of Bank

Map 475-3

Map 2 of 2

Map Revised Xxxxx X, 2015



Legend

- Central Reach Overlay Boundary
- Top of Bank (where mapped)
- Proposed Right-of-Way

NORTH

0 1,200 2,400

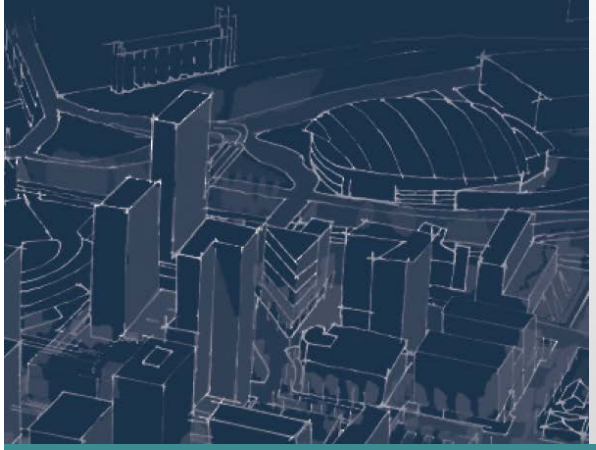
Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

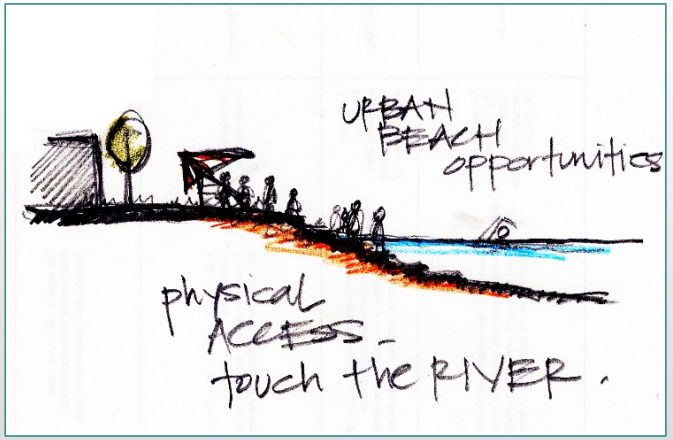
WILLAMETTE RIVER

Volume 2: Zoning Code

River Open Space Bonus



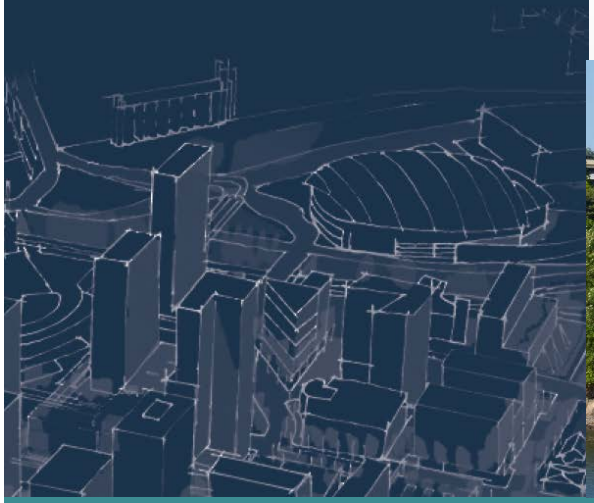


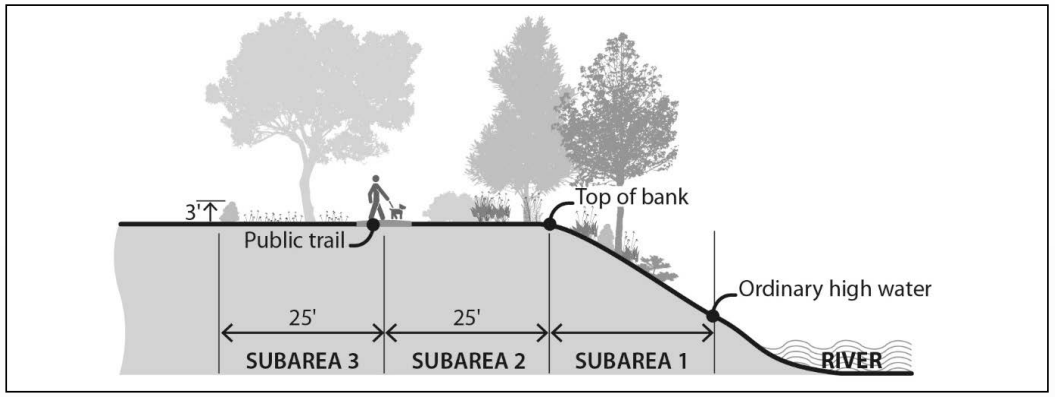


WILLAMETTE RIVER

Volume 2: Zoning Code

Landscaping



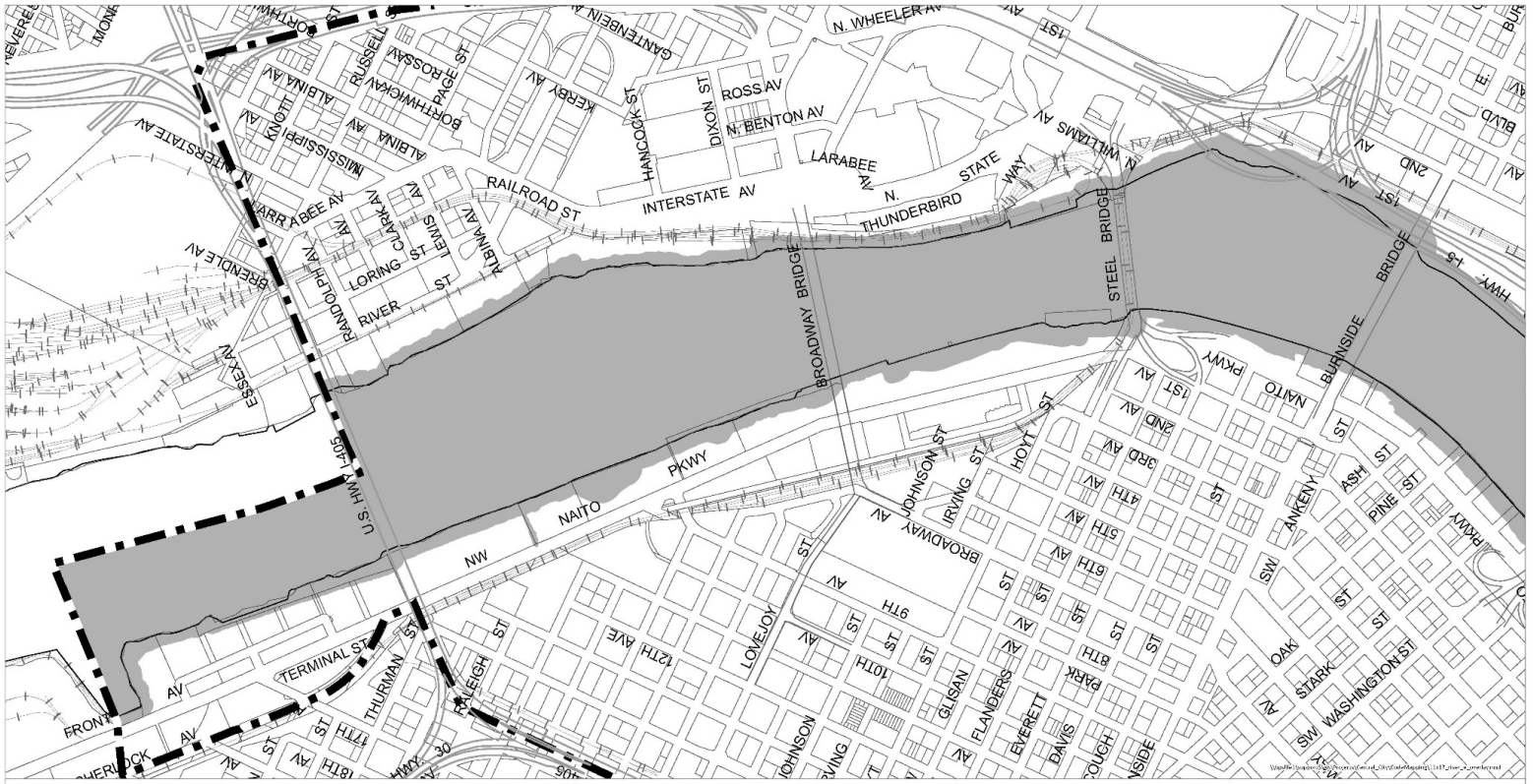




Draft Central Reach River Environmental Overlay Zone

Map 1

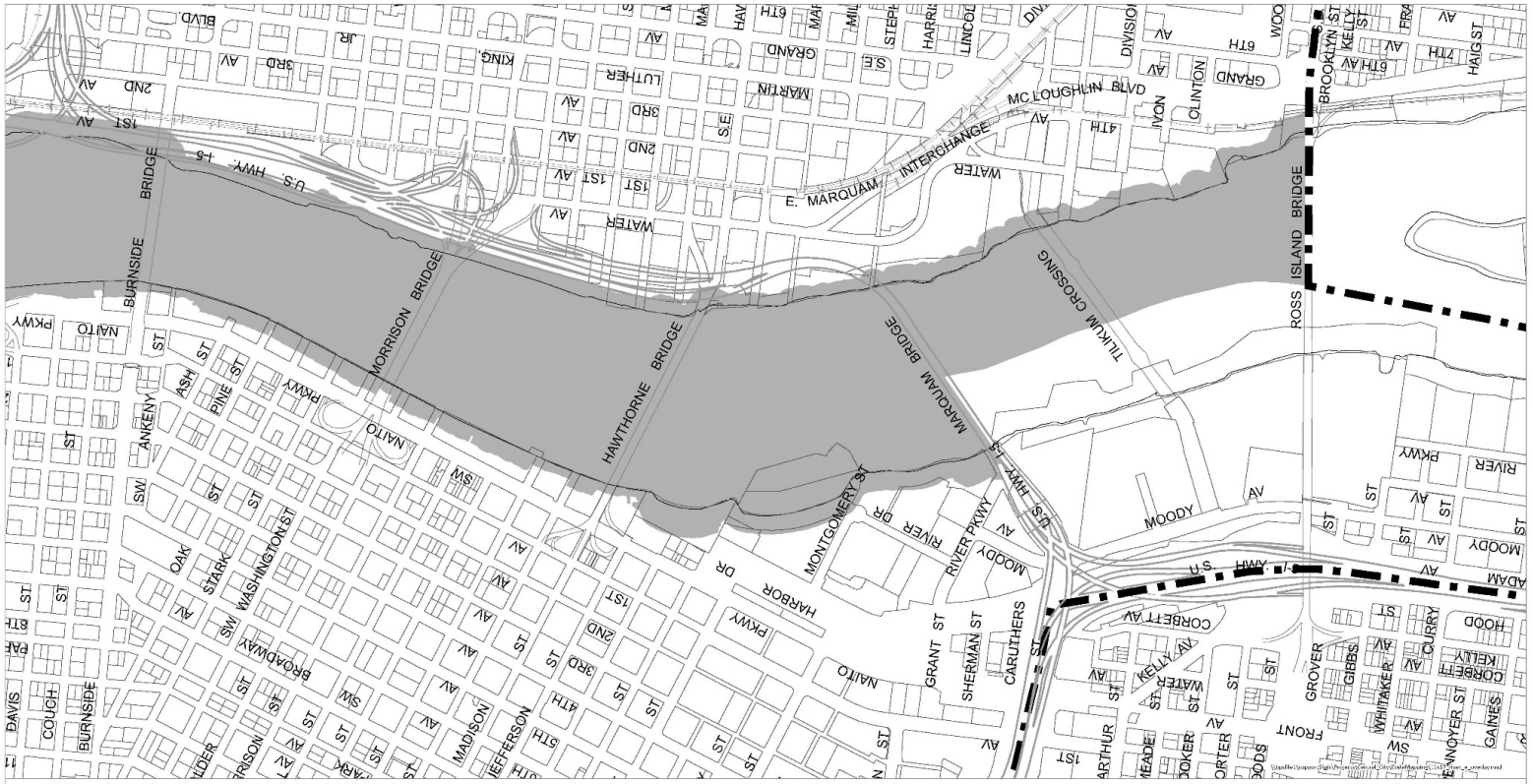
February 1, 2016



Draft Central Reach River Environmental Overlay Zone

Map 2

February 1, 2016

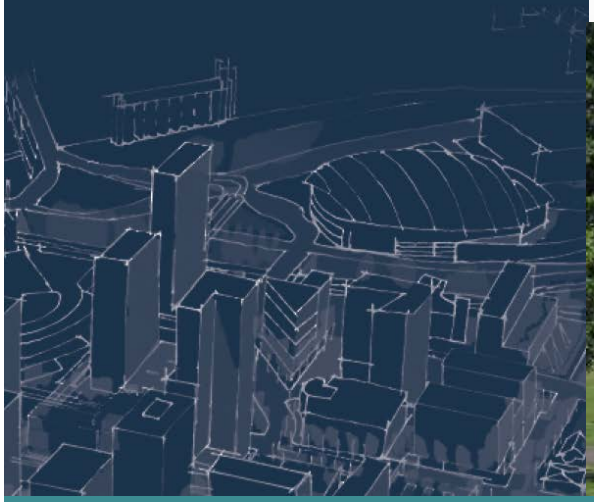



Thank you!
581

WILLAMETTE RIVER

MTSA

1) The River Overlay Zone requirements can be met on MTSA regulated sites
2) Trails can be located and designed to meet MTSA requirements
3) MTSA regulated facilities have different landscaping requirements
4) MTSA regulated facilities are exempt from the lighting standards

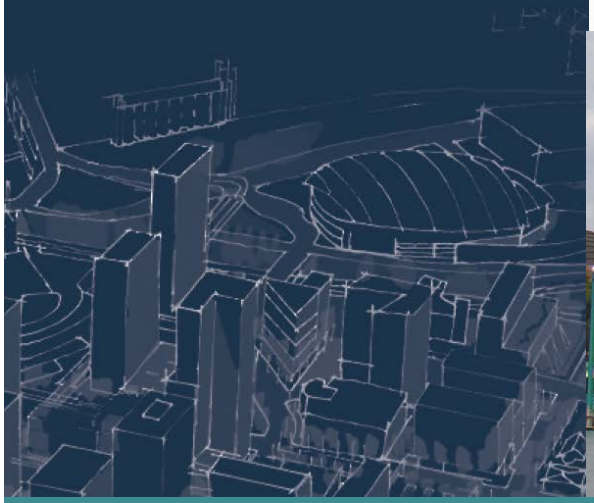




WILLAMETTE RIVER

Marine Commercial

1) River-dependent and river-related uses are allowed by right in any zone along the river
2) Marine commercial uses are allowed on sites with:
    - Existing CX zoning
    - Proposed EX zoning around the OMSI Station Area





WILLAMETTE RIVER

Swimming and Beaches

1) Public access can happen anywhere
2) Swimming study
3) Eastbank Crescent
4) Landscaping at public beaches
5) Future Actions



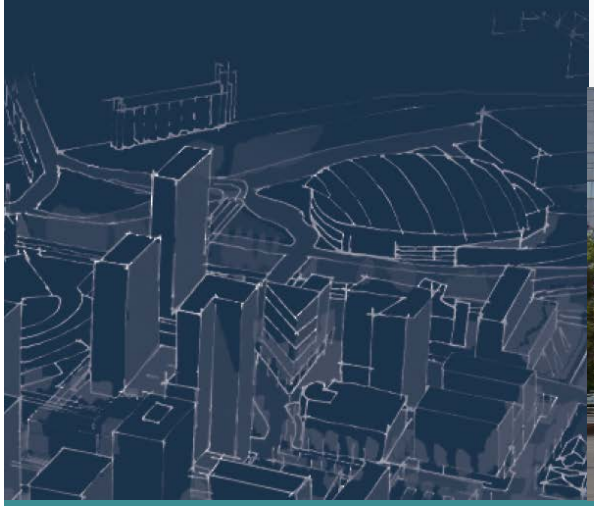


WILLAMETTE RIVER

Big Ideas: Focus on the River

River is central to the city's identity, image and place in the region. Invest in and reconnect with the Willamette River by:

- Strengthening environmental protection
- Better celebrating the river's cultural and historical significance
- Improving access to, along and in the river
- Increasing and activating the river/riverfront through commercial, recreational and transportation uses





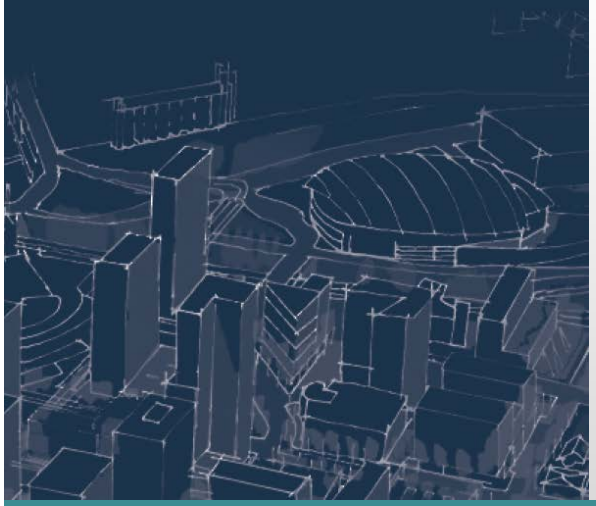
WILLAMETTE RIVER





WILLAMETTE RIVER

Policy 4: Willamette River



- Multifunctional river: Portland commons, river recreation, prosperous and vibrant riverfront, river transportation, water quality and watershed health and connections to the river
- River-oriented development: Connections to the river, periodic flooding, relationship to the river, commercial development and bridgehead redevelopment

Other Topics: Willamette River-related policies and topics addressed

- Regional Center
- Housing and Neighborhoods
- Transportation
- Urban Design
- Health and Environment



- Regional image
- Destination Willamette River
- Tourism, retail and entertainment
- Union Pacific alignment
- OMSI station area
- Encourage evening and weekend activity
- Housing diversity
- Complete neighborhoods
- Transit
- Optimized street network
- Rail and marine
- Green streets
- Reduce trail conflicts
- Central, connected Willamette River
- Scenic resources
- Wayfinding
- Regional corridors and connections
- “Green Loop” concept
- Open space network
- East-west connectivity
- RiverPlace character
- Climate change resilience
- Multiple functions
- Upland habitat connections

WILLAMETTE RIVER





Existing and Proposed Maximum Heights

Comparison Map

DRAFT

This map is not a zoning map. It is a tool to help stakeholders better understand height changes proposed by the CC2035 Plan and may contain errors. For existing heights, refer to Map 510-3 *Maximum Heights* and for proposed heights, refer to replacement Map 510-3 *Draft Maximum Heights* and new Map 510-4 *Draft Maximum Heights including Eligible Height Increases.*

Legend

- Central City Plan Boundary
- Proposed Shade Analysis Areas
- Existing Shade Analysis Areas

Maximum Heights Comparison

- Increase in Maximum Height
- Decrease in Maximum Height
- No Change in Maximum Height

Existing Maximum Height = **235'**
Proposed Maximum Height = **235'**

March 2, 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 Feet 3,000

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

S:\gis\Projects\Scenic_Resources\Maps\34x44_max_height_comparison.mxd

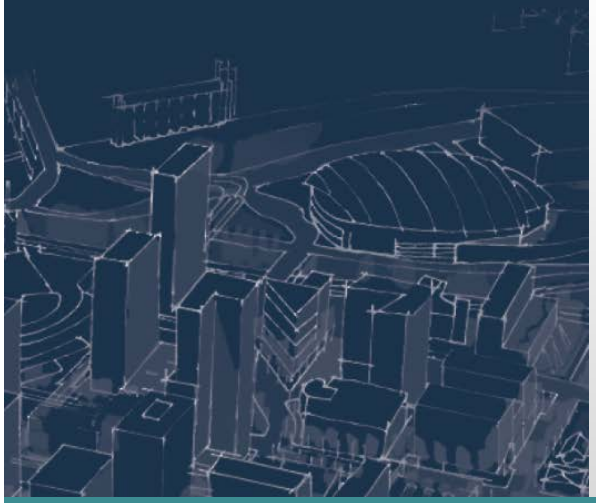

CENTRALCITY
2035
Height
Goose Hollow Discussion Session
Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

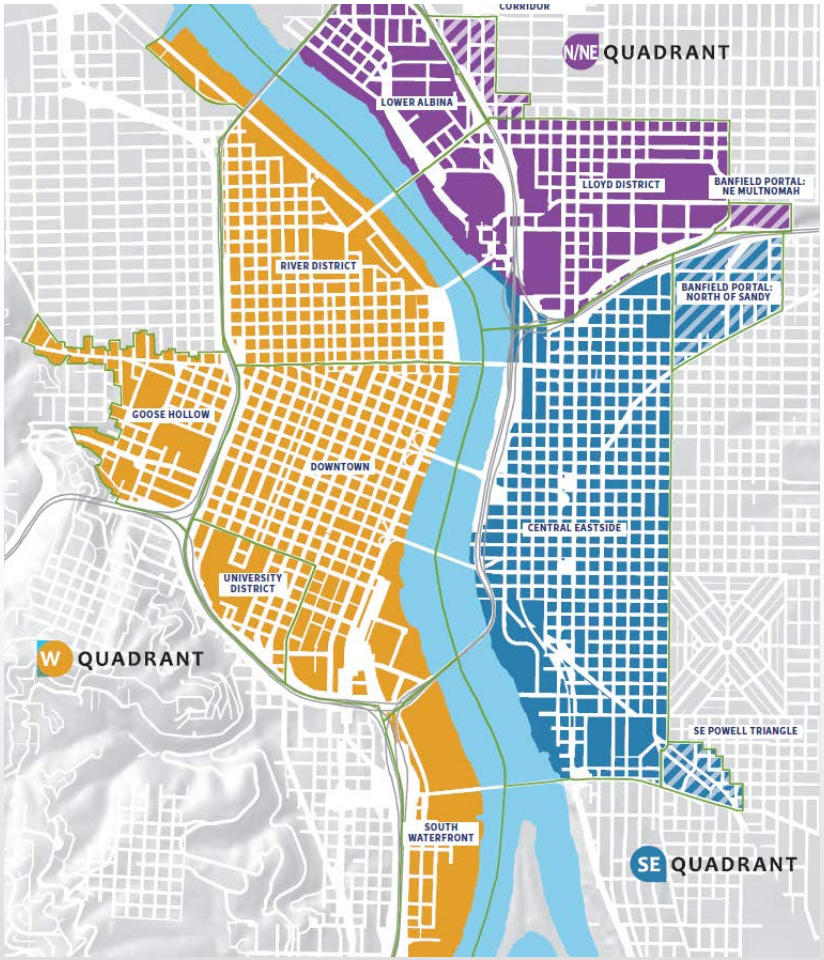
Height



CC2035 Process

Concept Plan
N/NE Quadrant
West Quadrant
SE Quadrant

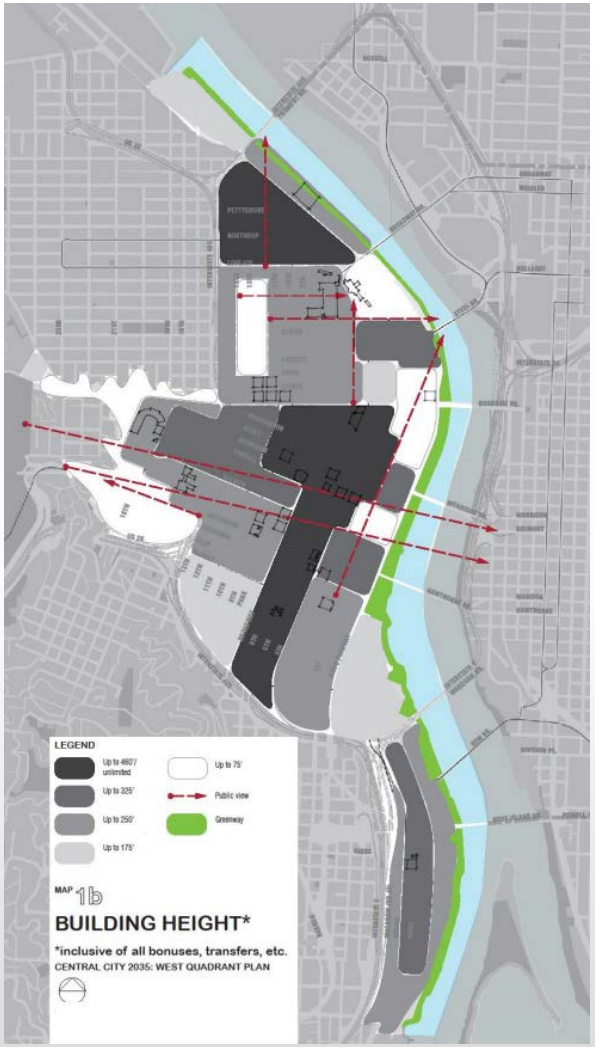




Height

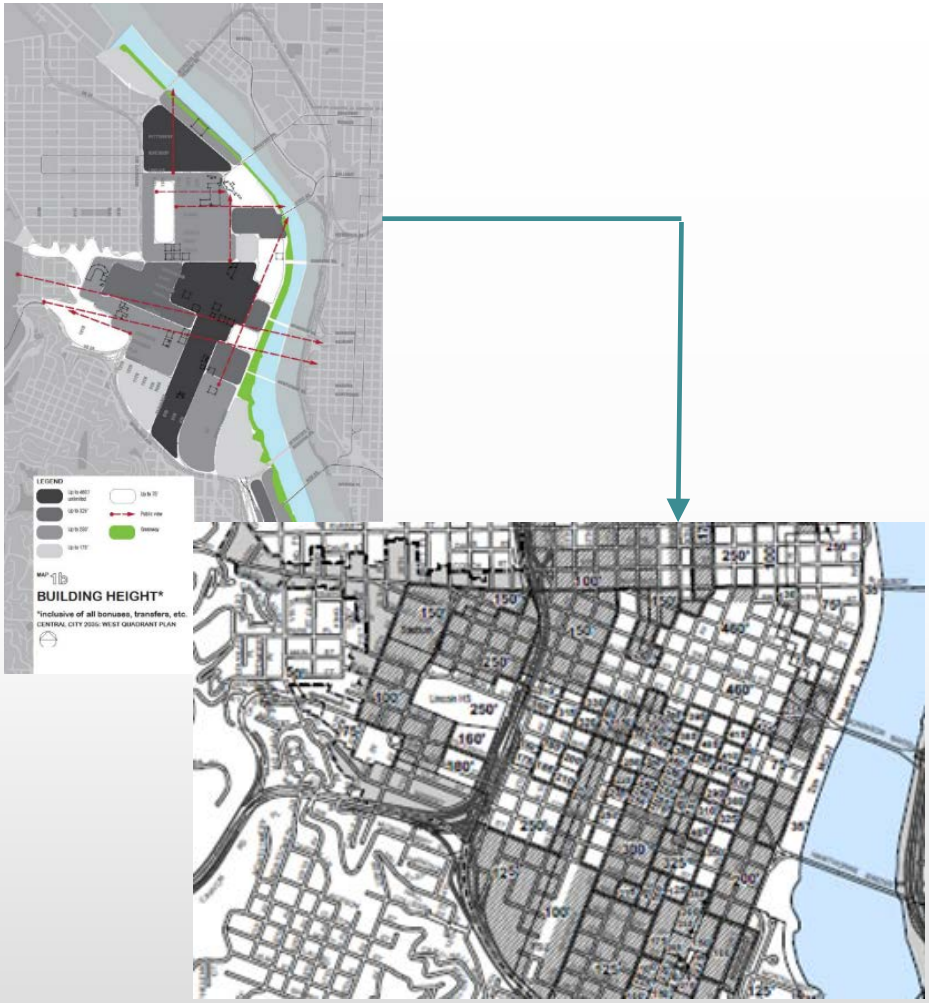
West Quadrant Plan

Height Concept



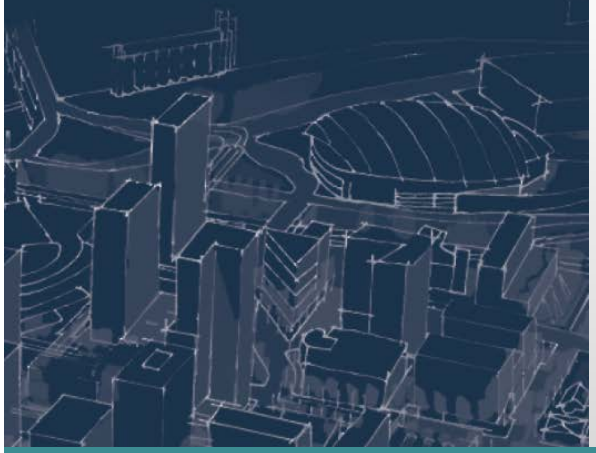
Height

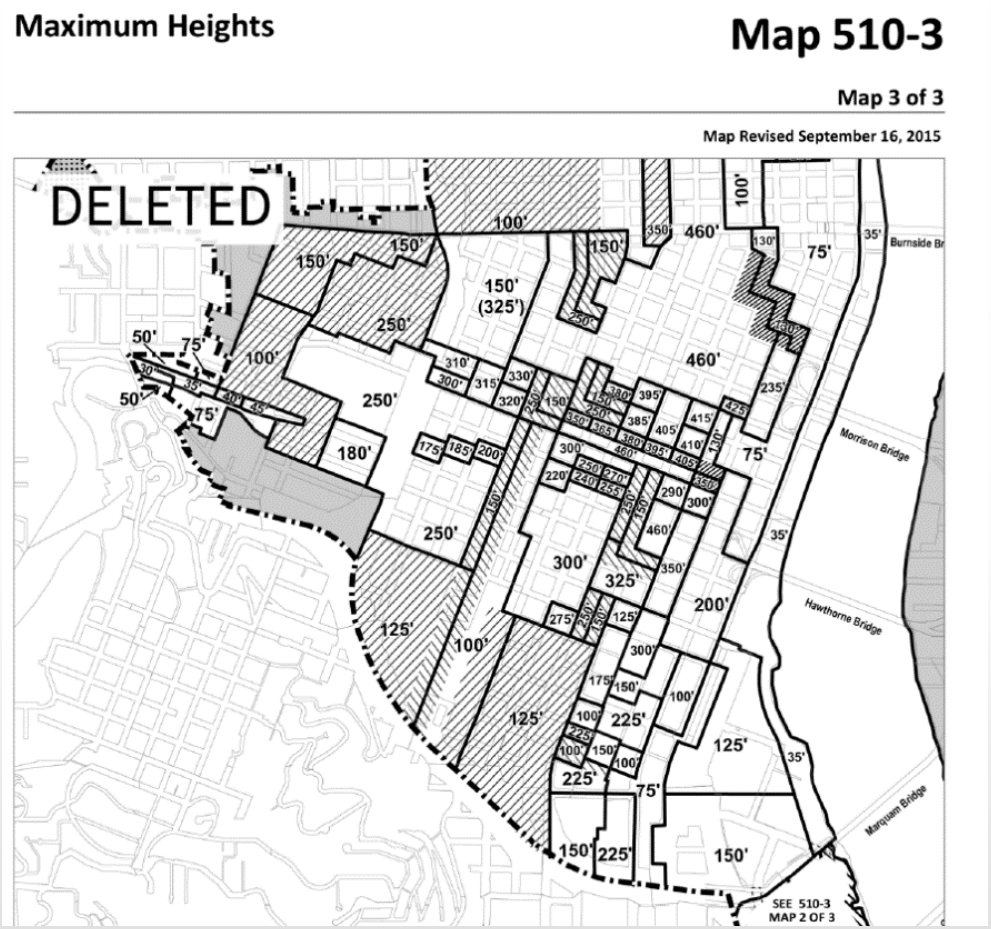



LEGEND
MAP 1b
BUILDING HEIGHT*
*inclusive of all bonuses, transfers, etc.
CENTRAL CITY 2035: WEST QUADRANT PLAN

Height

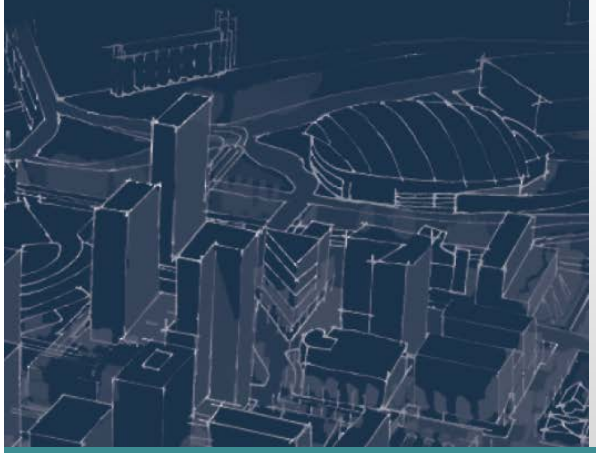
Zoning Map *Existing* 510-3 Maximum Building Height

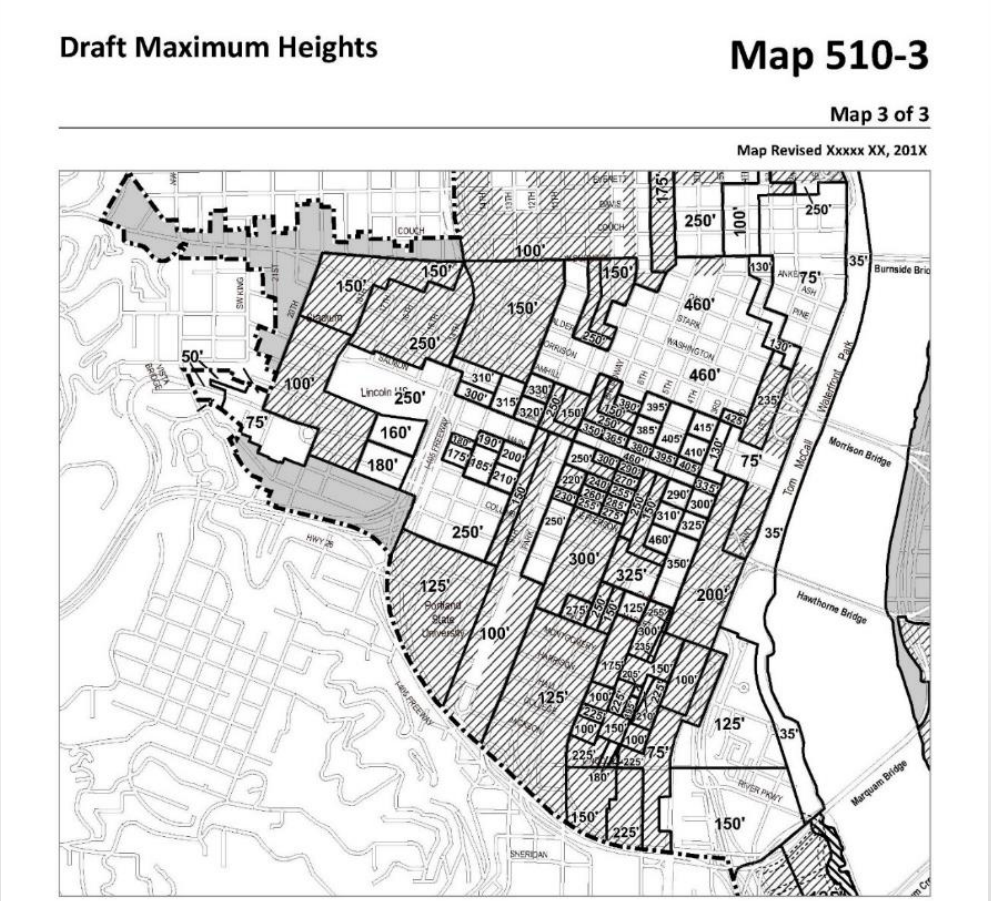




Height

Zoning Map 510-3 Maximum Building Height

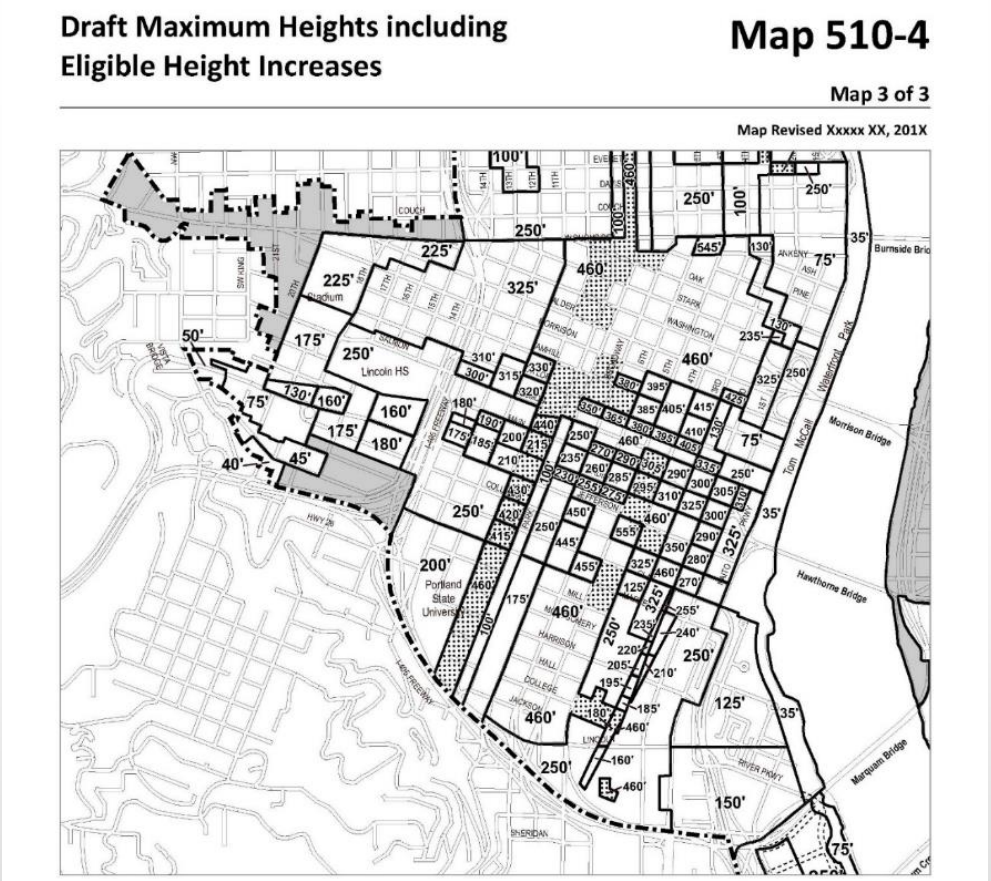




Height

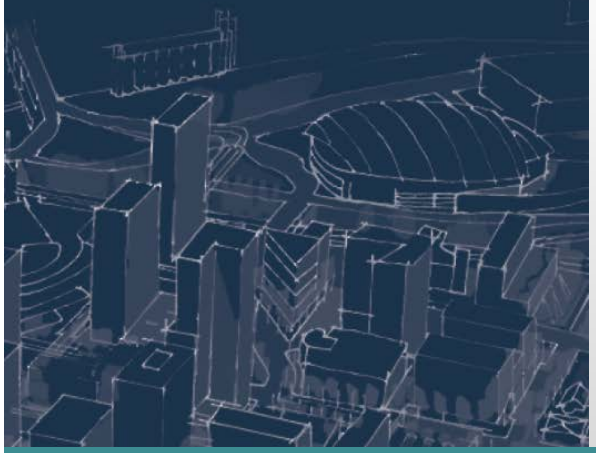
Zoning Map 510-4 Maximum Building Height w/ Bonuses and Transfers

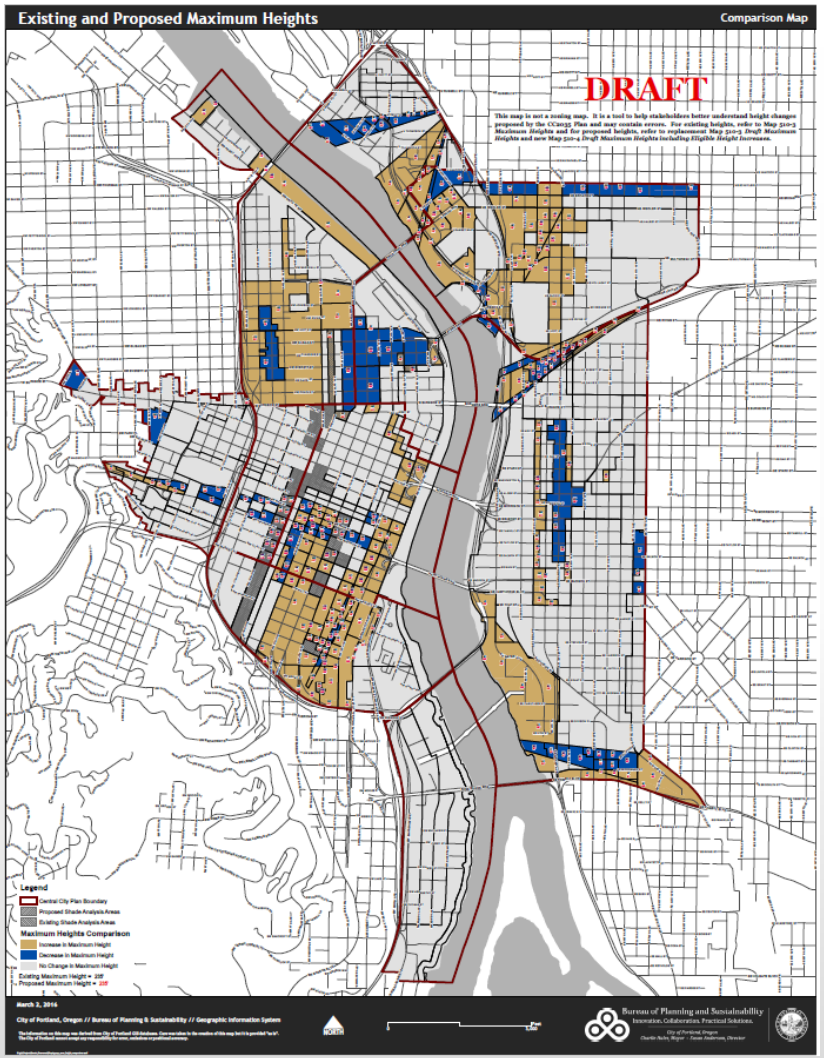




Height

Where Height Changed

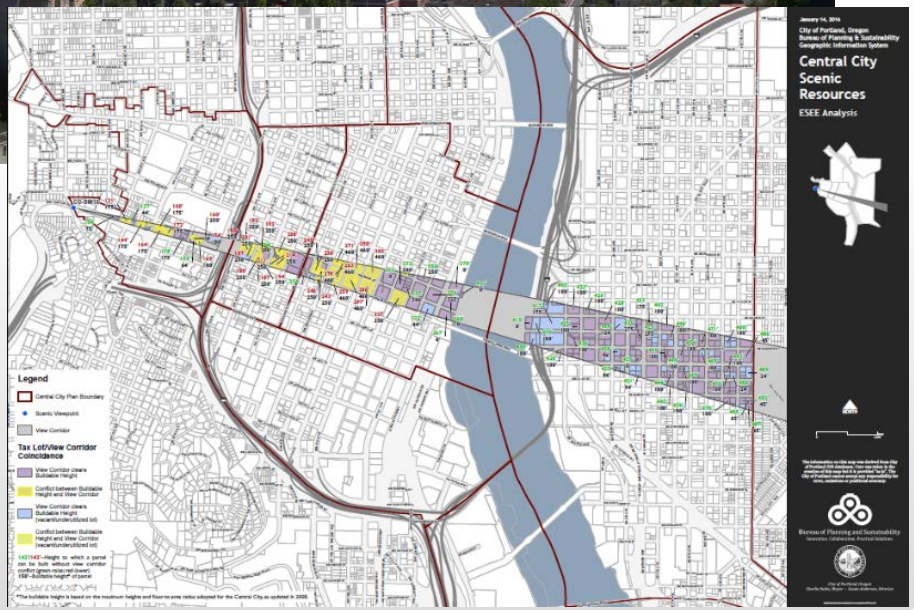




Height

Scenic Resources





Scenic Resources

Inventory

↓

ESEE

↓

Height Maps

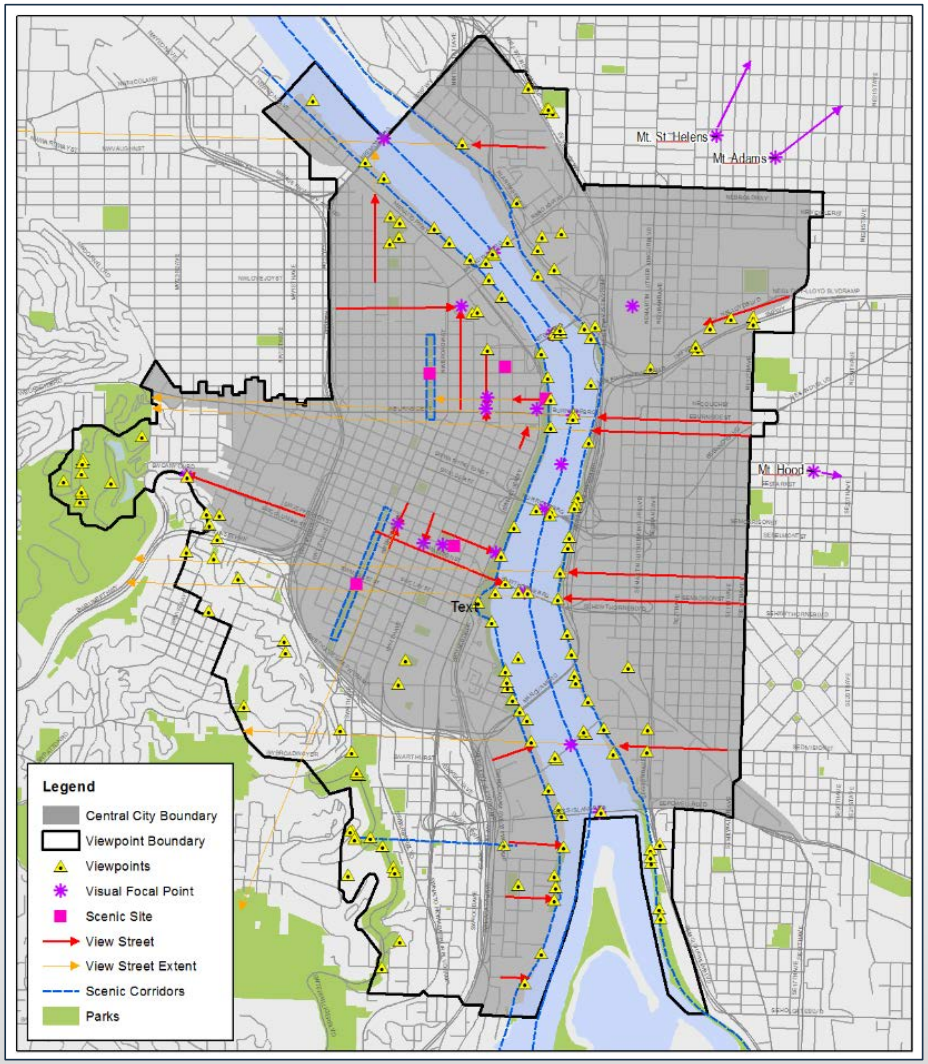


Scenic Resources

Inventory

ESEE

Height Maps



Scenic Resources

Inventory

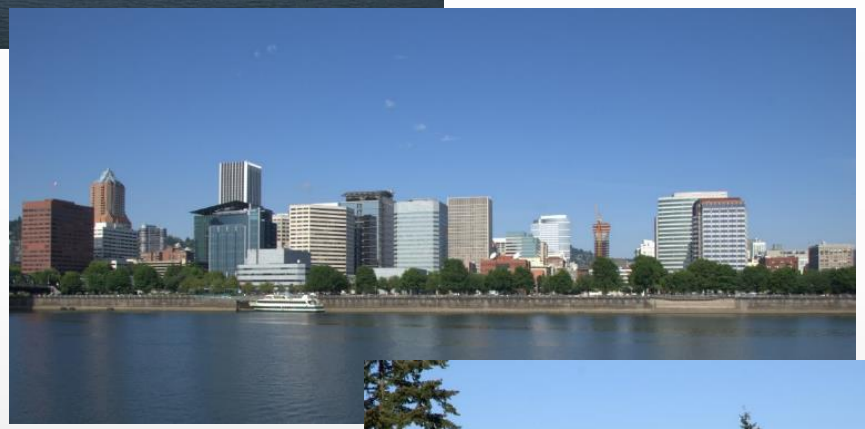
↓

ESEE

↓

Height Maps







Scenic Resources

Inventory

ESEE

Height Maps



Scenic Resources

Inventory

ESEE

Height Maps



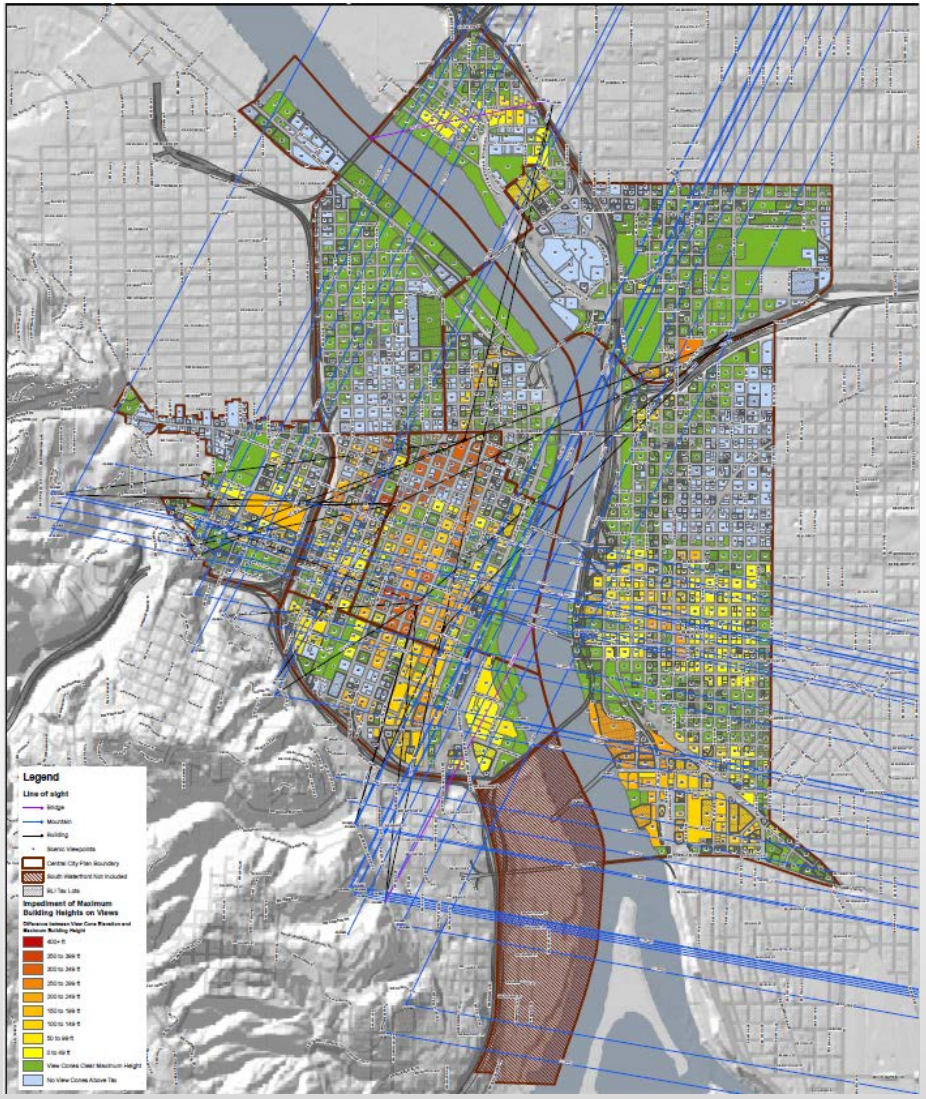


Scenic Resources

Inventory

ESEE

Height Maps

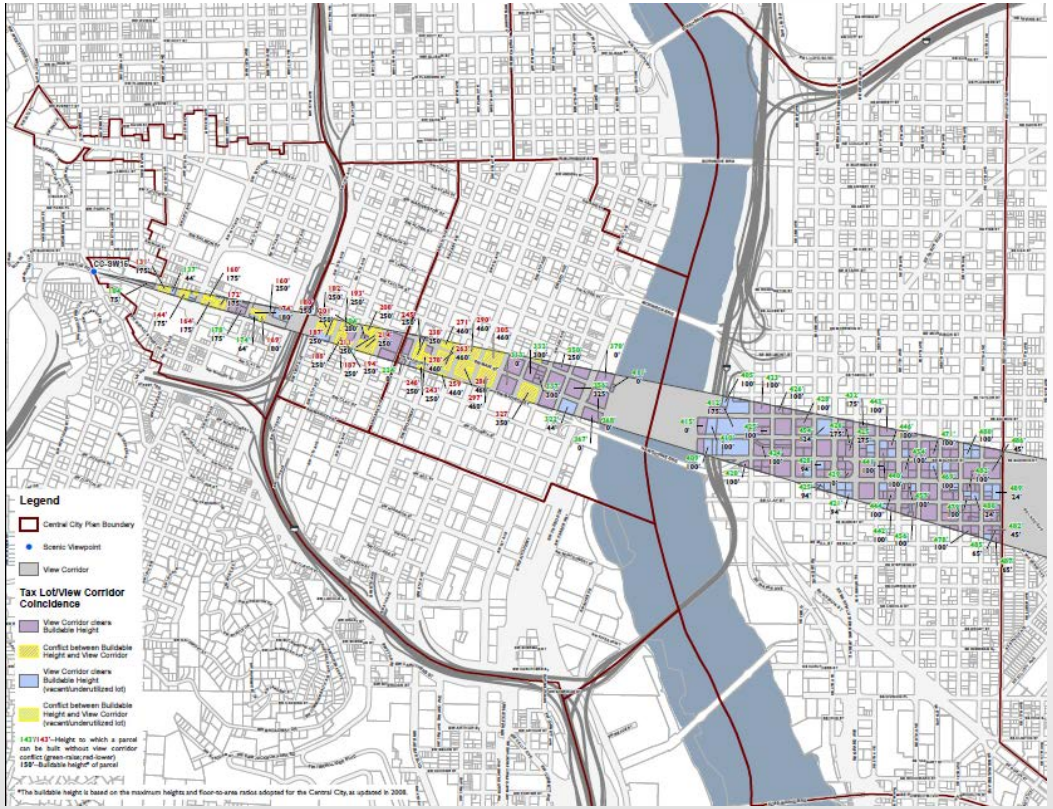


Scenic Resources

Inventory

ESEE

Height Maps

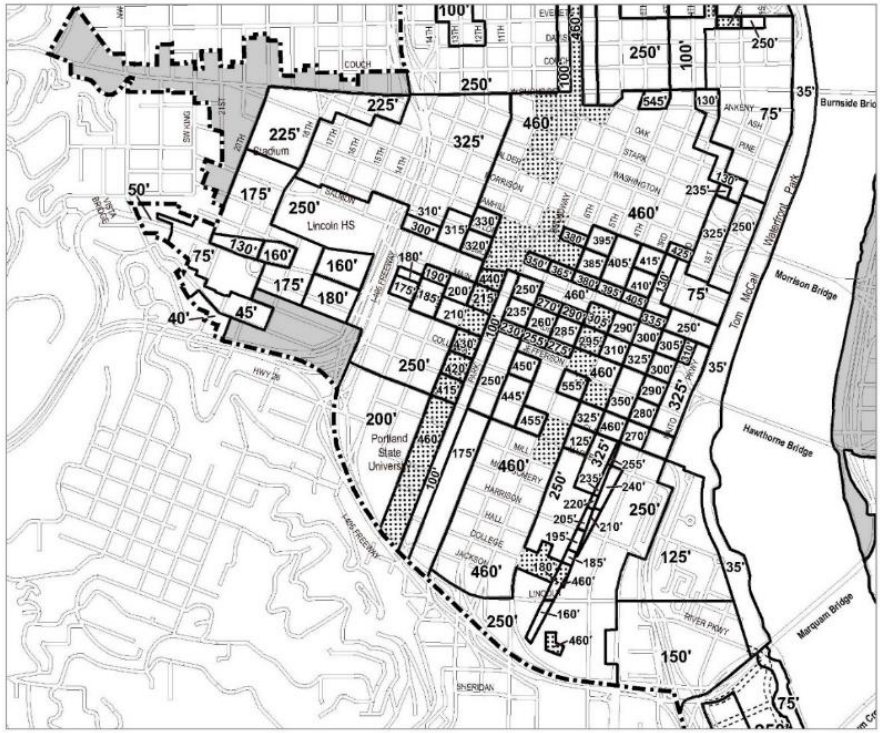


Scenic Resources

Inventory

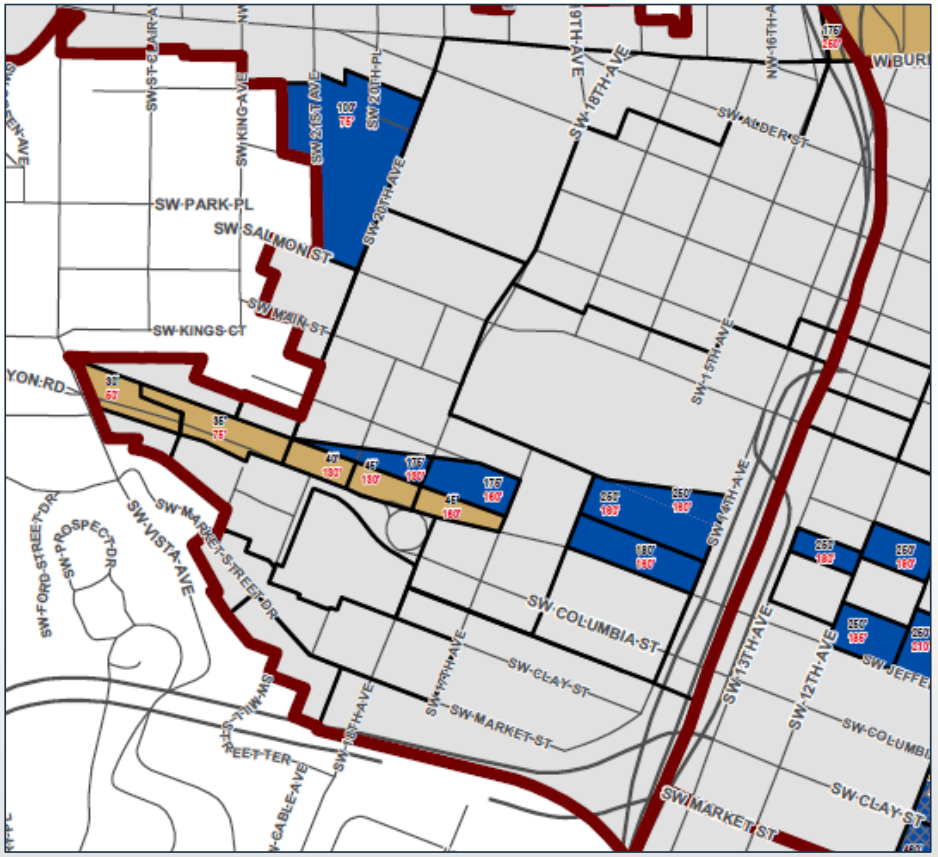
ESEE

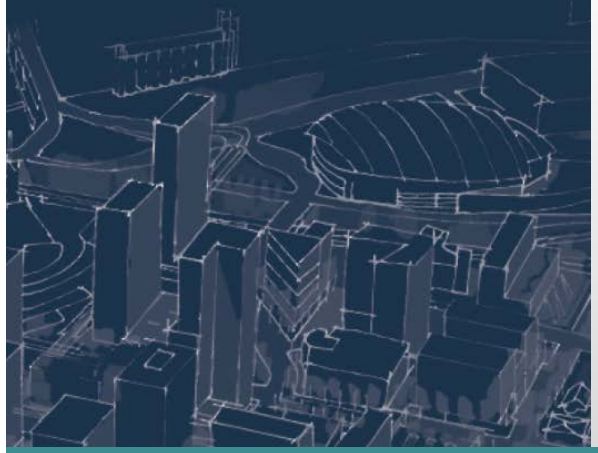
Height Maps



Height

Where Height Changed in Goose Hollow



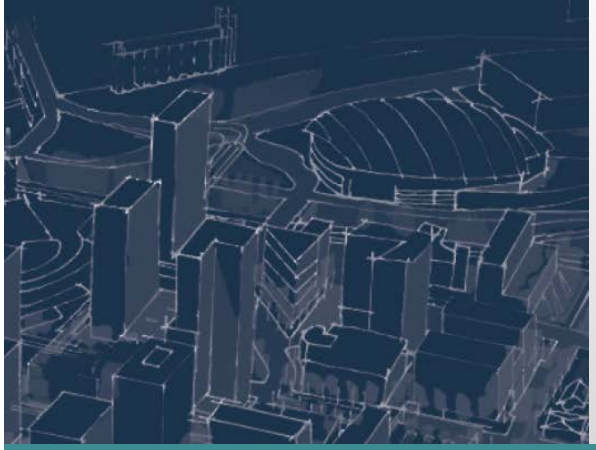


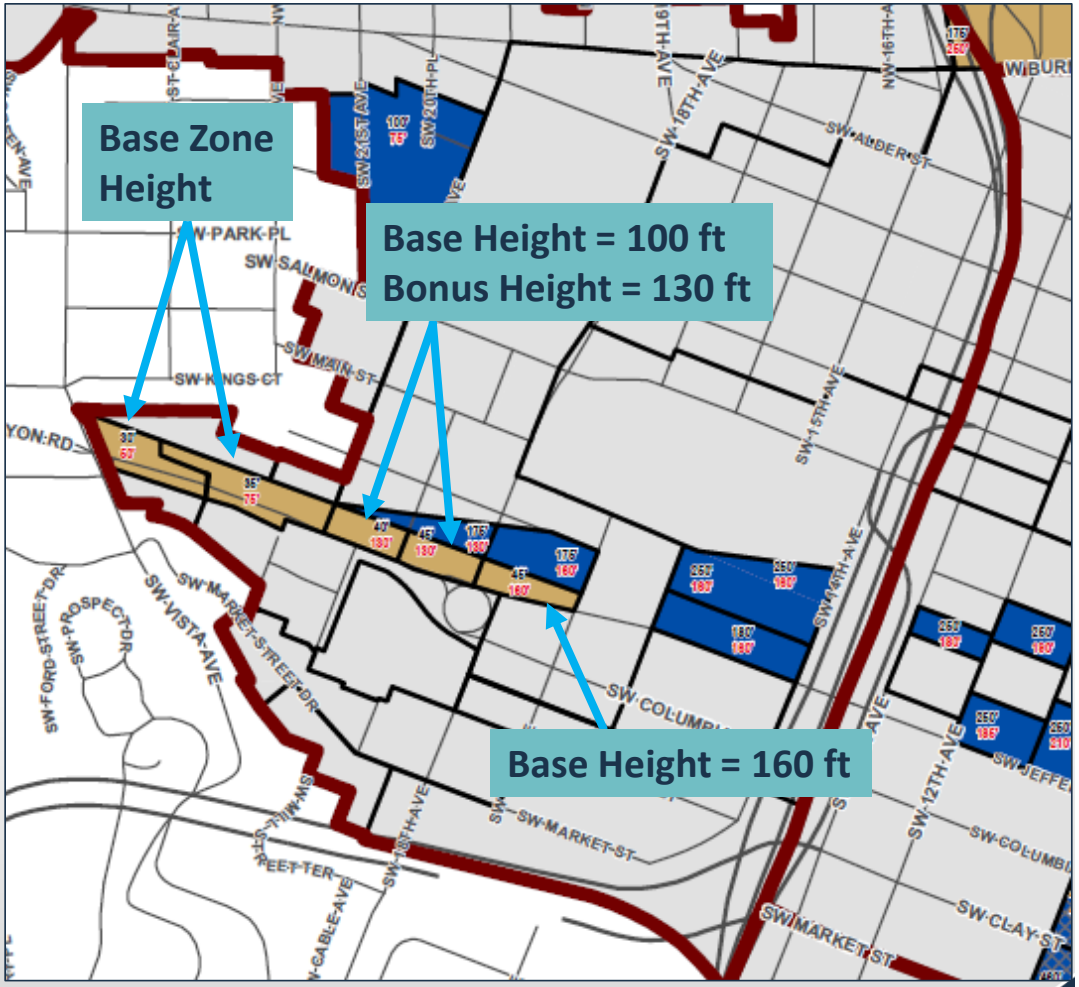


View of Vista Bridge from the Jefferson Street/I405 Overpass

Height

Height Increases Based on Reclassifying Jefferson Street to a View Street








CENTRALCITY
2035
CC2035 Discussion Draft Plan
Design Commission
March 3, 2016
Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

Purpose of the Briefing

- Provide an overview of the multi-volume Discussion Draft CC2035 Plan and timeline
- Summarize the big ideas from the Quadrant plans and major code changes
- Set topic discussions for March 17 briefing



Learn more

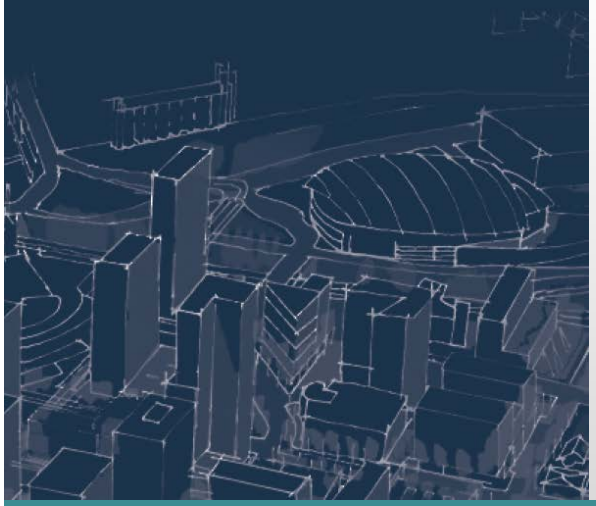
Visit website

Explore Map App

Attend open houses

Stop by during drop in hours

Contact staff



CC2035 Plan

Volume 1: Goals and Policies

Volume 2: Zoning Code and Map Amendments

Volume 3: Inventories

Volume 4: Background Materials

Volume 5: Implementation Plan



TIMELINE

CENTRALCITY 2035

FEB — MAR — APR — MAY — JUN — JUL — AUG — SEP — OCT — NOV

DD Discussion Draft

Publish February 2016

Open houses on 2/24 & 3/2

Lobby displays

Staff drop–ins from 2/22 – 3/6

Staff presentations at community meetings

Comments due 3/31/2016

PD Proposed Draft

Publish May 2016

PLANNING & SUSTAINABILITY COMMISSION

Public hearings, work sessions & recommendations

REC Recommended Draft

Publish August 2016

CITY COUNCIL

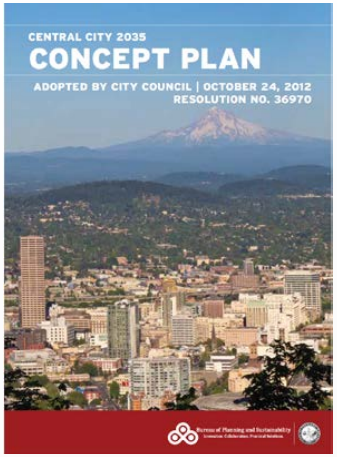
Public hearings, deliberations & adoption

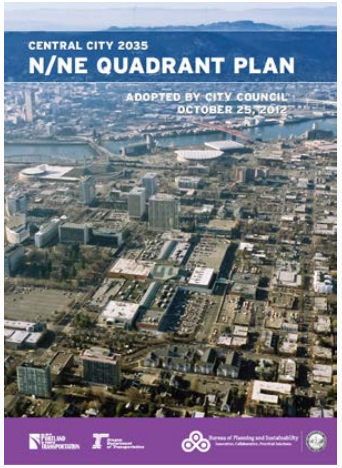
A Adopted Draft

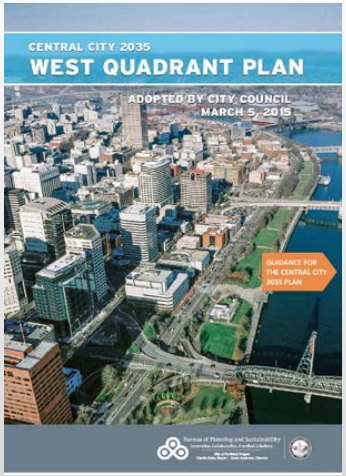
Effective late 2017

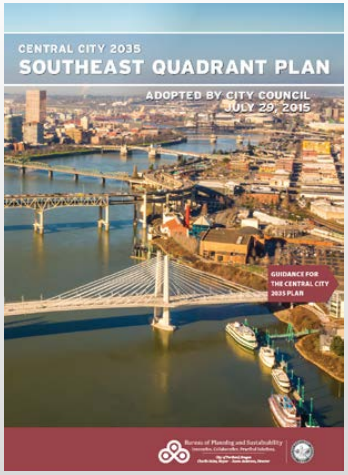


CC2035 Concept Plan & Quadrant Plans









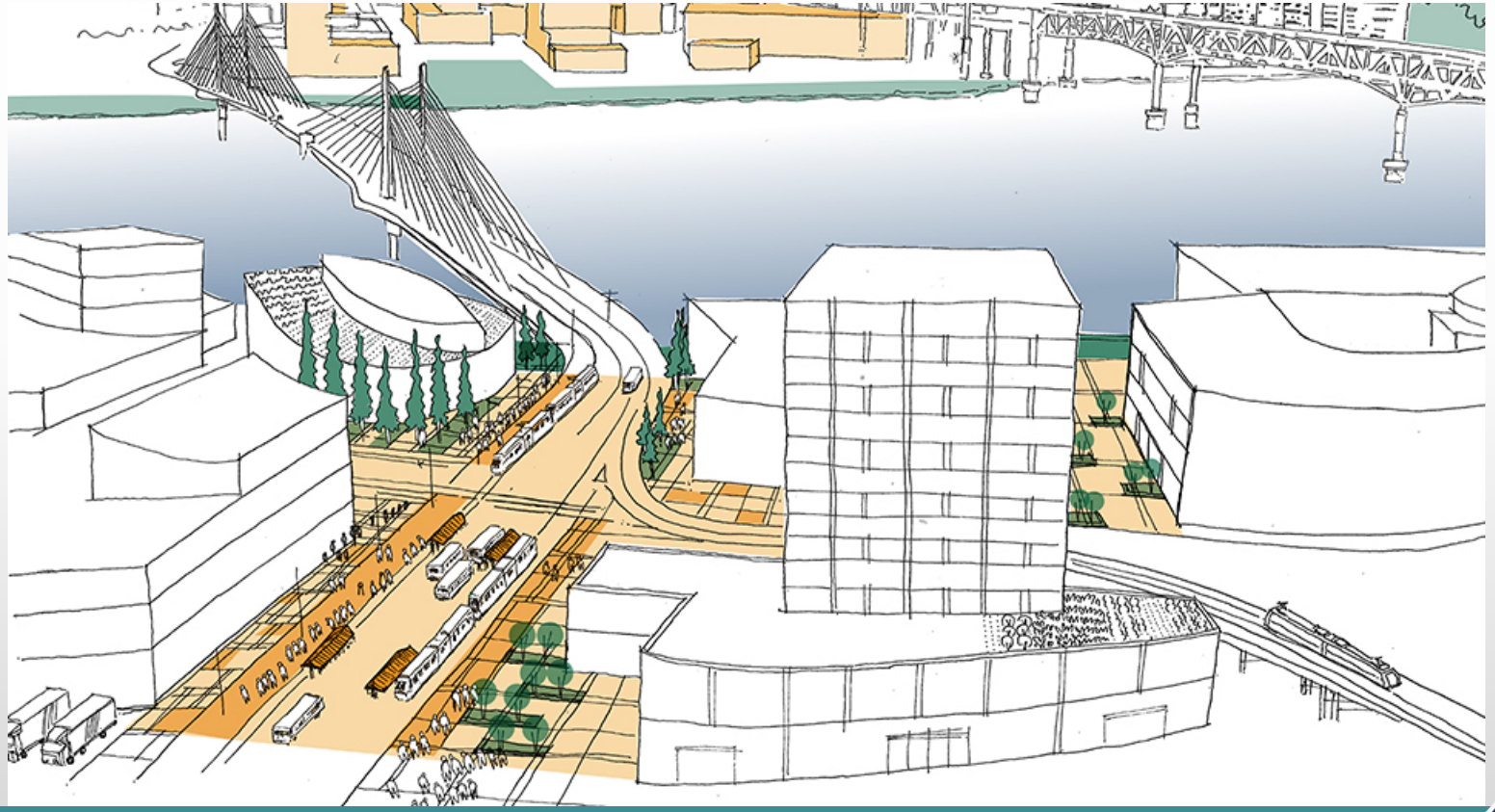
Civic and Cultural Center



Focus on the Willamette River



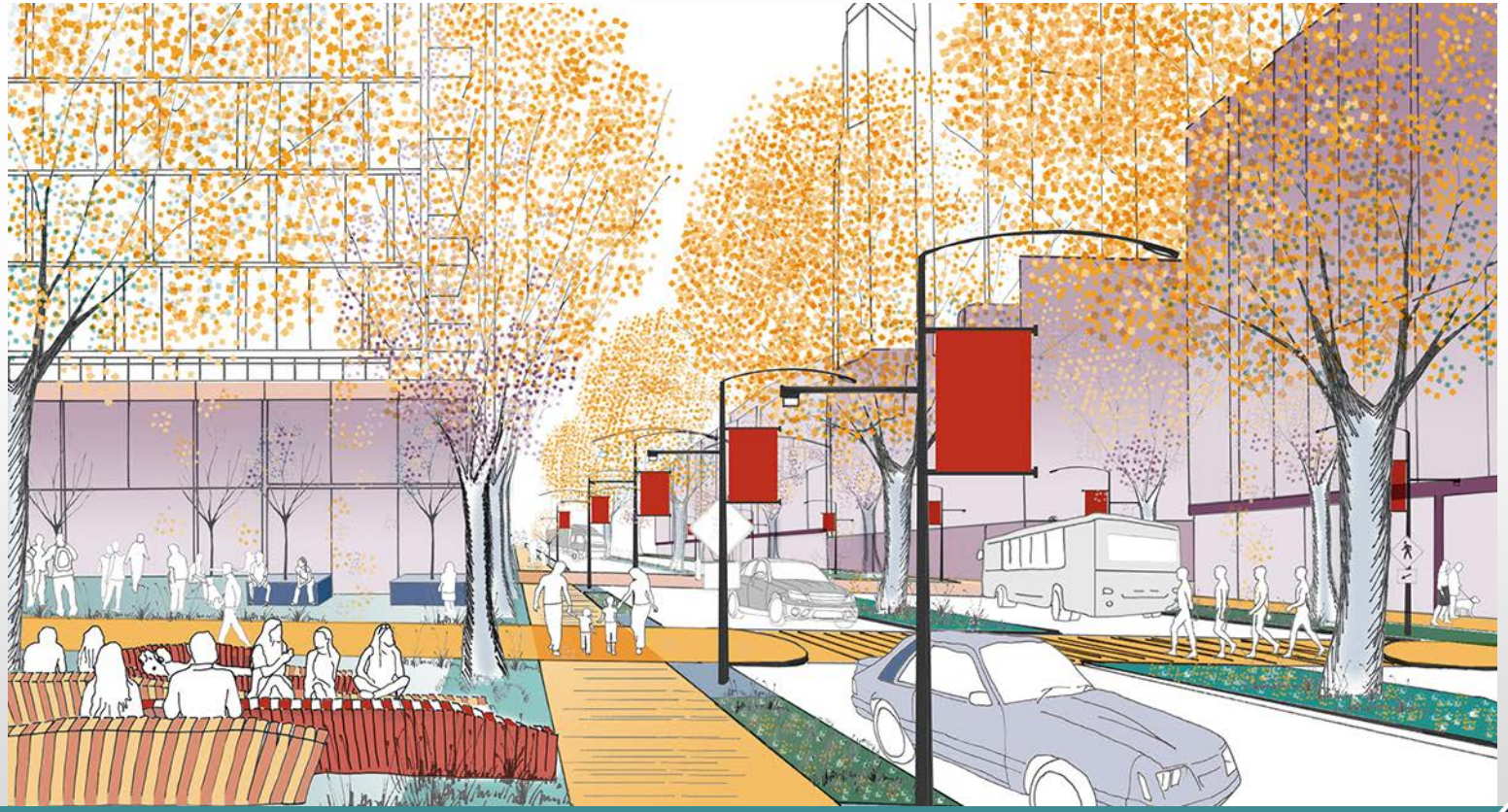
Innovation Quadrant



Resilient Central City



Street and Development Character

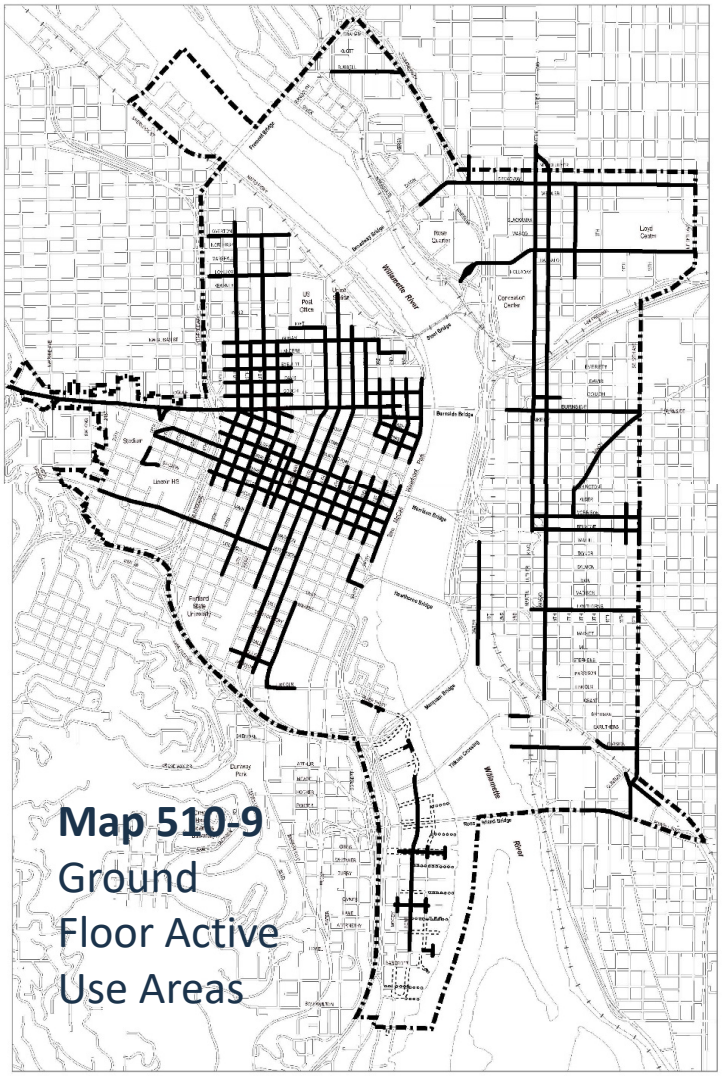


The “Green Loop”



LIVABILITY & THE PUBLIC REALM

1) New street and development character code *(setbacks, ground floor windows, ground floor active uses, and design guidelines)*
2) New riverfront open space bonus
3) Expand river setback for recreation and habitat
4) Update large site master plan tool
5) Green Loop concept
6) Prohibiting drive through facilities

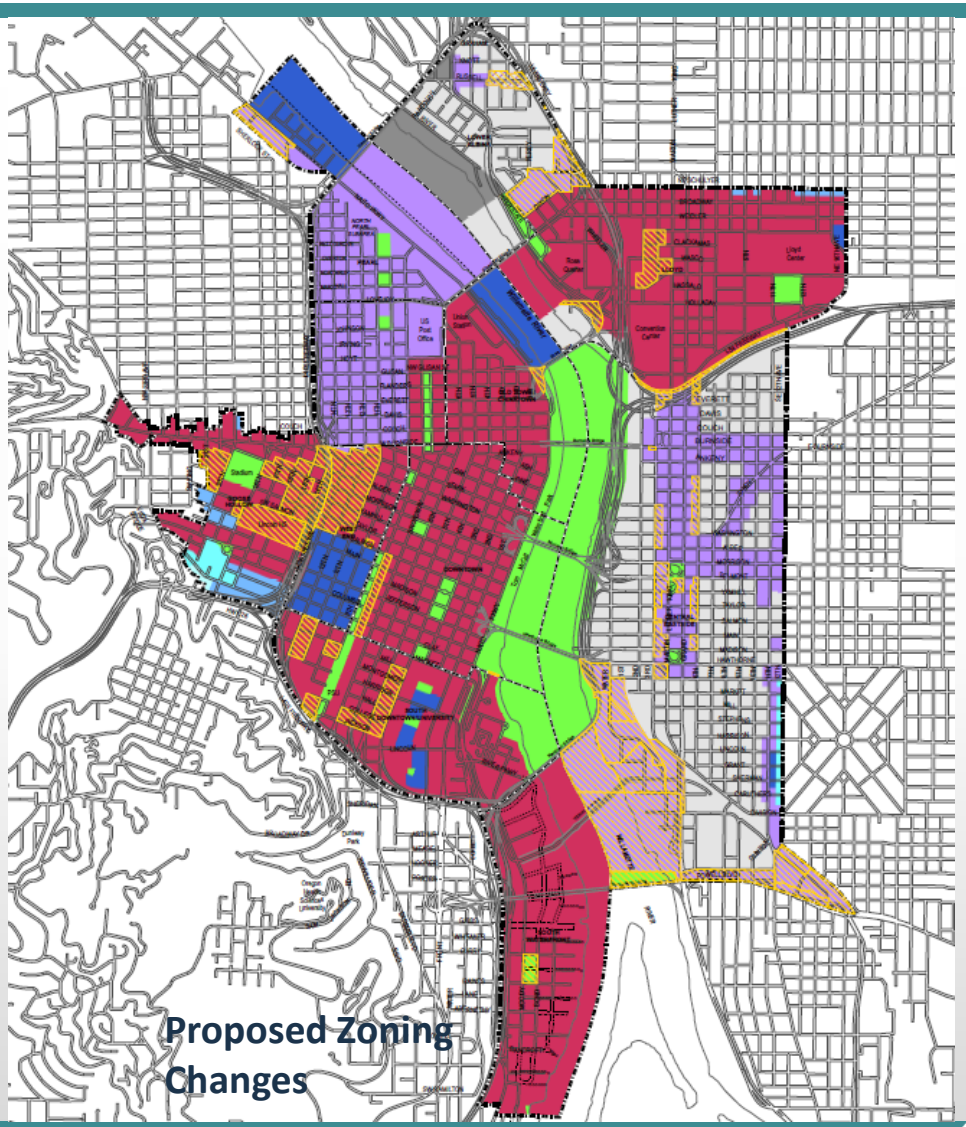


Map 510-9
Ground Floor Active Use Areas

JOBS

1) Expand industrial office uses in the Central Eastside
2) Clarify and improve freight routes
3) Expand areas zoned mixed use and greater commercial allowances





Proposed Zoning Changes

BONUSES, TRANSFERS & AFFORDABLE HOUSING

1) Overhaul the bonus and transfer system
   - Repeal most existing bonuses and transfers
   - Prioritize affordable housing and seismic/historic preservation





TRANSPORTATION & PARKING

1) New Transportation System Plan (TSP) policies, maps and projects
2) Simplify parking code, and allow more flexible operation of structured parking
3) Require ground floor active uses with structured parking
4) Require Transportation Demand Management (TDM) plans for new development





HISTORIC RESOURCES & SEISMIC UPGRADES

1) Expand historic transfer and require seismic reinforcement
2) Remove height bonus in historic districts
3) Add flexibility for commercial uses in industrial and residential zones





HEIGHT & VIEWS

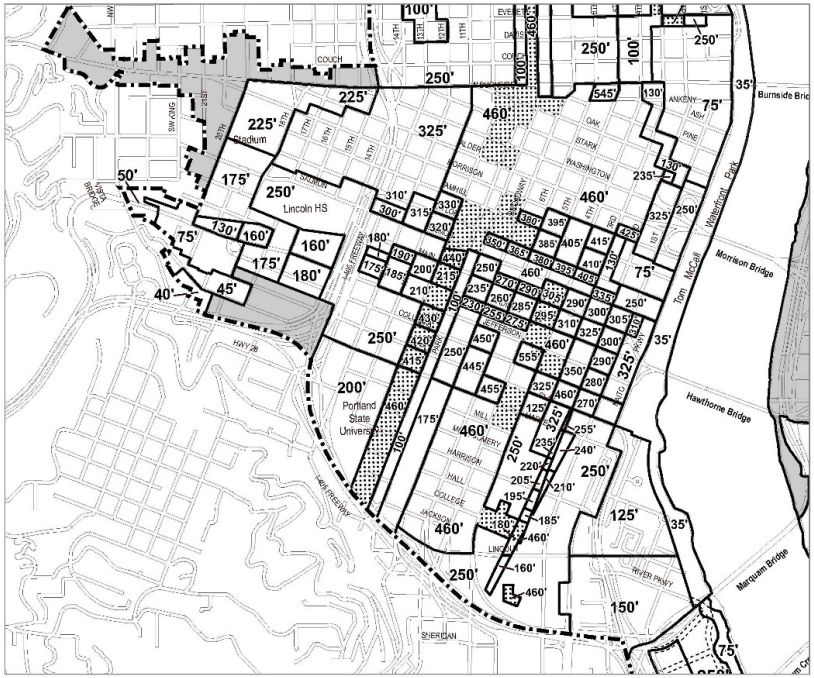
1) Maintain existing height pattern
   - Map 510-3 Maximum Heights
   - Map 510-4 Maximum Heights including bonuses
2) Increase heights along transit mall and bridgeheads
3) Modify height limits in view corridors
4) No projections in view corridors

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 3 of 3

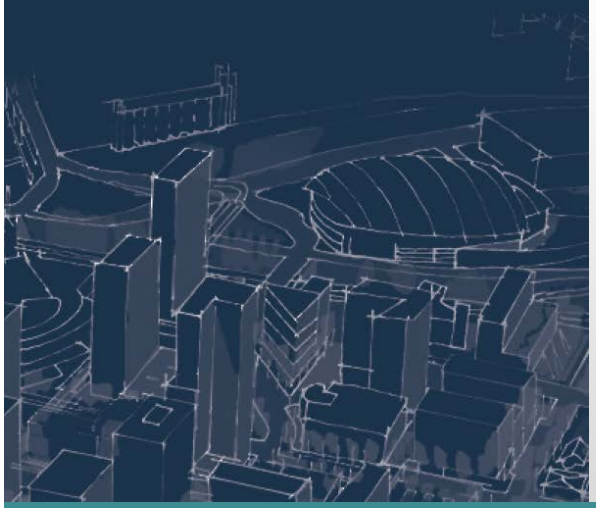
Map Revised Xxxxx XX, 201X

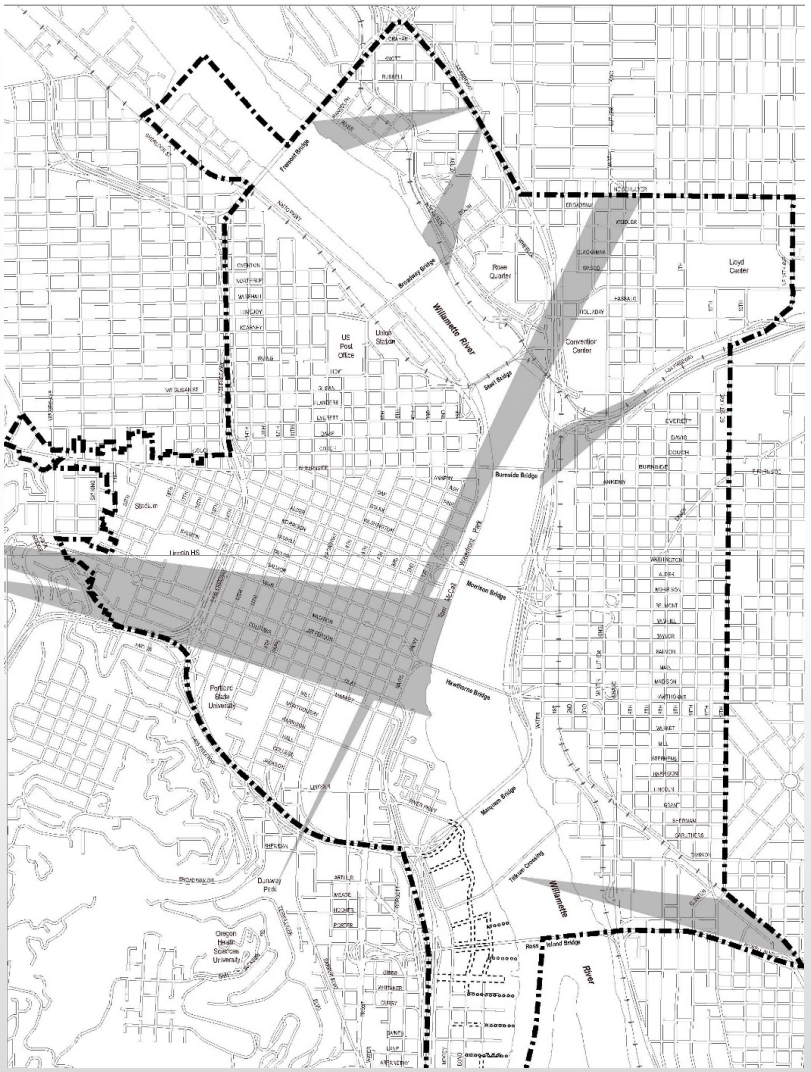


Note: See Map 510-16 for additional height opportunity areas in the North Pearl subarea and South Waterfront subdistrict.

HEIGHT & VIEWS

View Corridors





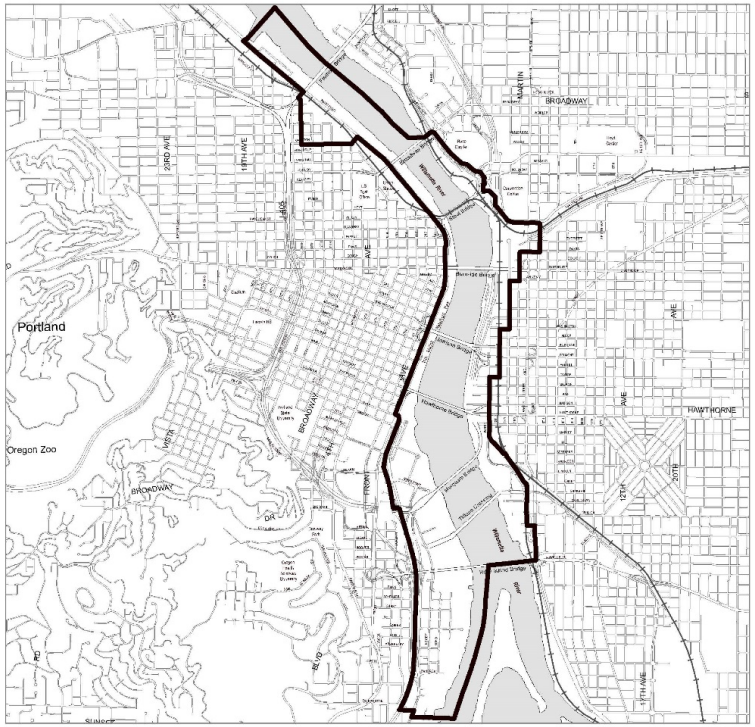
WILLAMETTE RIVER

1) Greenway (33.440) is being replaced by River Overlay (33.475)
2) Greenway Review is being repealed and replaced by River Review
3) Willamette Greenway Design Guidelines are being removed
4) Allow small retail spaces in Gov. Tom McCall Waterfront Park

Draft Central Reach River Overlay Boundary

Map 475-1

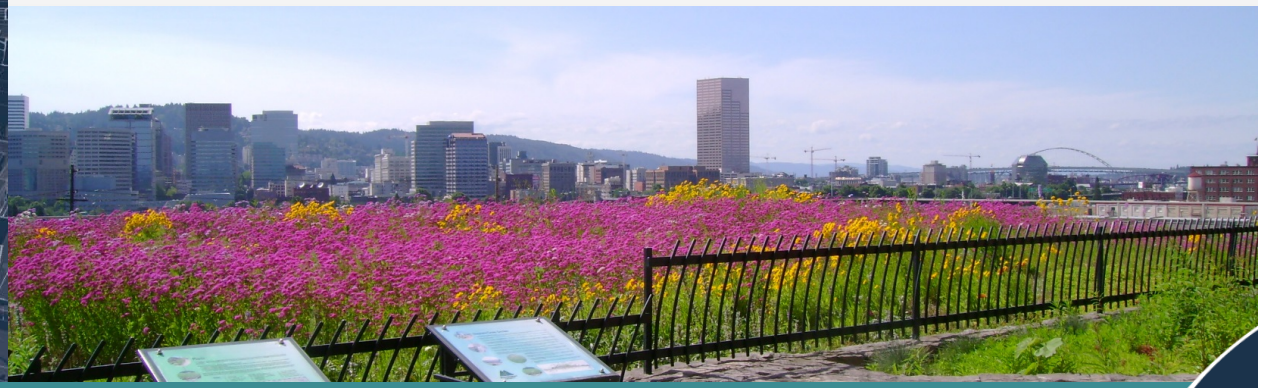
Map Revised Xxxxx X, 2015



ENVIRONMENT

1) Remove Ecoroof bonus and instead require ecoroofs
2) Require registration for LEED Gold
3) Create bird friendly lighting along riverfront





Setting the agenda for March 17

TOPICS?

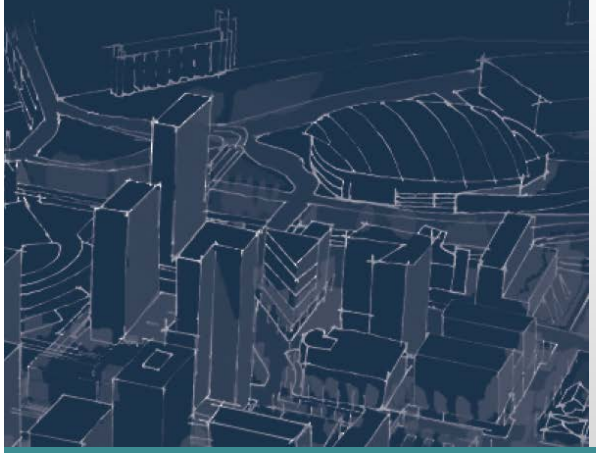
32013

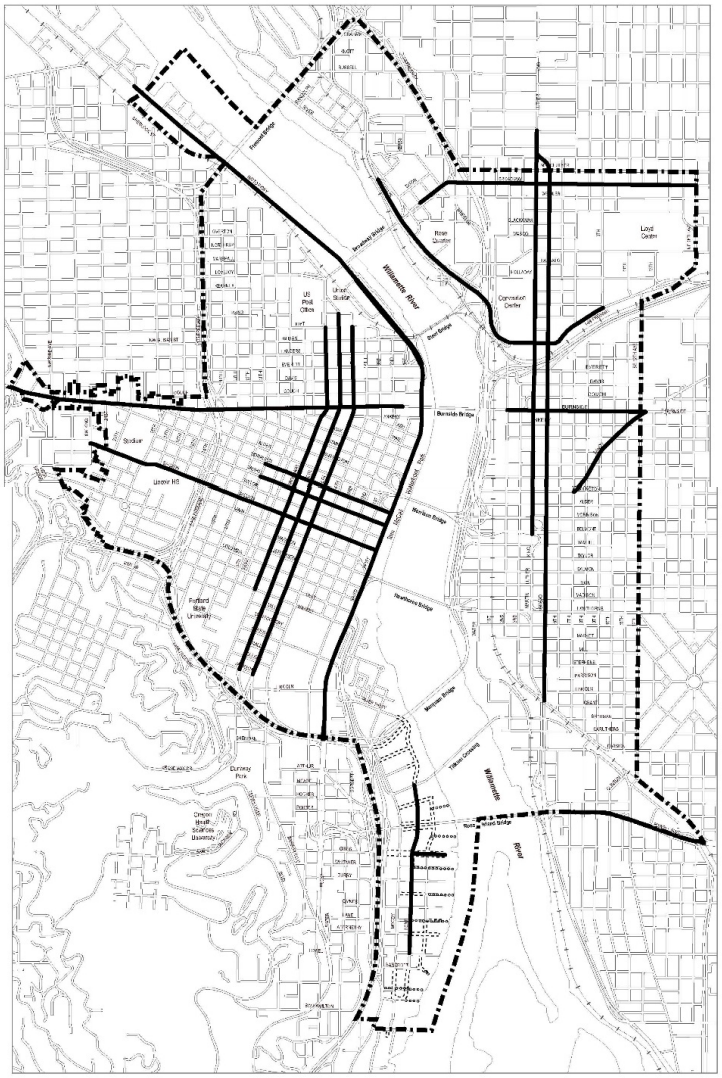
Additional Volume 2 Materials

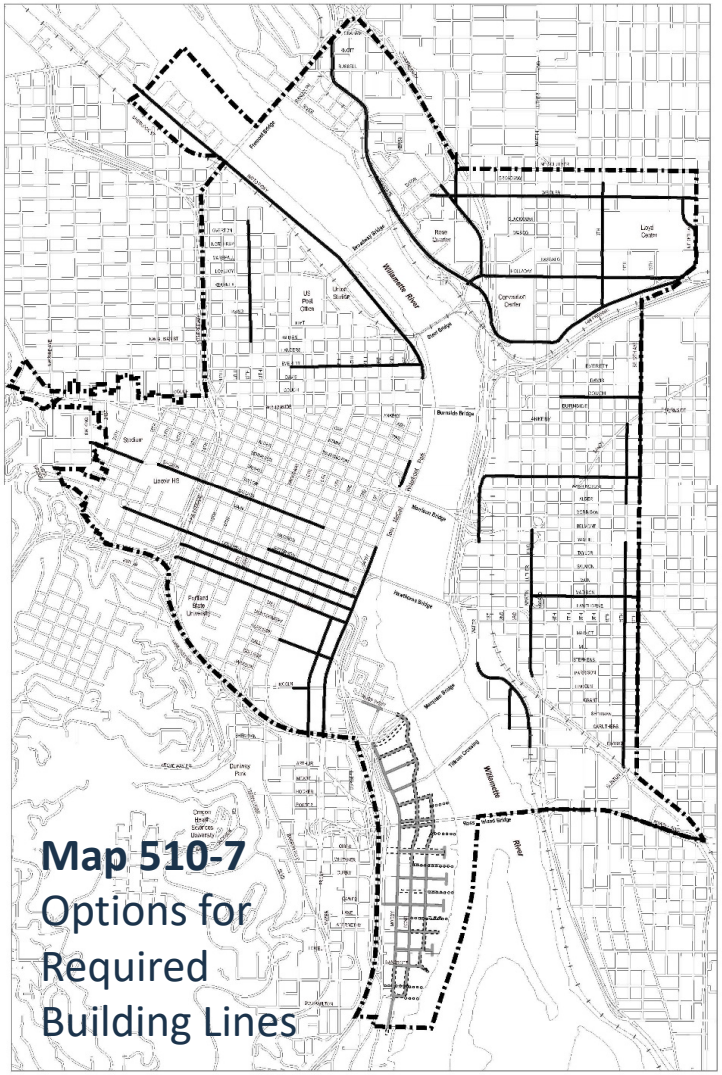
- Height (510-3 and 510-4)
- View Corridors (510-20)
- Maximum FAR (510-2)
- River (e) Overlay
- Required Master Plan Sites (510-19)
- Sample of Transportation System Plan Designation Maps

LIVABILITY & THE PUBLIC REALM

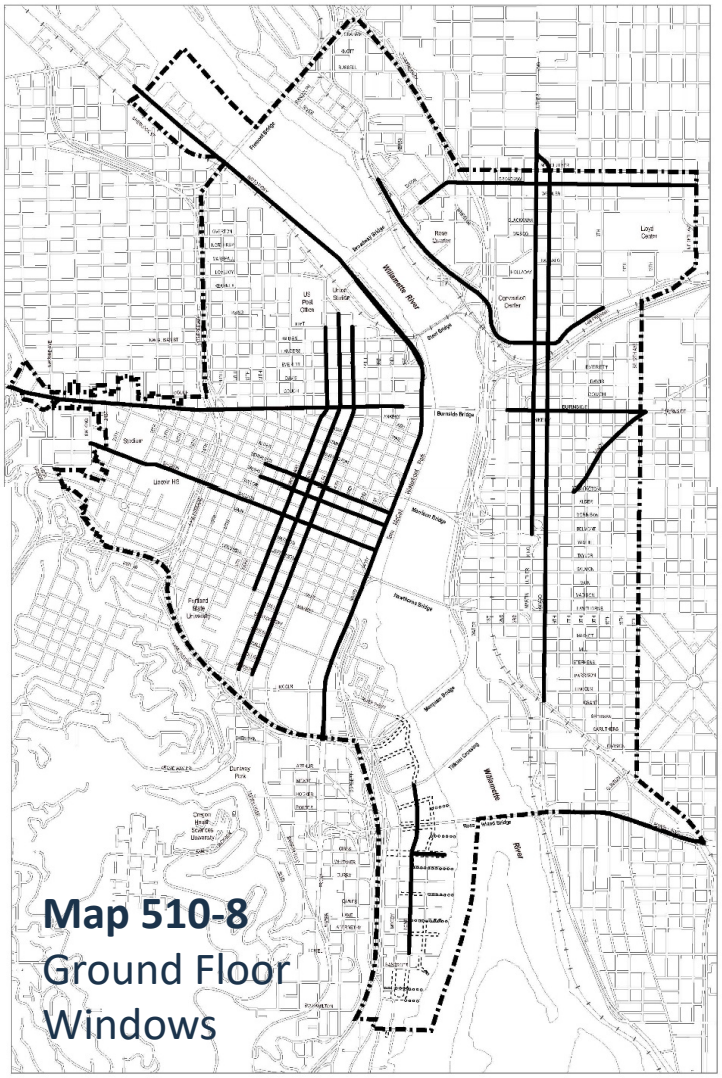
Map 510-8
Ground Floor Windows







Map 510-7
Options for Required Building Lines



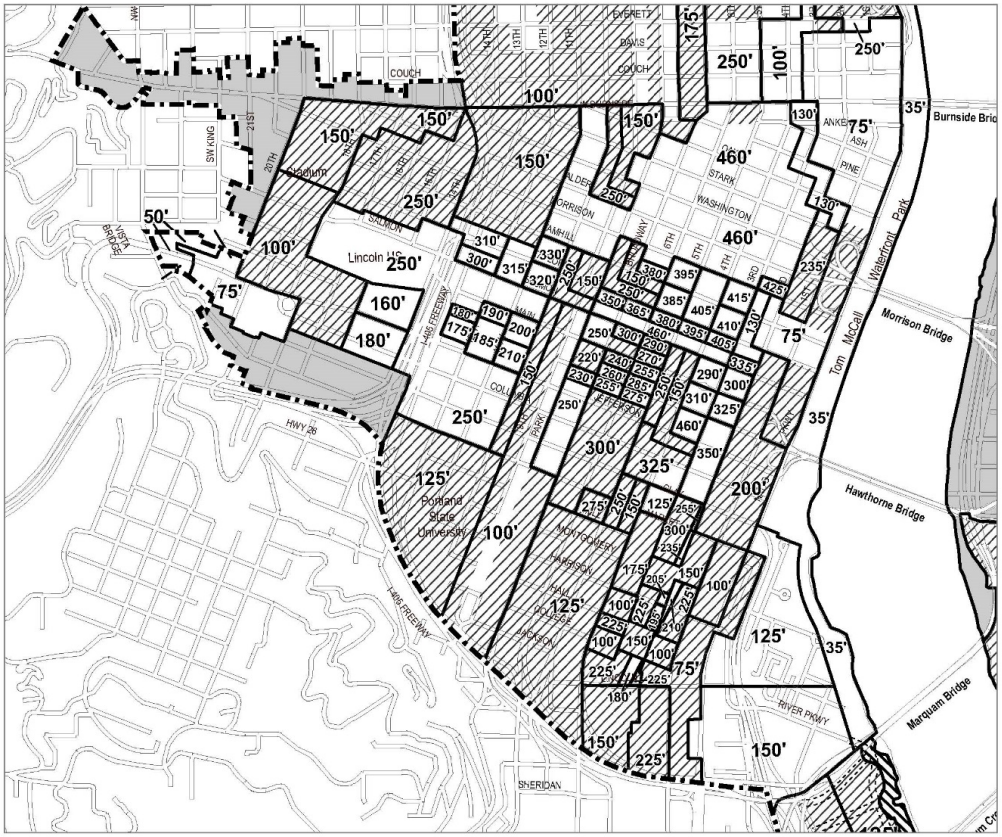
Map 510-8
Ground Floor Windows

Draft Maximum Heights

Map 510-3

Map 3 of 3

Map Revised Xxxxx XX, 201X



Legend

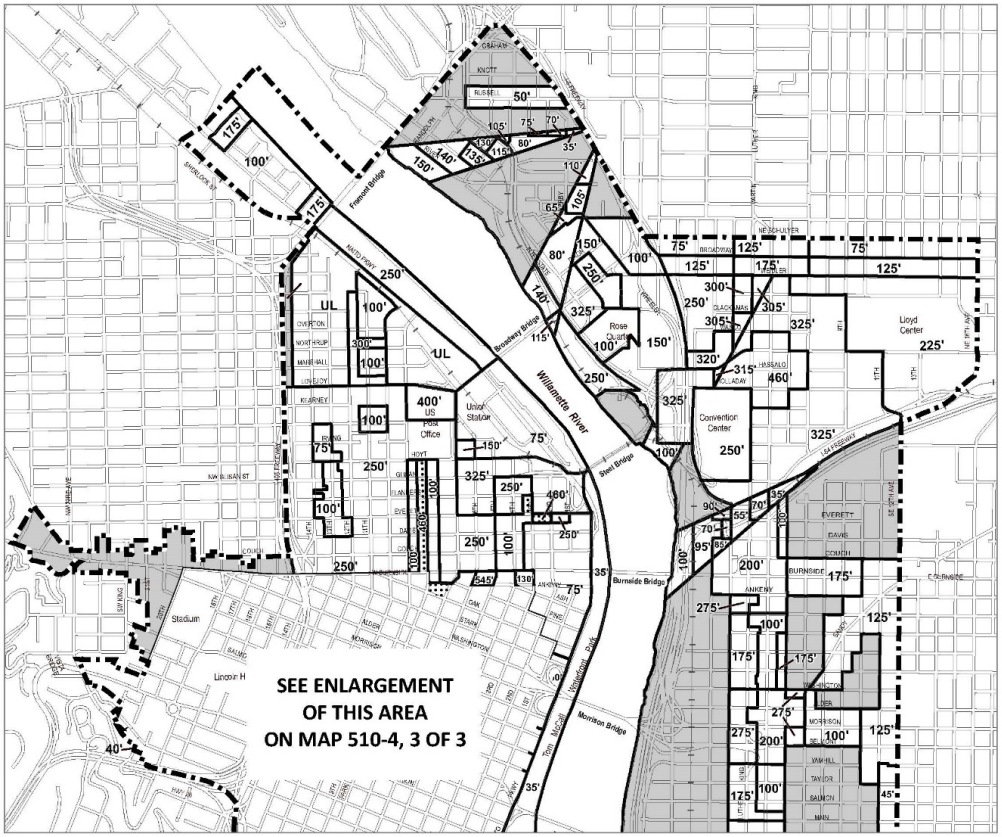
- Central City Plan District boundary
- X' — Maximum building height
- Areas where maximum height is determined by base zone
- Area eligible for height increase
- Maximum height limit of 75' for first 125 feet from top of bank
- Proposed right-of-way
- Proposed accessways

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 1 of 3

Map Revised Xxxxx XX, 201X



Legend

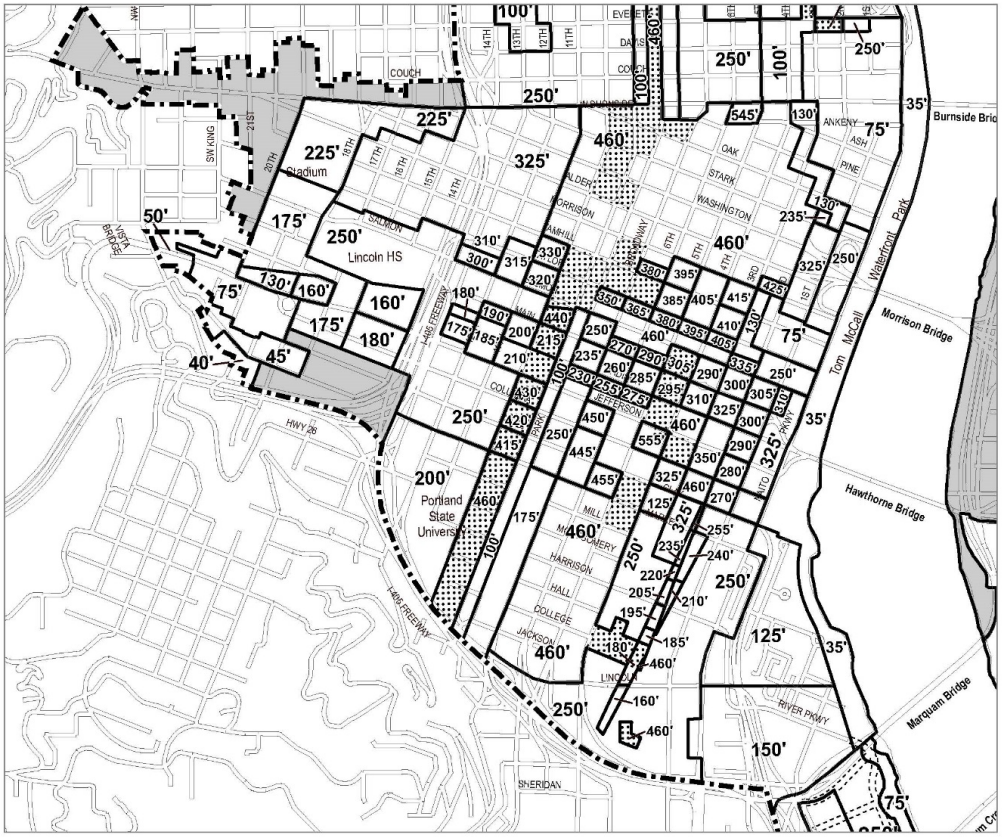
- Central City Plan District boundary
- X' — Maximum building height including eligible height increases
- Areas where maximum height is determined by base zone
- Proposed right-of-way
- Proposed accessways
- Areas where a shadow analysis is required
- UL — Unlimited height allowed

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 3 of 3

Map Revised Xxxxx XX, 201X



Legend

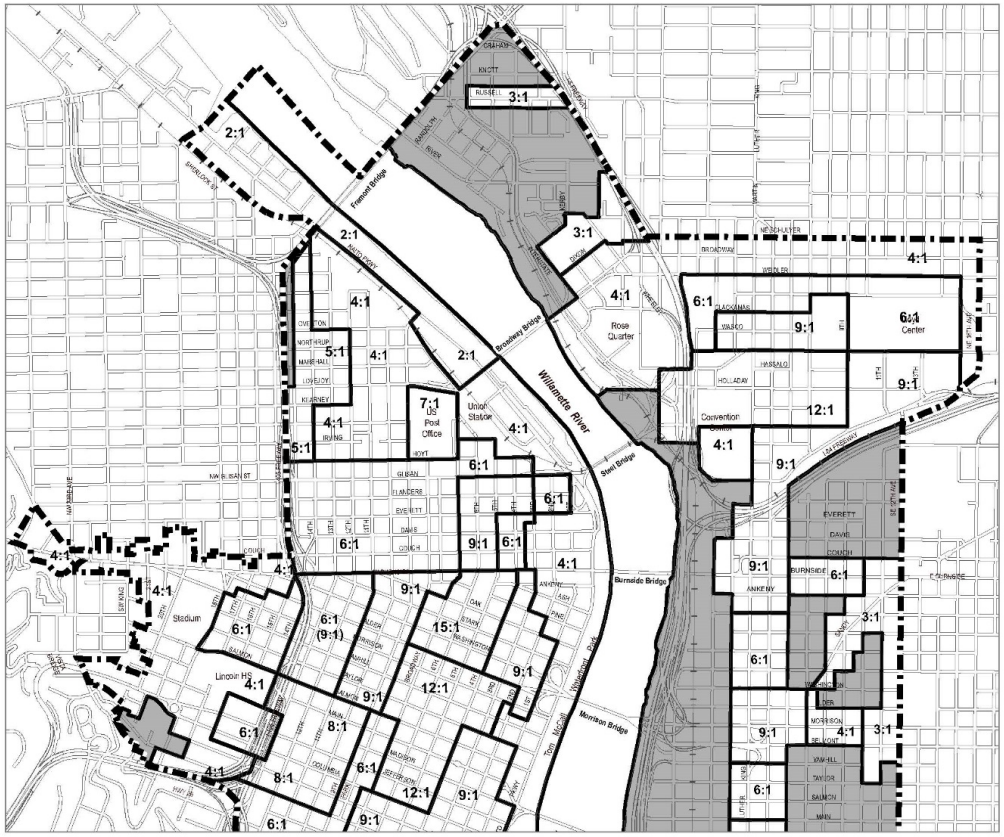
- Central City Plan District boundary
- X' — Maximum building height including eligible height increases
- Areas where maximum height is determined by base zone
- Proposed right-of-way
- Proposed accessways
- Areas where a shadow analysis is required
- UL — Unlimited height allowed

Draft Maximum Floor Area Ratios

Map 510-2

Map 1 of 2

Map Revised Xxxx XX, 201X



Legend

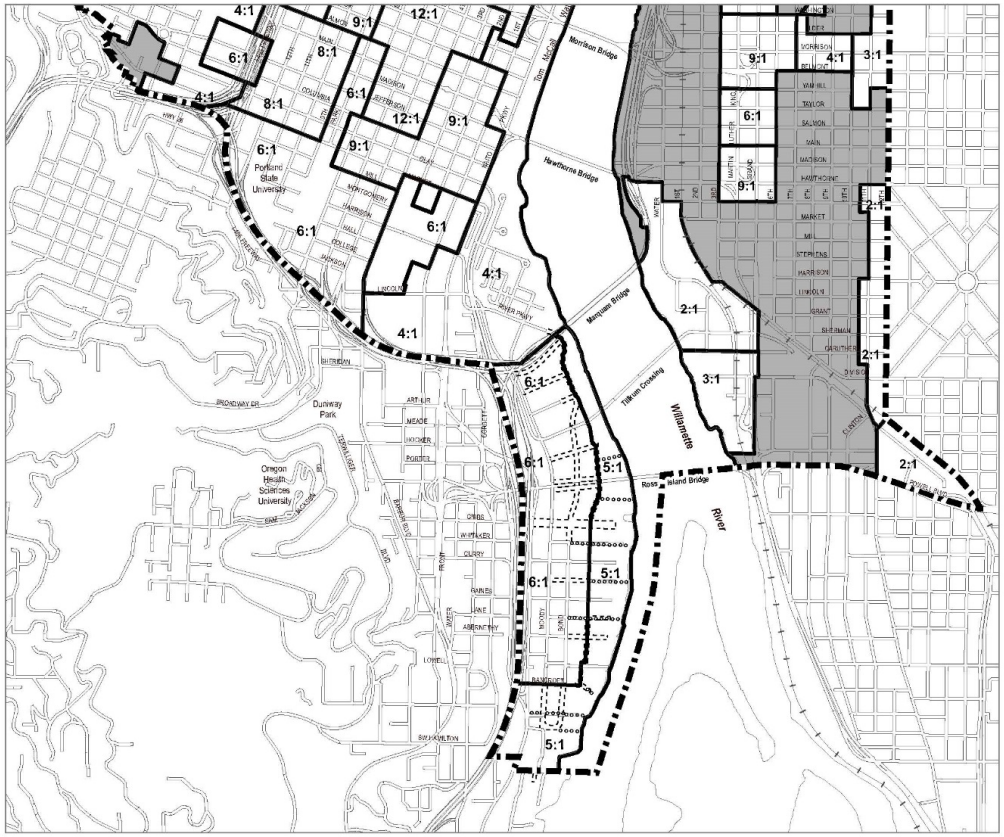
- Central City Plan District boundary
- Maximum FAR area boundary
- Area where floor area ratio (FAR) is determined by base zone
- Proposed right-of-way
- Proposed accessway
- **X:Y** Maximum FAR
  - **X** = Gross square foot of building
  - **Y** = Square foot of site
- **(X:Y)** Residential maximum FAR

Draft Maximum Floor Area Ratios

Map 510-2

Map 2 of 2

Map Revised Xxxx XX, 201X



Legend

- Central City Plan District boundary
- Maximum FAR area boundary
- Area where floor area ratio (FAR) is determined by base zone
- Proposed right-of-way
- Proposed accessway
- **X:Y** Maximum FAR
  - **X** = Gross square foot of building
  - **Y** = Square foot of site
- **(X:Y)** Residential maximum FAR

Draft Central Reach River Environmental Overlay Zone

Map 1

February 1, 2016



Draft Central Reach River Environmental Overlay Zone

Map 2

February 1, 2016

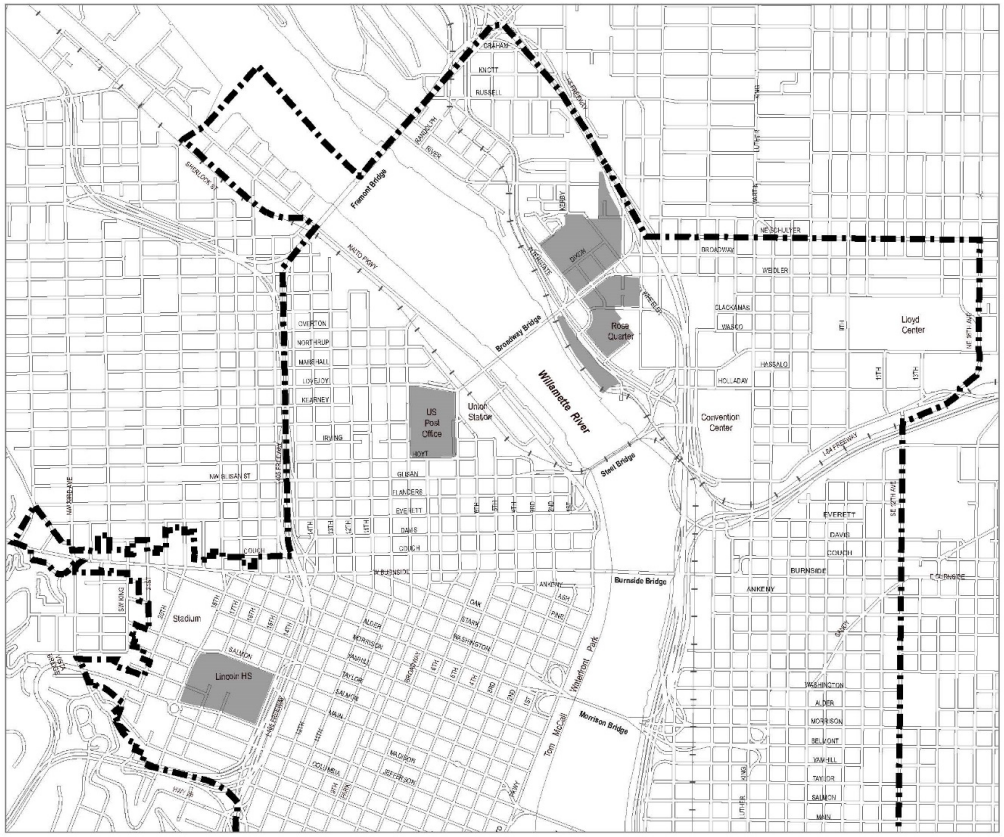


Draft Required Master Plan Sites

Map 510-19

Map 1 of 2

Map Revised Xxxxx XX 201X



Legend

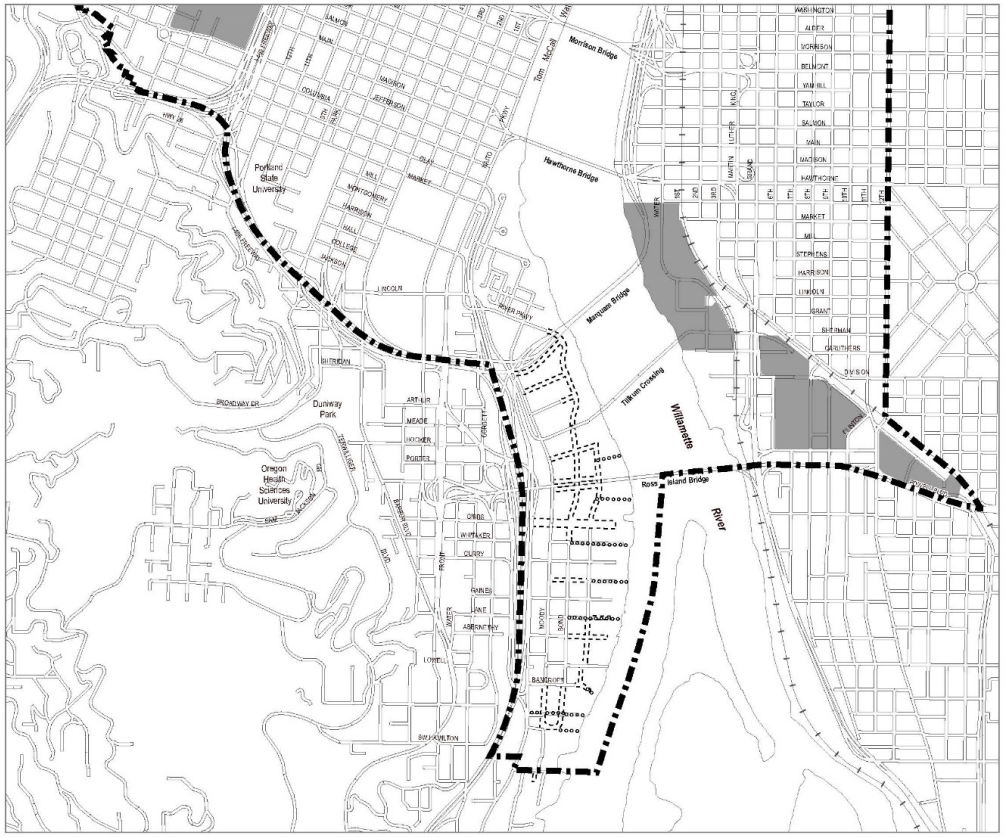
- Central City Plan District boundary
- Required Master Plan Sites
- Proposed right-of-way
- Proposed accessway

Draft Required Master Plan Sites

Map 510-19

Map 2 of 2

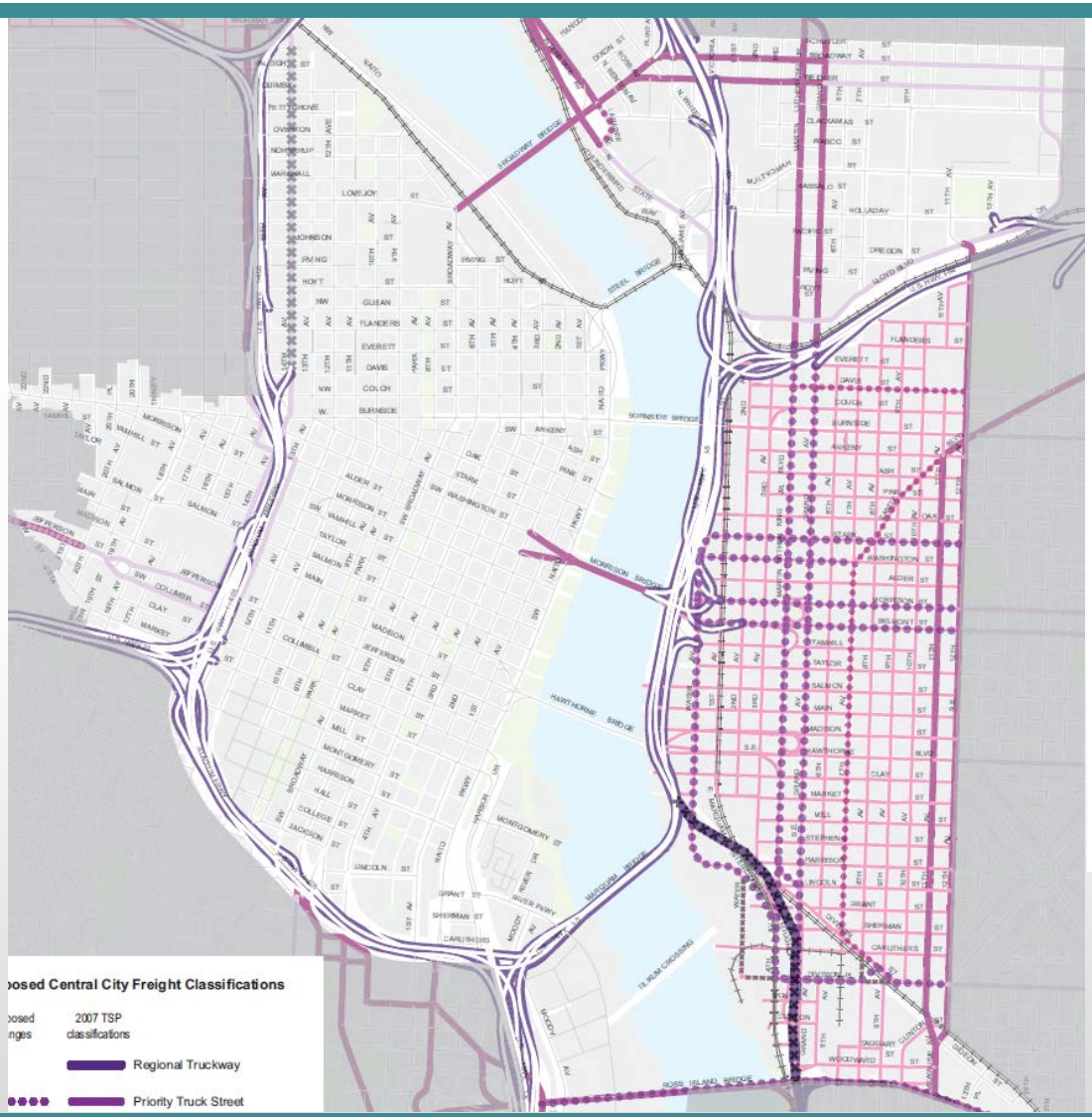
Map Revised Xxxxx XX 201X



Legend

- Central City Plan District boundary
- Required Master Plan Sites
- Proposed right-of-way
- Proposed accessway

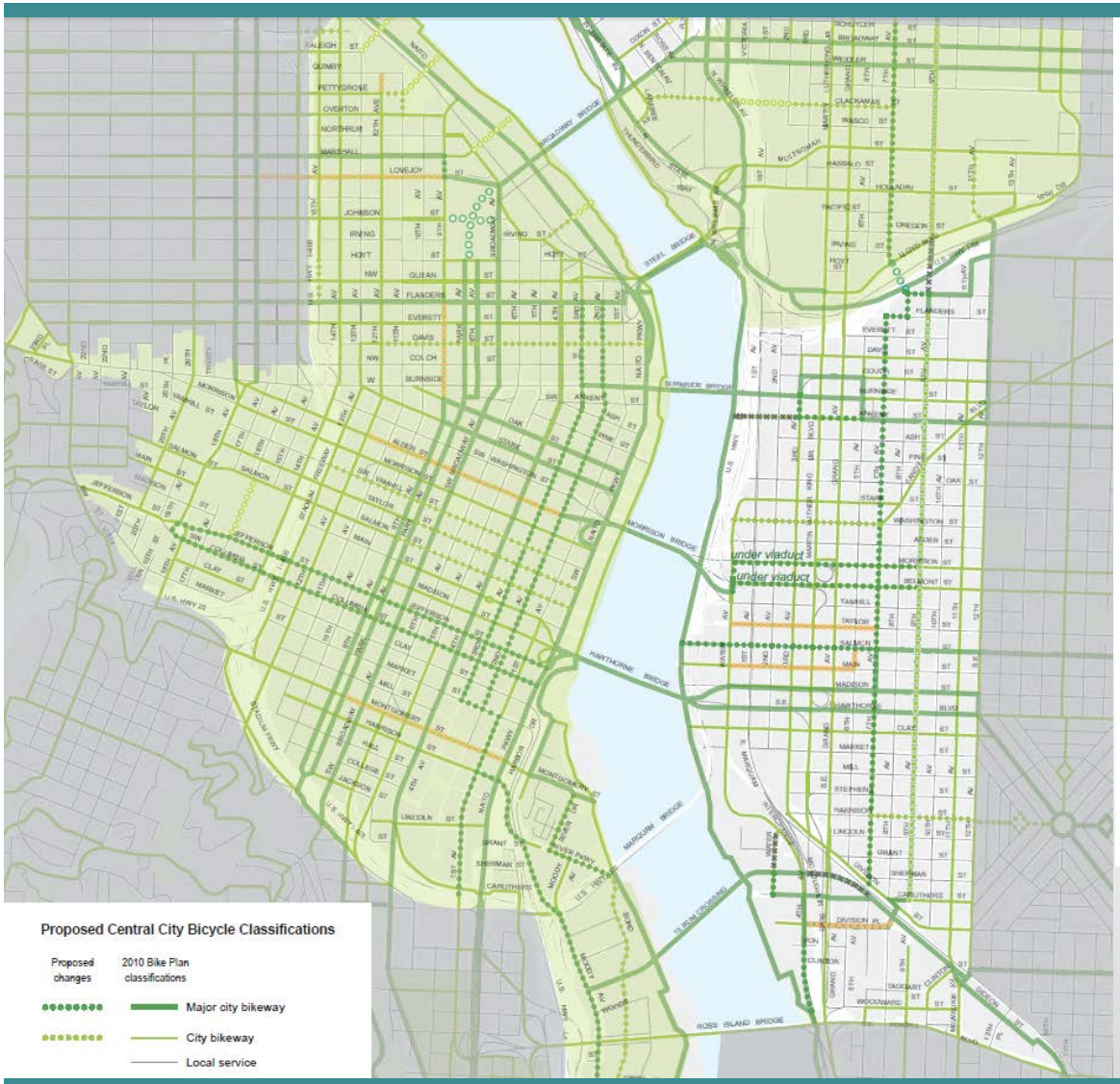
TSP
Freight Classifications



Proposed changes | 2007 TSP classifications

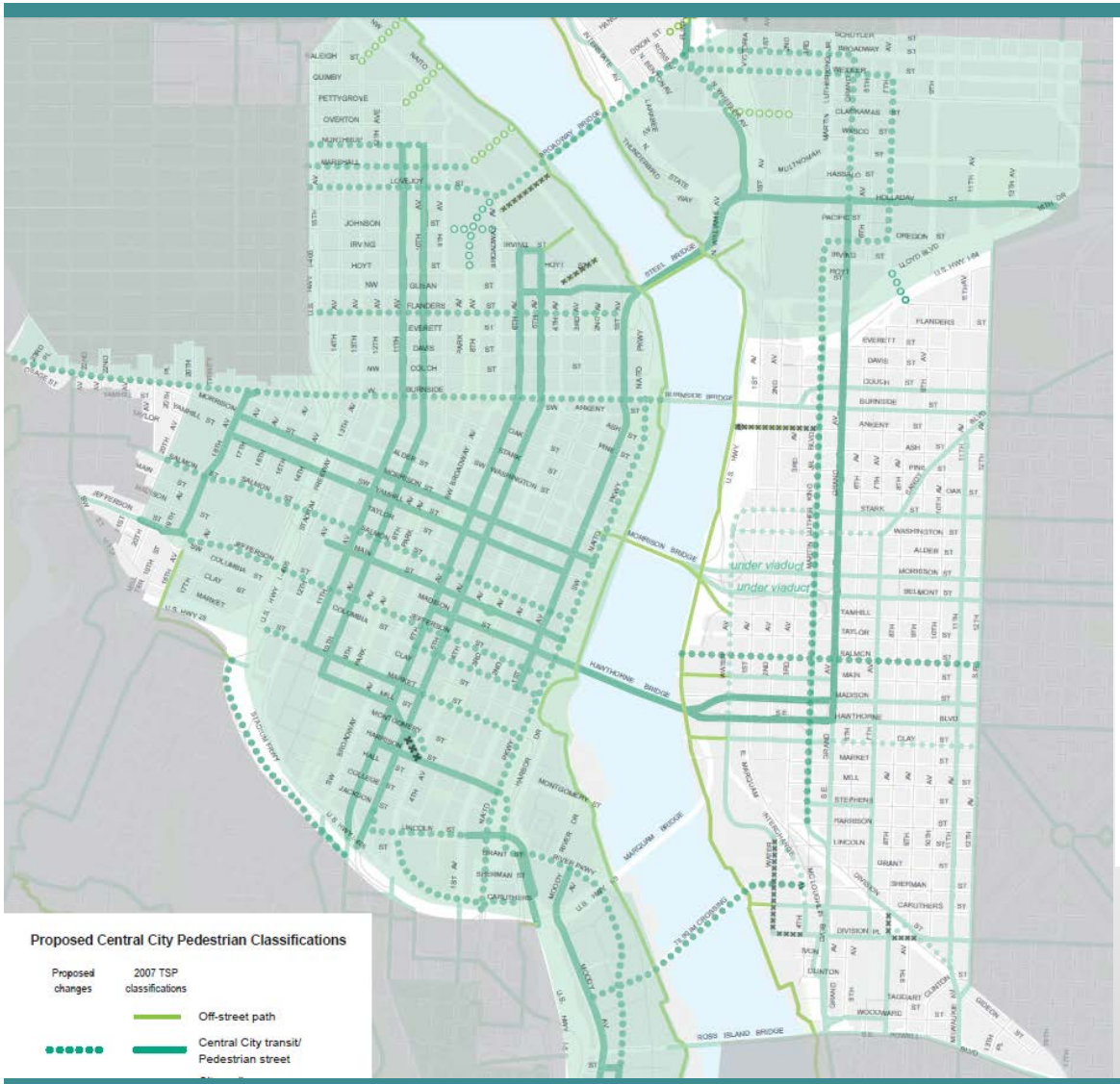
- Regional Truckway
- Priority Truck Street
- Major Truck Street
- Truck Access Street
- Freight District Street
- Local Service Truck Street
- Railroad Main Line
- Railroad Branch Line
- Remove

32027



TSP
Bicycle Classifications

Proposed changes	2010 Bike Plan classifications
	Major city bikeway
	City bikeway
	Local service
	Bicycle district
	New connection, e.g. bridge
	Change to local service
	Remove



TSP
Pedestrian Classifications

Proposed changes | 2007 TSP classifications

- Off-street path
- Central City transit/ Pedestrian street
- City walkway
- Pedestrian district, ***all streets in these areas are city walkways***
- Local access
- New connection
- Remove

32029

ATT 111

Discussion Draft Central City 2035 Plan
Open House – Sign-in Sheet and Mailing List

March 2, 2016, 4:00 p.m. – 7:00 p.m.
Olympic Mills Building, 107 SE Washington Street

	Name	Phone	Street Address	Email
1	Susan Ronning	503 6628145		susan@b@gmail.com
2	Nancy Kanner	503 254 7550		examiner@inseprotland.com
3	Dave Unsworth	503 962-2147		
4	Rhys Konrad	503 972 7293		Rhys@macadamforbes.com
5	TOM LIPTAN	503 730 7467		TLIPTAN@MSN.COM
6	PETER GRAMM	503-226.3617		peter@seallp.com
7	JIRO ISETANI	503-805-4534		jiroiset@gmail.com
8	Todd Coward	503-997-5788		todd@oakstand.com
9	Lynne Coward	503-335-9405		lcoward@imagina.com
10	RUSSEL MAKINICA	503-233-0710		bsollinger@[illegible]
11	Bob Sollinger	503 380-9728		
12	MIKE DENNIS			michaelsdennis@yahoo
13	Anne Trudeau	503 8305481		annet934@yahoo.com
14	ERIC SPORRE	503-624-6300	15350 SW SEQUOIA PKWY, STE. 300, PDX 97224	ERICS@PACTRUST.COM
15	CHRIS EYKAMP			chris@eykamp.com
16	GREG HAUN			GOSMO@ALUM.MIT.EDU
17	Robert Thompson	[illegible]		salalscape@yahoo.com
18	Soren Impey	503-381-9854	97214	sorenimpey@gmail
19	Michele Bowler-Failing	503 891-1304	2649 SW Georgian PL – 97201	mbfailing@theagencypdx.com
20				

32030


CENTRALCITY
2035
CC2035 Technical Advisory Committee
February 25, 2016
Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

Purpose of the Meeting

- Provide an overview of the multi-volume Discussion Draft CC2035 Plan
- Summarize major code changes by 8 topic areas
- Answer questions and encourage comments



Learn more

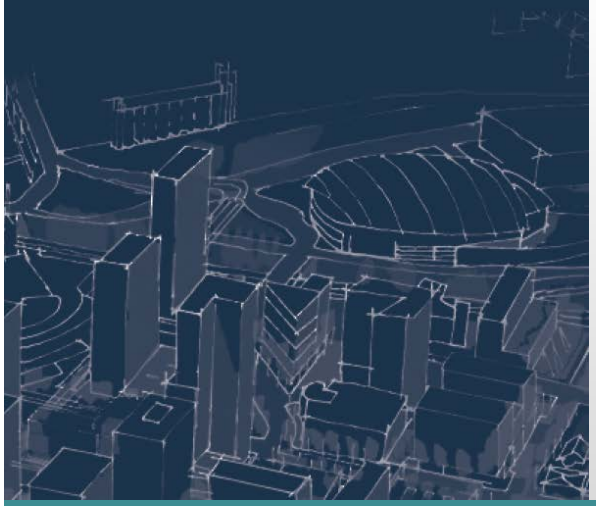
Visit website

Explore Map App

Attend open houses

Stop by during drop in hours

Contact staff



CC2035 Plan

Volume 1: Goals and Policies

Volume 2: Zoning Code and Map Amendments

Volume 3: Inventories

Volume 4: Background Materials

Volume 5: Implementation Plan



LIVABILITY & THE PUBLIC REALM

Code references:

- 33.510.215
- 33.510.220
- 33.510.225
- 33.510.210
- 33.475.210
- 33.510.255



1) New street and development character code *(setbacks, ground floor windows, ground floor active uses, and design guidelines)*
2) New riverfront open space bonus
3) Expand river setback for recreation and habitat
4) Update large site master plan tool
5) Green Loop concept



JOBS

Code references:
- 33.510.119
- Transportation System Plan Updates
- Zoning Map
- 33.510.117

1) Expand industrial office uses in the Central Eastside
2) Clarify and improve freight routes
3) Expand areas zoned mixed use and greater commercial allowances





BONUSES, TRANSFERS & AFFORDABLE HOUSING

Code references:
- 33.510.200
- 33.510.210

1) Overhaul the bonus and transfer system
   - Repeal most existing bonuses and transfers
   - Prioritize affordable housing and seismic/historic preservation





TRANSPORTATION & PARKING

Code references:

- 33.510.261-262
- 33.808
- Transportation System Plan Updates
- 33.510.260



1) New Transportation System Plan (TSP) policies, maps and projects
2) Simplify parking code, and allow more flexible operation of structured parking
3) Require Transportation Demand Management (TDM) plans for new development
4) Designate the Central City as a Multimodal Mixed-Use Area (MMA)



HISTORIC RESOURCES & SEISMIC UPGRADES

Code references:

- 33.510.200
- Map 510-3
- 33.510.117
- 33.510.119

1) Expand historic transfer and require seismic reinforcement
2) Remove height bonus in historic districts
3) Add flexibility for commercial uses in industrial and residential zones





HEIGHT & VIEWS

Code references:
- 33.510.205
- 33.510.210
- 33.480
- Maps 510-3 & 4
- Map 510-20

1) Maintain most existing height pattern
   - Map 510-3 Maximum Heights
   - Map 510-4 Maximum Heights including bonuses
2) Increase heights along transit mall and bridgeheads
3) Modify height limits in view corridors
4) Earn greater height through bonuses





WILLAMETTE RIVER

Code references:
- 33.475
- 33.510.115



1) Establish new river overlay zoning code to include
   - Increased river setback
   - More flexible landscaping standard
   - New river environmental overlay zone on the river, riverbanks and riparian areas
   - Standards for common development types
2) Establish a new river review and repeal the current greenway review
3) Allow small retail spaces in Gov. Tom McCall Waterfront Park



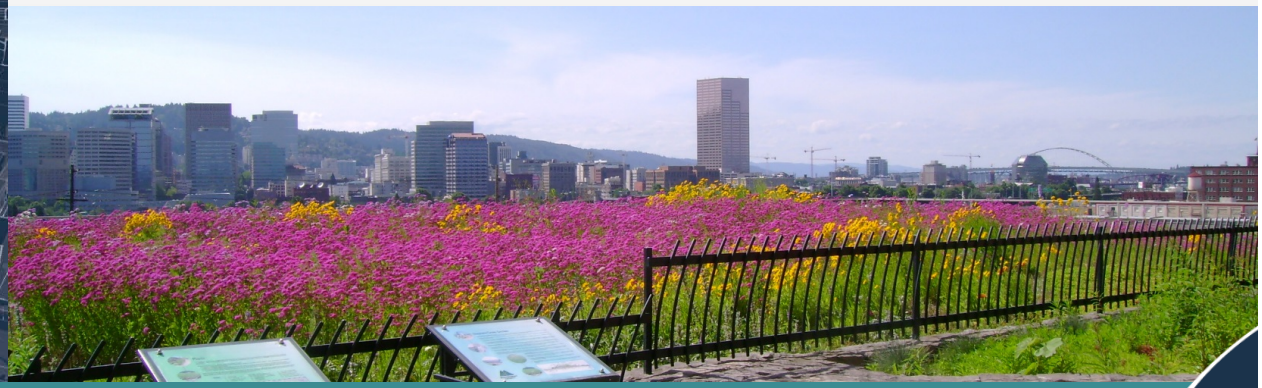
ENVIRONMENT

Code references:

- 33.510.243
- 33.510.244
- 33.475.210



1) Remove Ecoroof bonus and instead require ecoroofs
2) Require registration for LEED Gold
3) Create bird friendly lighting along riverfront
4) Monitor and adapt to climate change and natural hazards



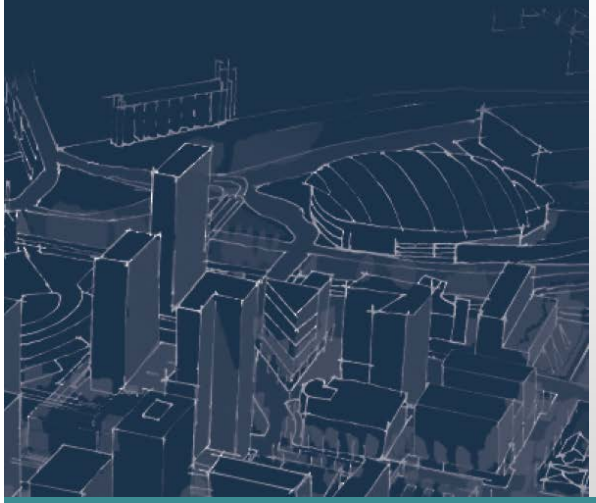
Next Steps

Proposed Draft: May 2016

Planning and Sustainability Commission Hearings: June 2016

Recommended Draft: August 2016

City Council Hearings: Fall 2016



Open Houses

City of Portland Lobby, 1900 SW 4th Ave
Wednesday Feb. 24, 4-7pm

Olympic Mills, 107 SE Washington St
March 2, 4-7pm

Willamette River Discussion, Oregon Maritime Museum, March 3, 9 – 11:30am

Discussion Draft Comments Due:

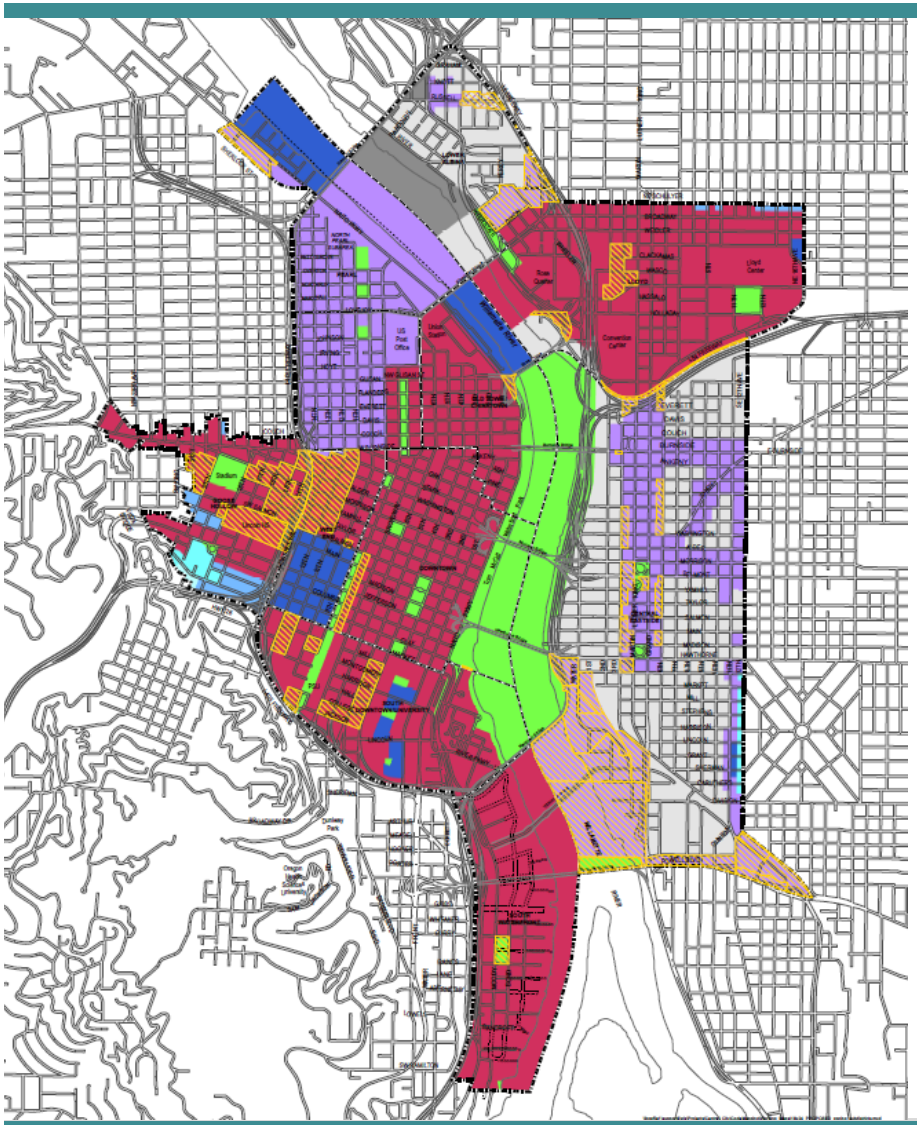
March 31



Additional Volume 2 Materials

- Height (510-3 and 510-4)
- View Corridors (510-20)
- Maximum FAR (510-2)
- River (e) Overlay
- Top of Bank (475-2)
- Parking Sectors (510-10) and Max. Parking Ratios Table (510-2)
- Required Master Plan Sites (510-19)
- Sample of Transportation System Plan Designation Maps

Proposed Zoning Changes Highlighted



Legend

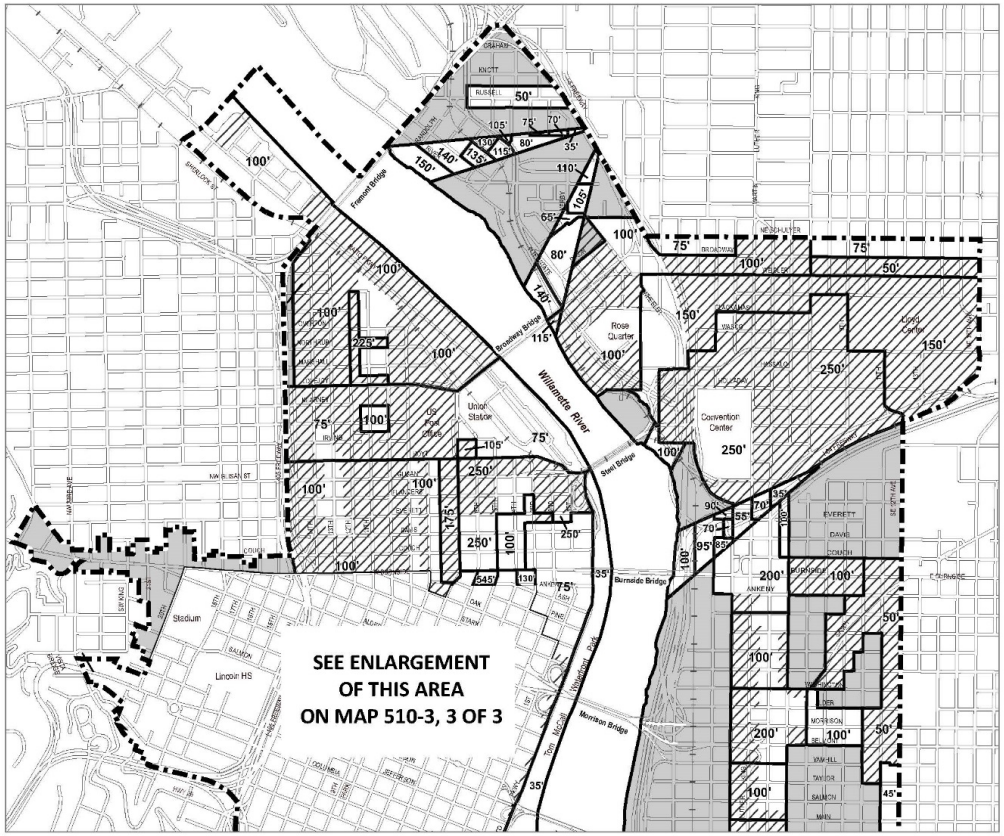
- Central City Plan District
- Subdistrict boundary
- Subarea boundary
- Area of change
- Open Space (OS)
- Low Density Multi-Dwelling Residential 2,000 (R2)
- Medium Density Multi-Dwelling Residential 1,000 (R1)
- High Density Multi-Dwelling Residential (RH)
- Central Multi-Dwelling Residential (RX)
- Central Commercial (CX)
- Central Employment (EX)
- General Industrial 1 (IG1)
- Heavy Industrial (IH)
- IG1(EXd)
- Proposed right-of-way
- Proposed accessways

Draft Maximum Heights

Map 510-3

Map 1 of 3

Map Revised Xxxxx XX, 201X



Legend

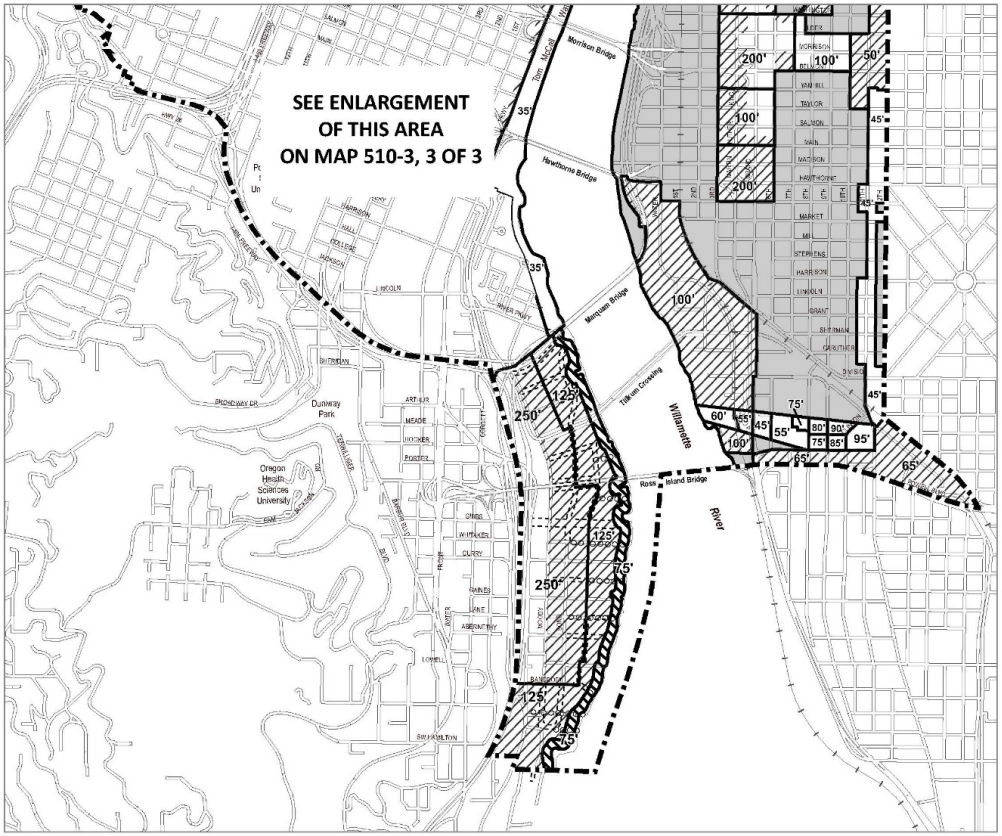
- Central City Plan District boundary
- X' — Maximum building height
- Areas where maximum height is determined by base zone
- Area eligible for height increase
- Maximum height limit of 75' for first 125 feet from top of bank
- Proposed right-of-way
- Proposed accessways

Draft Maximum Heights

Map 510-3

Map 2 of 3

Map Revised Xxxxx XX, 201X



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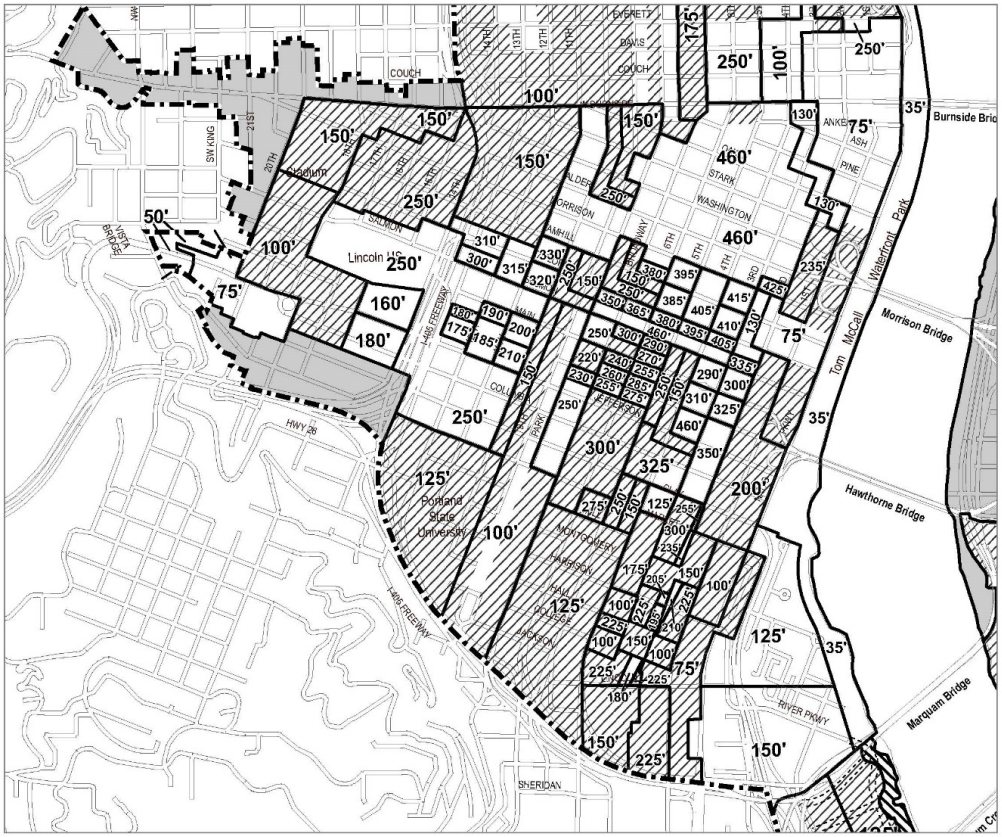
- Proposed accessways

Draft Maximum Heights

Map 510-3

Map 3 of 3

Map Revised Xxxxx XX, 201X



Legend

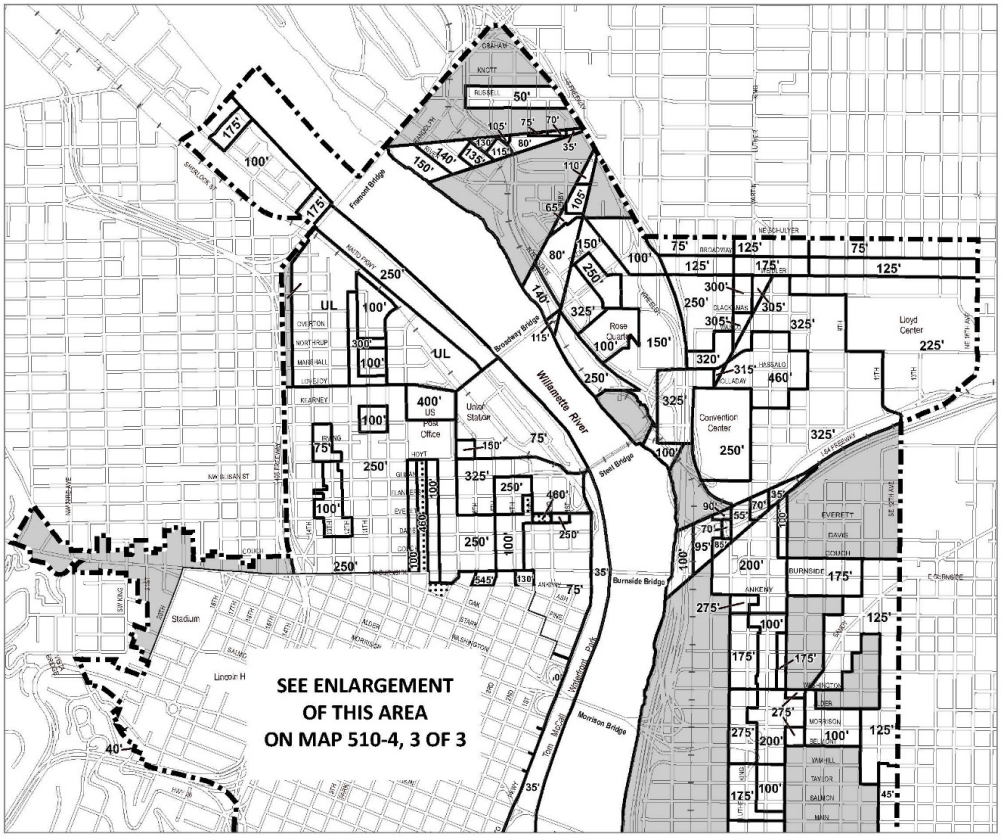
- Central City Plan District boundary
- X' — Maximum building height
- Areas where maximum height is determined by base zone
- Area eligible for height increase
- Maximum height limit of 75' for first 125 feet from top of bank
- Proposed right-of-way
- Proposed accessways

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 1 of 3

Map Revised Xxxxx XX, 201X



Legend

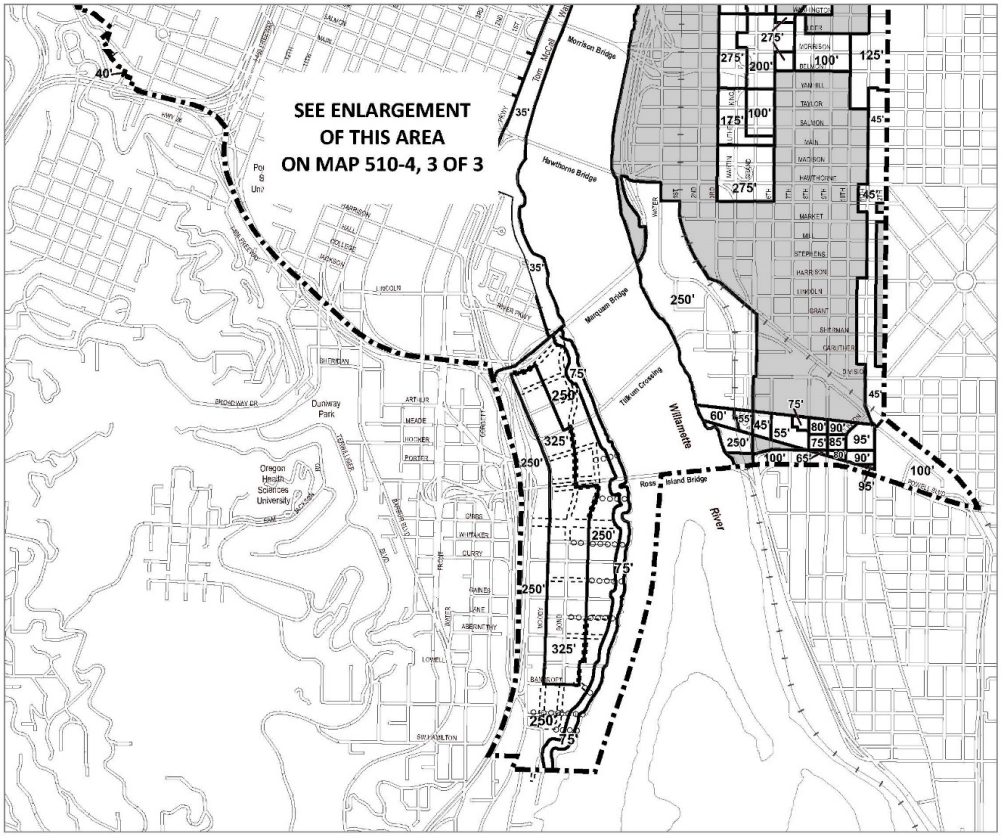
- Central City Plan District boundary
- X' — Maximum building height including eligible height increases
- Areas where maximum height is determined by base zone
- Proposed right-of-way
- Proposed accessways
- Areas where a shadow analysis is required
- UL — Unlimited height allowed

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 2 of 3

Map Revised Xxxxx XX, 201X



Legend

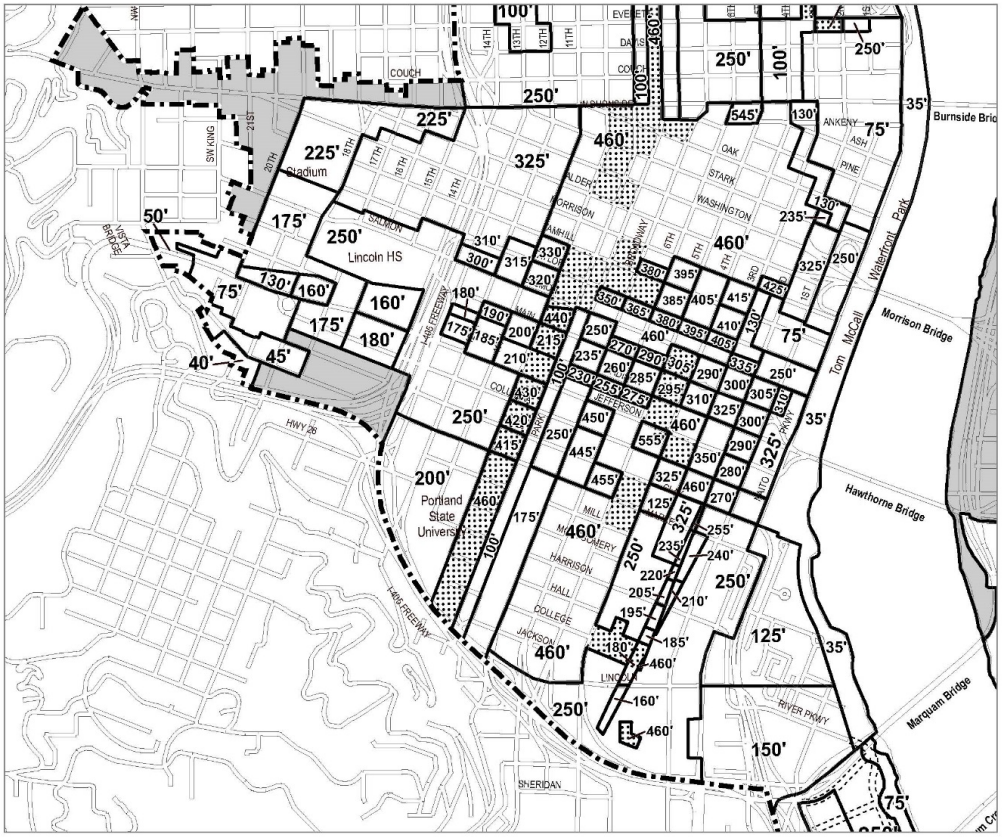
- Central City Plan District boundary
- X' — Maximum building height including eligible height increases
- Areas where maximum height is determined by base zone
- Proposed right-of-way
- Proposed accessways
- Areas where a shadow analysis is required
- UL — Unlimited height allowed

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 3 of 3

Map Revised Xxxxx XX, 201X



Legend

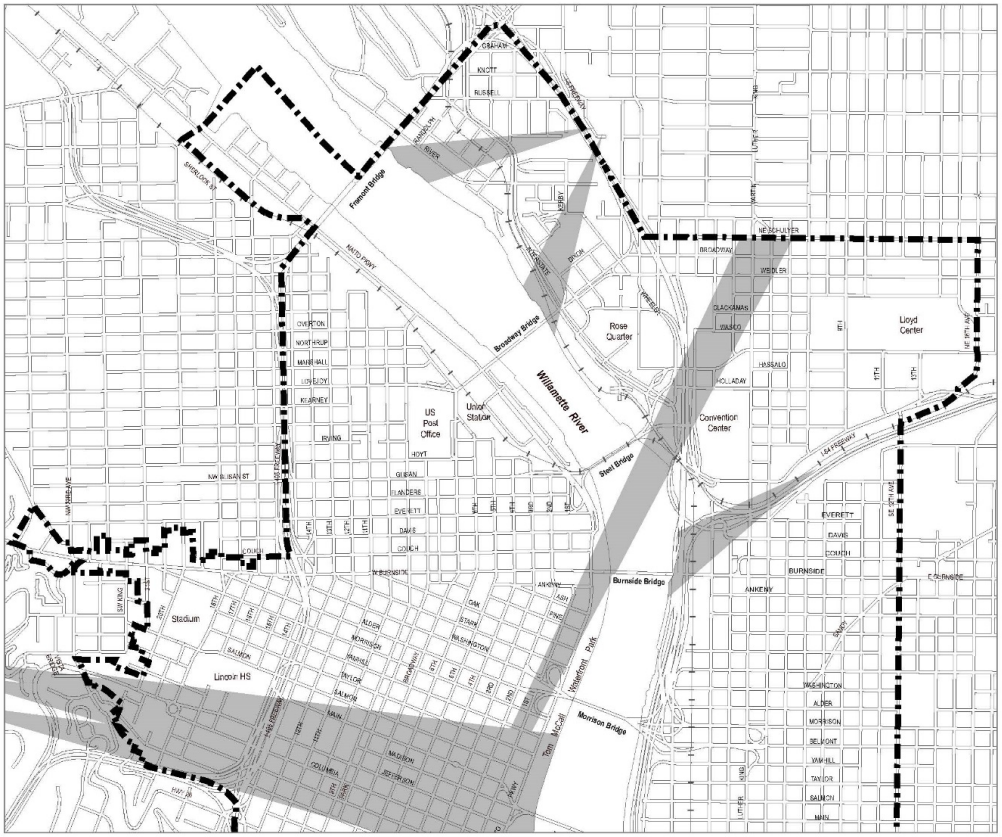
- Central City Plan District boundary
- X' — Maximum building height including eligible height increases
- Areas where maximum height is determined by base zone
- Proposed right-of-way
- Proposed accessways
- Areas where a shadow analysis is required
- UL — Unlimited height allowed

Draft View Corridor Areas

Map 510-20

Map 1 of 2

Map Revised Xxxxx X, 201X



Legend

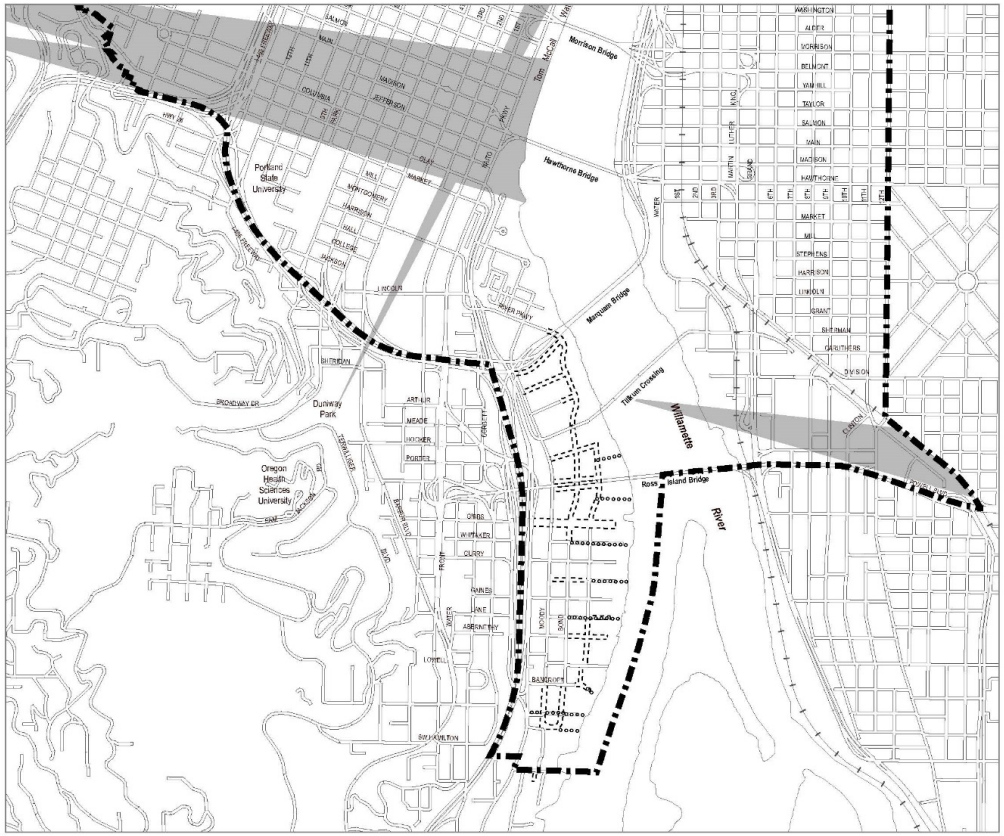
- Central City Plan District boundary
- Areas within Scenic View Corridors
- Proposed right-of-way
- Proposed accessway

Draft View Corridor Areas

Map 510-20

Map 2 of 2

Map Revised Xxxxx X, 201X



Legend

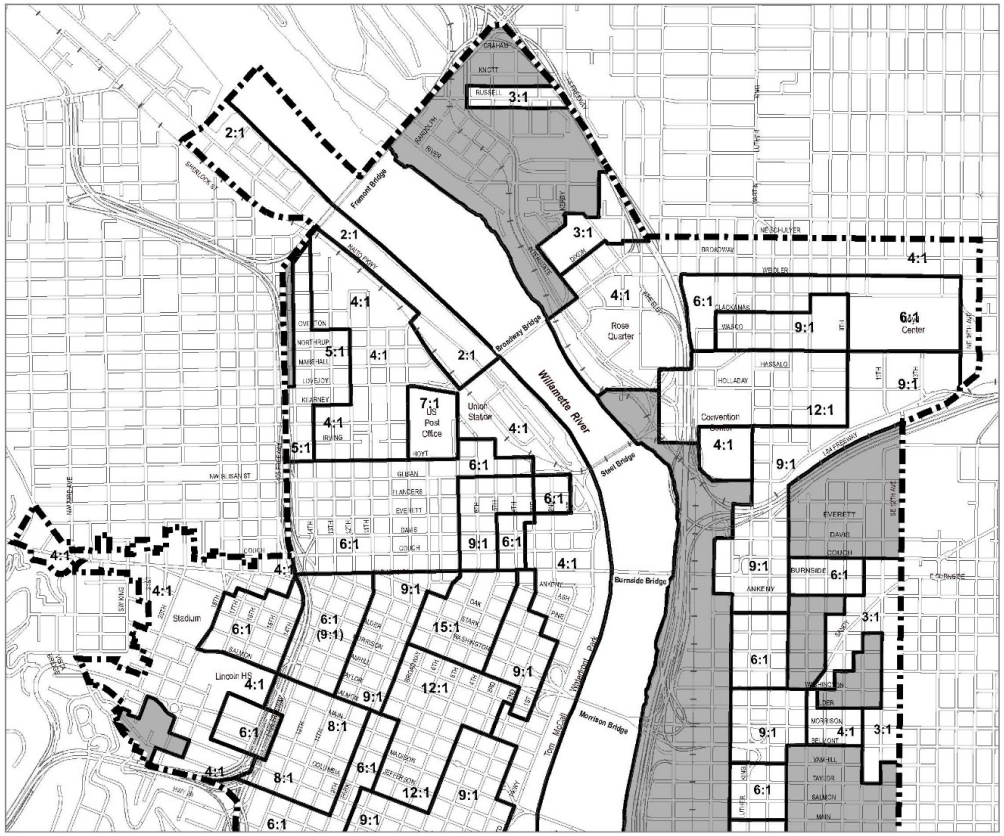
- Central City Plan District boundary
- Areas within Scenic View Corridors
- Proposed right-of-way
- Proposed accessway

Draft Maximum Floor Area Ratios

Map 510-2

Map 1 of 2

Map Revised Xxxx XX, 201X



Legend

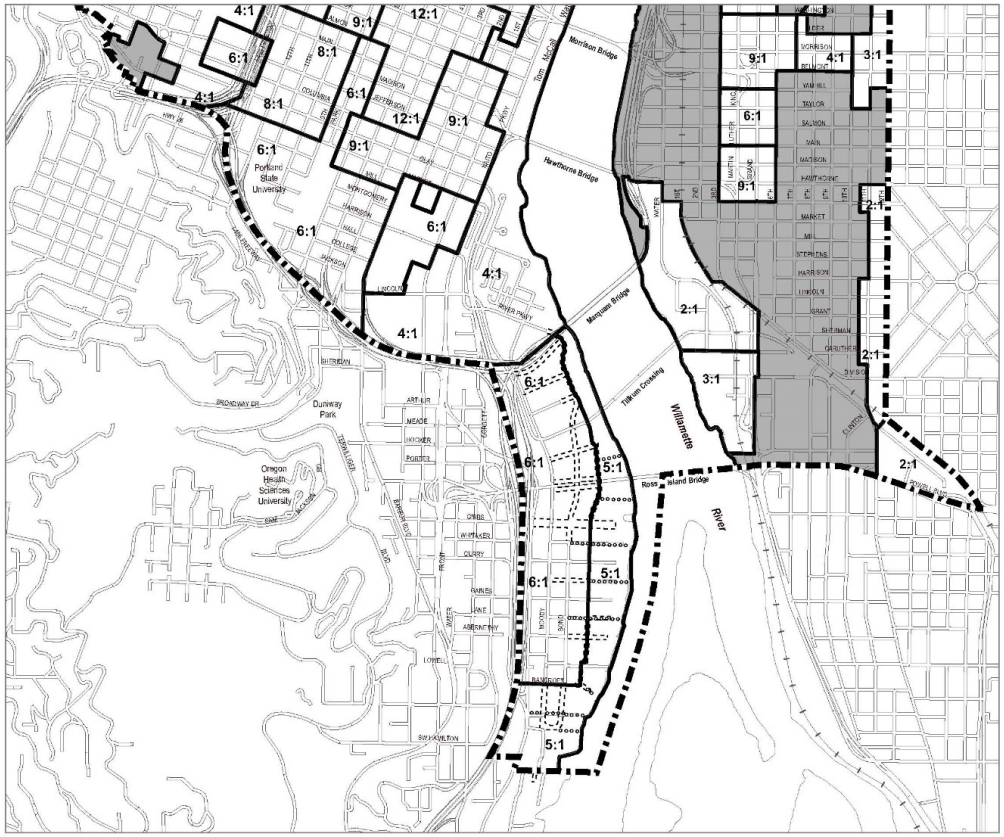
- Central City Plan District boundary
- Maximum FAR area boundary
- Area where floor area ratio (FAR) is determined by base zone
- Proposed right-of-way
- Proposed accessway
- **X:Y** Maximum FAR
  - **X** = Gross square foot of building
  - **Y** = Square foot of site
- **(X:Y)** Residential maximum FAR

Draft Maximum Floor Area Ratios

Map 510-2

Map 2 of 2

Map Revised Xxxx XX, 201X



Legend

- Central City Plan District boundary
- Maximum FAR area boundary
- Area where floor area ratio (FAR) is determined by base zone
- Proposed right-of-way
- Proposed accessway
- **X:Y** Maximum FAR
  - **X** = Gross square foot of building
  - **Y** = Square foot of site
- **(X:Y)** Residential maximum FAR

Draft Central Reach River Environmental Overlay Zone

Map 1

February 1, 2016



Draft Central Reach River Environmental Overlay Zone

Map 2

February 1, 2016



Top-of-Bank

DRAFT

Map 475-2

Map 1 of 3

Map Revised Xxxxx X, 2015



Central City Plan District Boundary

Top-of-Bank

Top-of-Bank

DRAFT Map 475-2

Map 2 of 3

Map Revised Xxxxx X, 2015



Central City Plan District Boundary

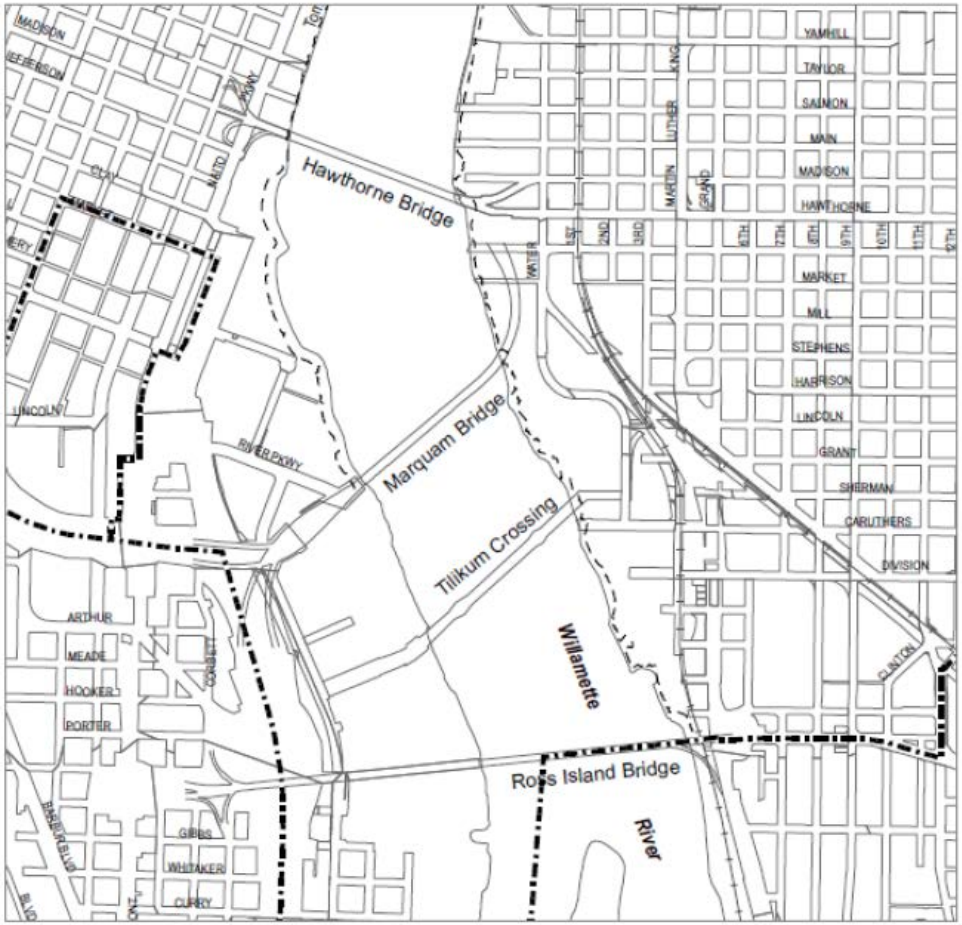
Top-of-Bank

Top-of-Bank

DRAFT Map 475-2

Map 3 of 3

Map Revised Xxxxx X, 2015



Central City Plan District Boundary

Top-of-Bank

Draft Parking Sectors

Map 510-10

Map Revised Xxxxx X, 201X

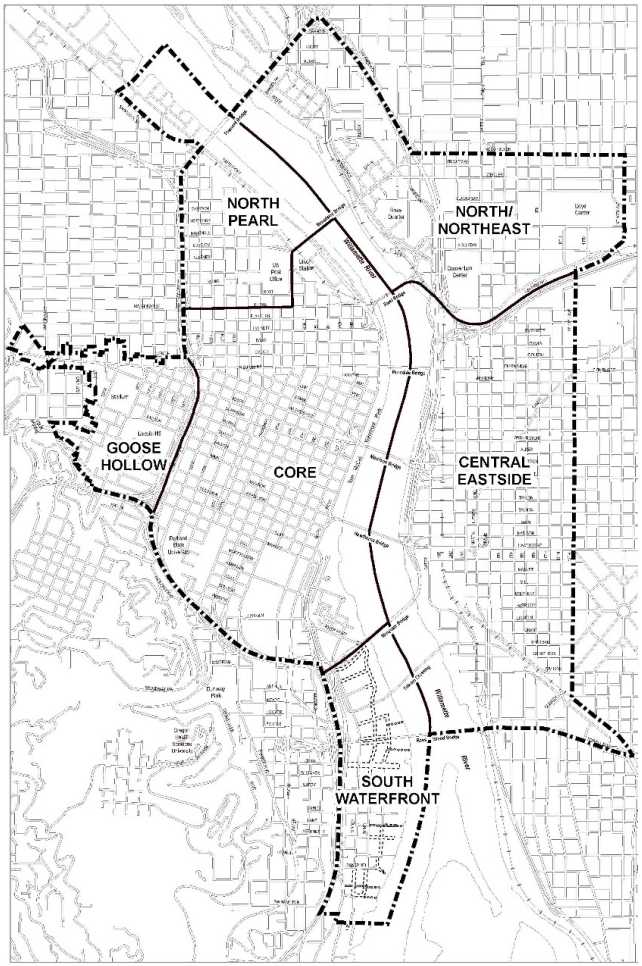


Table 510-2
Maximum Parking Ratios[1]

Uses	Parking Sectors					
	Central Eastside	Core	Goose Hollow	North/Northeast	North Pearl	South Waterfront
Office, Retail Sales/Service, Schools/Colleges	2.0	1.0	1.5	1.35	1.5	2.0
Medical Center	2.0	1.5	1.5	1.35	1.5	2.0
Industrial	2.0	1.0	1.0	2.0	1.0	1.0
Religious/Theater	0.25	0.25	0.25	0.25	0.25	0.25
Residential	1.2	1.2	1.2	1.2	1.2	1.2
Hotels	1.0	1.0	1.0	1.0	1.0	1.0

[1] Maximum ratios are per 1,000 square feet of net building area for non-residential/hotel uses; per dwelling unit or hotel room for residential/hotel uses

Legend

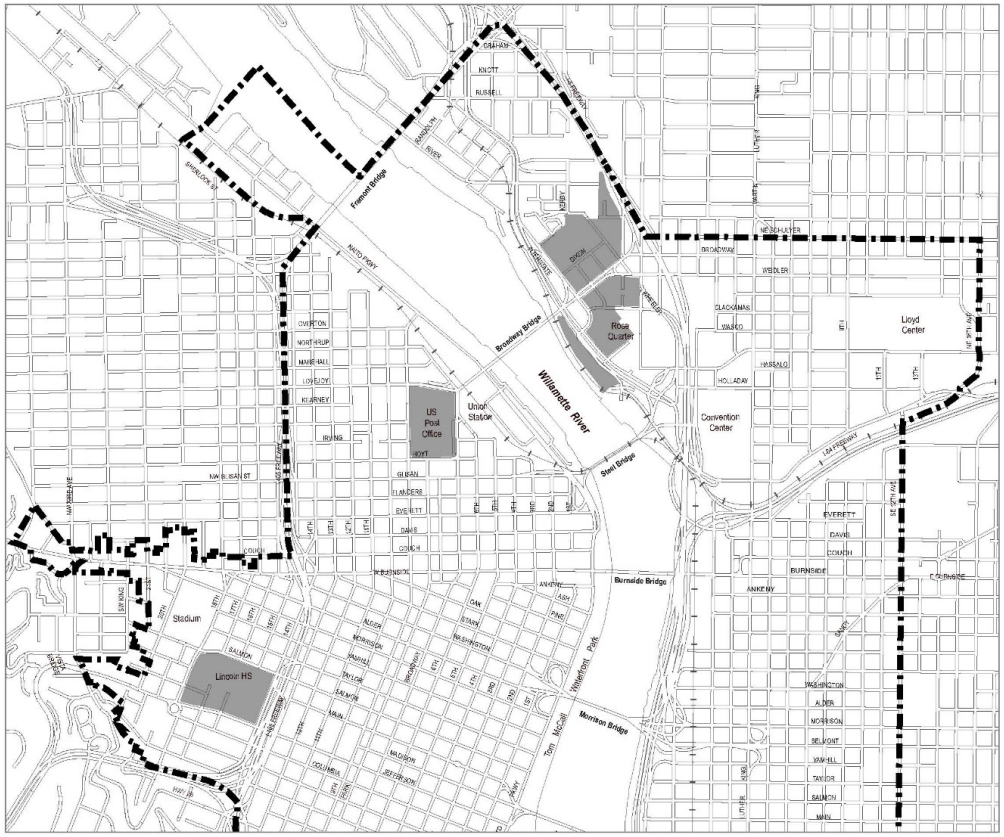
- Central City Plan District boundary
- Sector boundary
- Proposed right-of-way
- Proposed accessway

Draft Required Master Plan Sites

Map 510-19

Map 1 of 2

Map Revised Xxxxx XX 201X



Legend

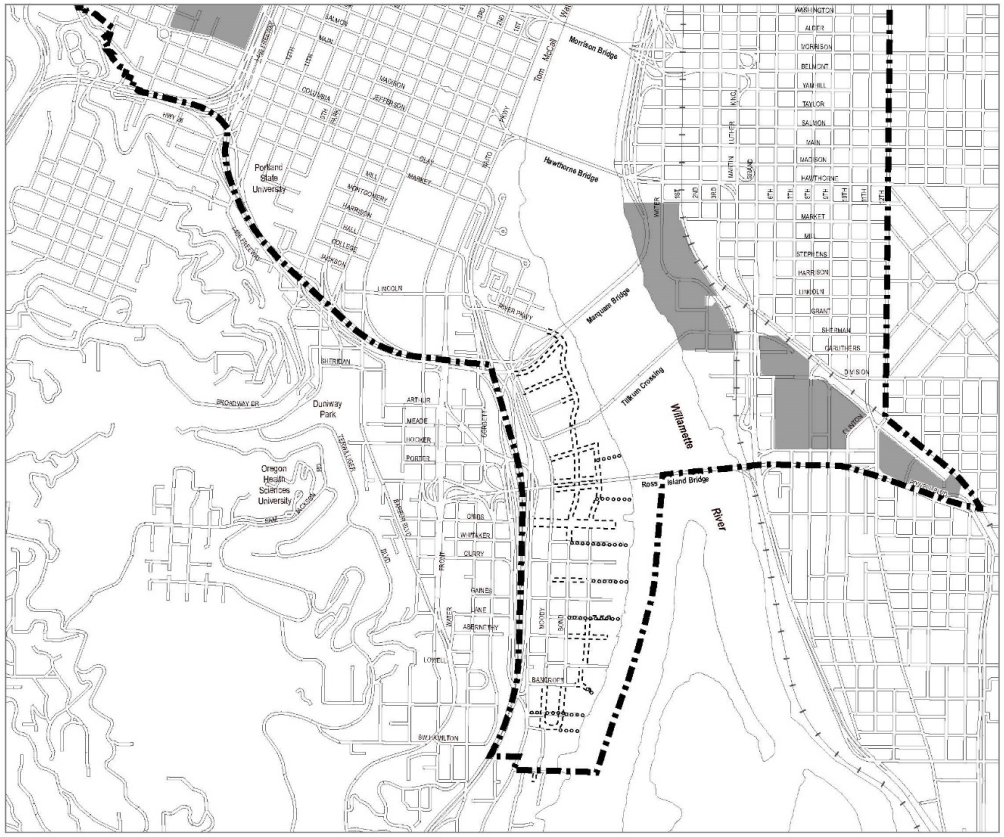
- Central City Plan District boundary
- Required Master Plan Sites
- Proposed right-of-way
- Proposed accessway

Draft Required Master Plan Sites

Map 510-19

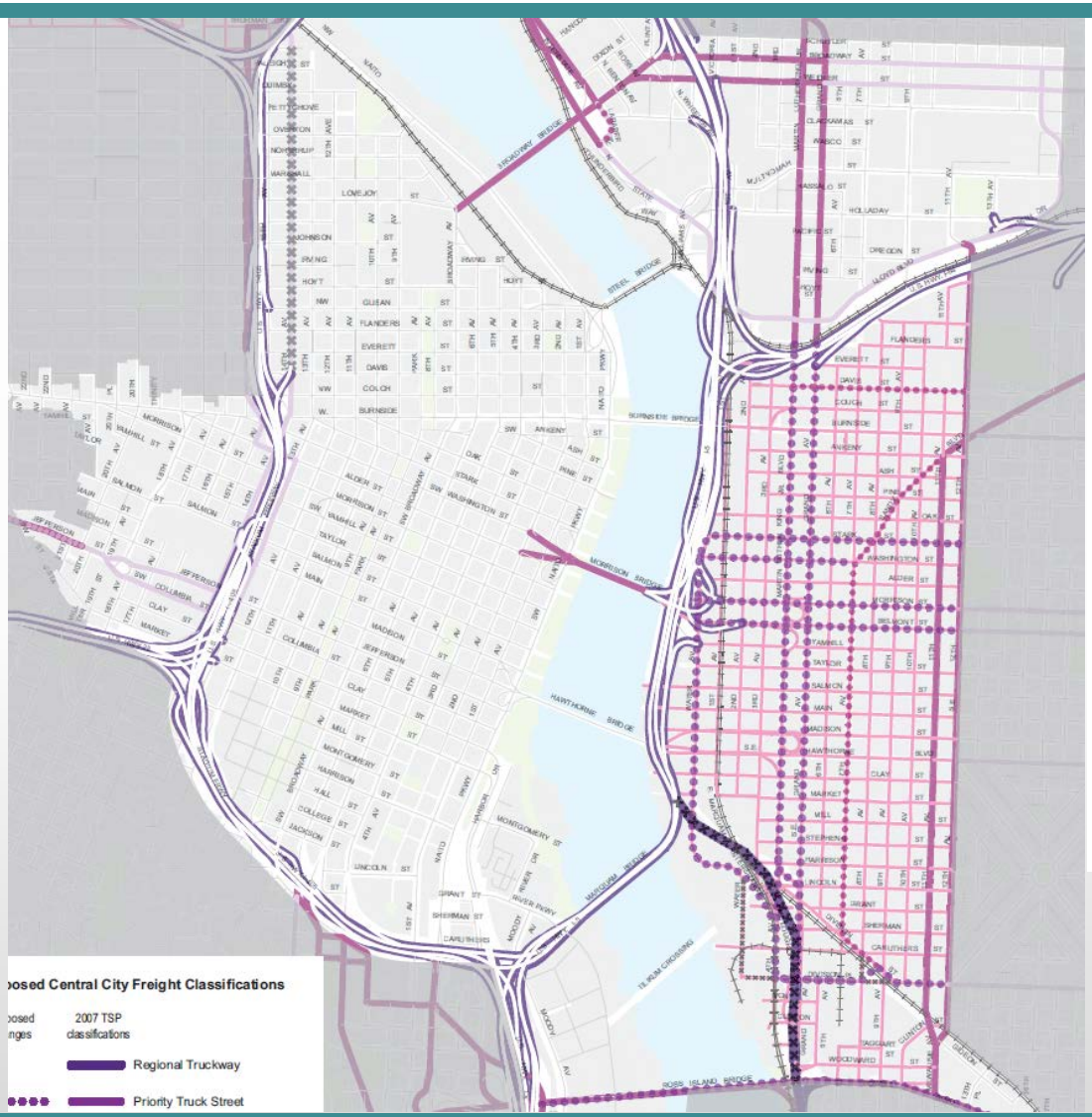
Map 2 of 2

Map Revised Xxxxx XX 201X



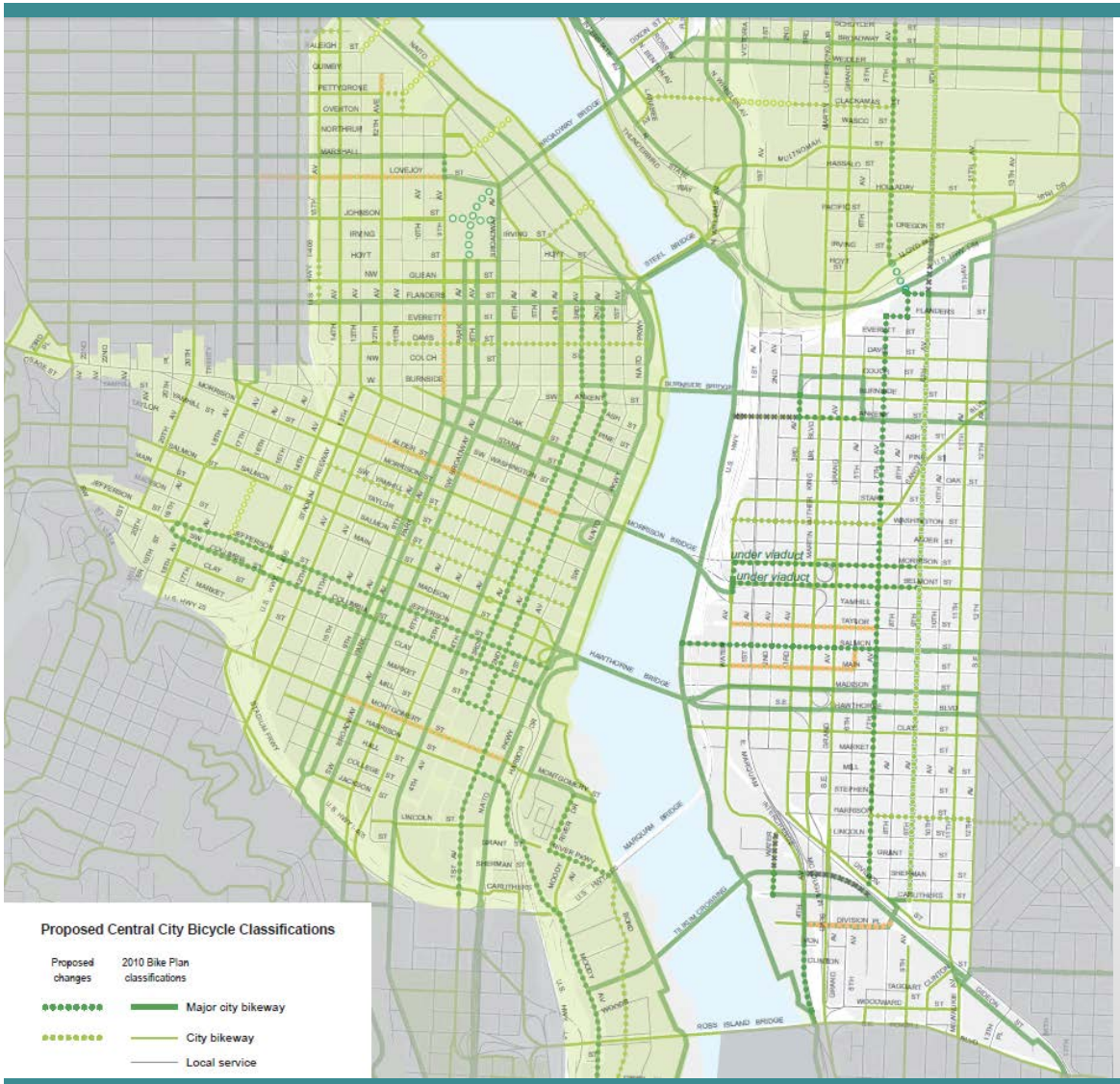
Legend

- Central City Plan District boundary
- Required Master Plan Sites
- Proposed right-of-way
- Proposed accessway



TSP
Freight Classifications

Proposed changes	2007 TSP classifications
	Regional Truckway
	Priority Truck Street
	Major Truck Street
	Truck Access Street
	Freight District Street
	Local Service Truck Street
	Railroad Main Line
	Railroad Branch Line
	Remove



TSP
Bicycle Classifications

Proposed changes	2010 Bike Plan classifications
●●●●●●●●	Major city bikeway
●●●●●●●●	City bikeway
	Local service
	Bicycle district
○○○○○○	New connection, e.g. bridge
✕✕✕✕✕✕✕✕	Change to local service
✕✕✕✕✕✕✕✕	Remove

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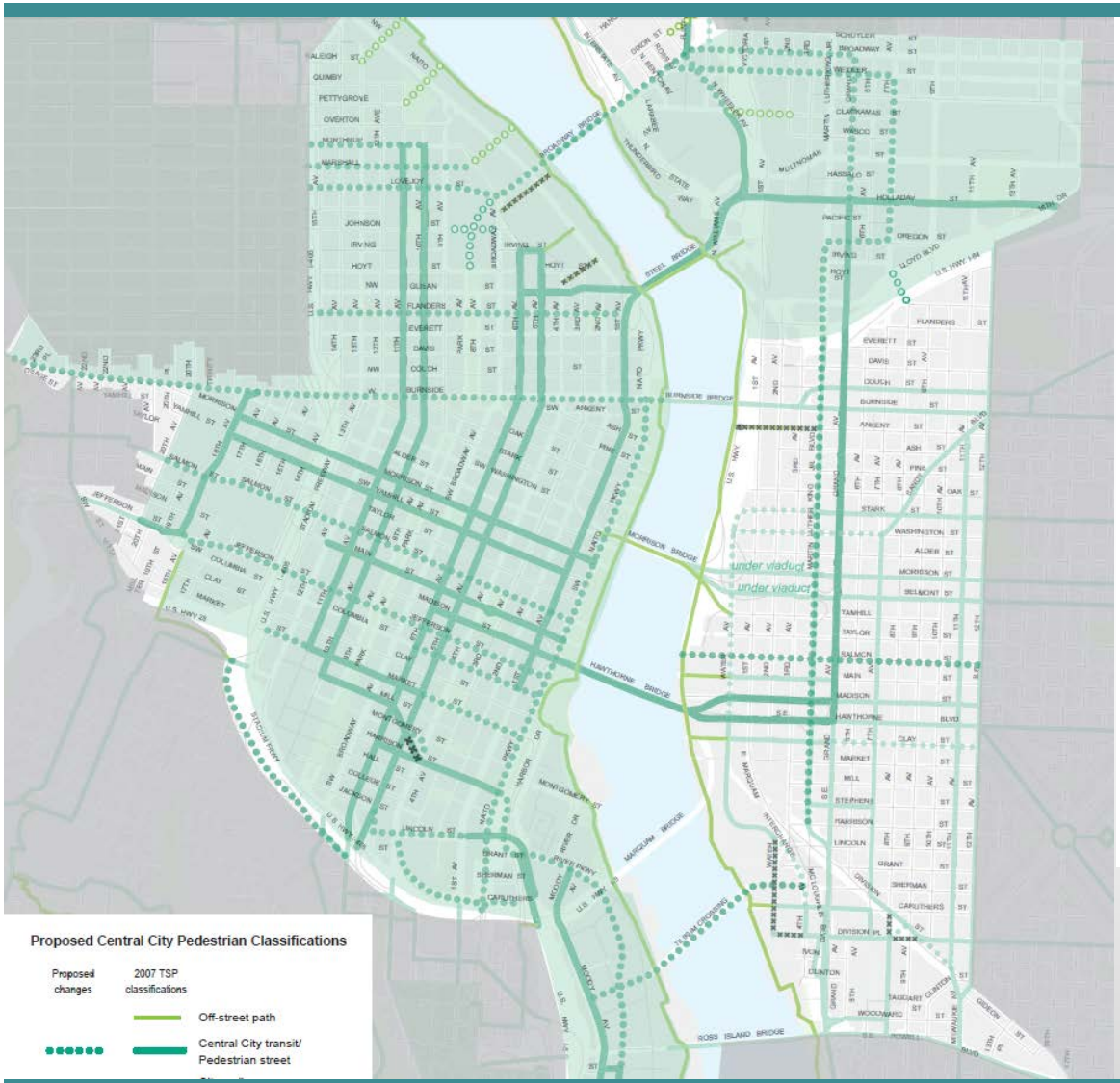
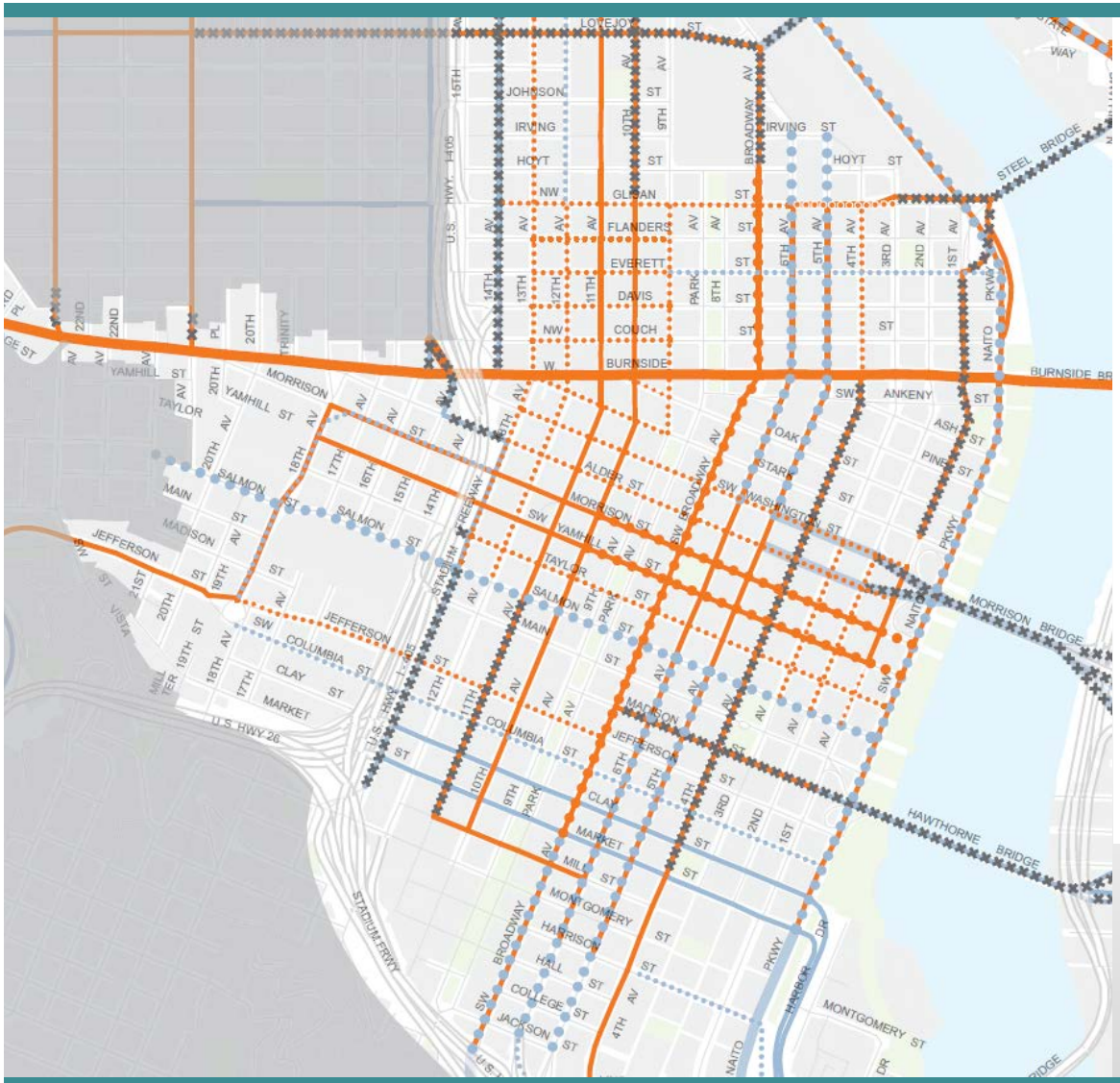


TSP
Pedestrian Classifications

Proposed changes | 2007 TSP classifications

- Off-street path
- Central City transit/ Pedestrian street
- City walkway
- Pedestrian district, ***all streets in these areas are city walkways***
- Local access
- New connection
- Remove



TSP
Street Design Classifications

Proposed changes

2007 TSP classifications

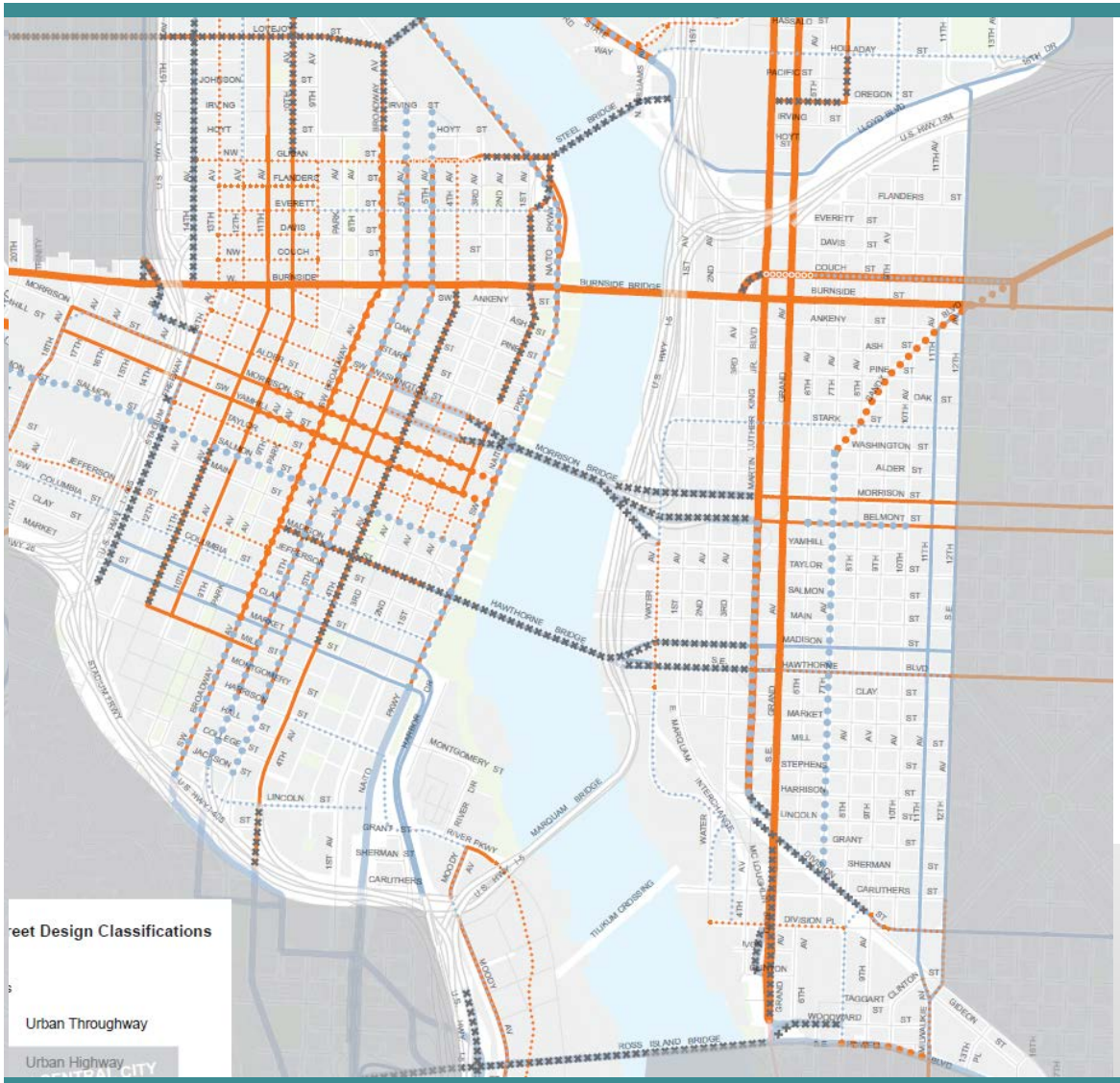
- Urban Throughway
- Urban Highway
- Urban Road

NOT IN CENTRAL CITY

Main Streets
- Civic
- District

Corridors
- Civic
- District

- Remove



TSP
Street Design Classifications

Proposed changes

2007 TSP classifications

- Urban Throughway
- Urban Highway
- NOT IN CENTRAL CITY
- Urban Road

Main Streets
- Civic
- District

Corridors
- Civic
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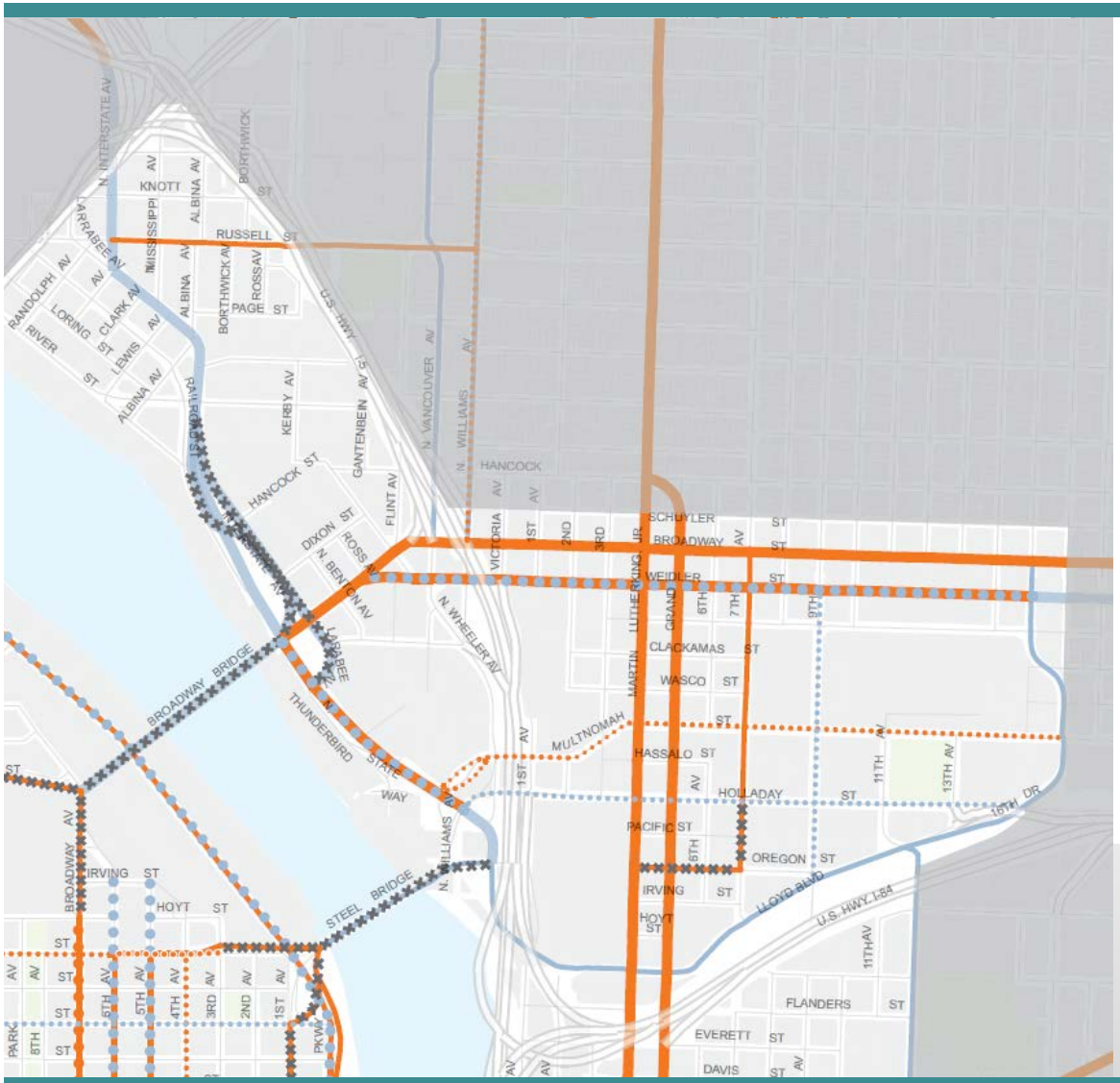
- Remove

TSP
Street Design Classifications



Proposed changes

2007 TSP classifications

- Urban Throughway
- Urban Highway
- Urban Road

NOT IN CENTRAL CITY

Main Streets
- Civic
- District

Corridors
- Civic
- District

Remove

NN

Discussion Draft Central City 2035 Plan
Open House – Sign-in Sheet and Mailing List

February 24, 2016, 4:00 p.m. – 7:00 p.m.
City of Portland Building, 1900 SW 4th Ave

	Name	Phone	Street Address	Email
1	Nico Larco		3935 NE Stanton St.	NicoLarco@Gmail.com
2	Tim Richard		240 SE 2nd	Tim@Siteworksportland.com
3	Jessamyn Griffin		240 SE 2nd	jessamyn@siteworks
4	Helmut Gieben		3254 SW Fairmount Blvd	hgieben@gmail.com
5	Darin Wick		7707 N. Fiske	darin@darinwick.com
6	Johnnie Paxson		1499 NE 19th Ste	
7	David Cohen			DAVID@THEINTERTWINE.ORG
8	Jason Franklin			
9	Rani Boyle			
10	Erik Bogeberg		1080 SW 10th ave.	notedtoself@gmail.com
11	Paul Ketcham		3713 NE 22nd Pltd	OR 97212 paul.ketcham@portlandoregon.gov
12	Diana Mickaelson		111 SW Harrison	diana-mick@frontier.com
13	Jessica Engelman		2012 SE 10th	sougitsune@gmail
14	Kevin Poon		77 NE Graham	KevinPoon@gmail.com
15	Olyssa Starry		1632 SW 12th	ostarry@pdx.edu
16	Mary Hoeg		1220 SW 12th	[illegible]
17	Deborah Popper		255 SW Harrison	deborah.popper@gmail.com
18	Laura Hoegler		1752 NW Riverside	laura_hoegler@hotmail.com
19	Ray Atkinson		1117 SE 27th Ave	gismap1@gmail.com
20	Steve Johnson			stevejohnson7@gmail.com

32069

Discussion Draft Central City 2035 Plan – Open House Comment Form

Version: 2/22/2016

Commenter Information

Name	Holly Hansen
Organization (if representing one)	none
Address (optional)	480-332-3434
Email or phone #	Holly L Hansen @ Yahoo.com
Today's date	2/27/16

Topic (choose at least one)

- ☐ Livability & Public Realm
- ☐ Jobs
- ☐ Bonuses, Transfers, Affordable Housing
- ☐ Transportation & Parking
- ☐ Height & Views
- ☐ Willamette River
- ☐ Historic Resources & Seismic Upgrades
- ☑ Environment
- ☐ Transportation
- ☐ Other, please specify: _____

Comment(s) – Please be as specific as possible!

Am concerned about construction dust & our air quality. Also increased density = increased pollution - air & sewer use. The new Tilikum Bridge area is a heat island. There's no greenery - all concrete - I find that unpleasant & hot in summer. The vacant lot on SW 4th St just North of the city of Portland building has approximately 25 trees. Where skyscraper go is in what will fix air quality?

Remember: ever increasing growth is cancerous + not sustainable.

Comment(s) – Continued

Tree Canopy - The Tilikum Bridge area could use some. Areas with no trees are ugly. People need shade in summer. The Park Blocks are excellent - shady for pedestrians + beautiful to look at. We need more areas like the park Blocks. The trees clean the air + are beautiful to look at. I am a senior + need shaded areas included. Why did the trees (2) at Lovejoy fountain get chopped down? They were both 2 ft in diameter big. ☹

Please send us your comments by March 31, 2016

Mail: Discussion Draft CC2035 Plan,
Bureau of Planning and Sustainability,
1900 SW 4th Ave, Suite 7100, Portland, OR 97201

Email: cc2035@portlandoregon.gov
Comment using the Map App:
https://www.portlandmaps.com/bps/mapapp/
Call us: 503-823-4286

Please Explain why you are increasing density when PDX already suffers the worst air quality in the Nation.

EPA had these toxic air figures in 2011. Why were

Discussion Draft Central City 2035 Plan – Open House Comment Form Version: 2/22/2016

Commenter Information

Name	Mark Bello
Organization (if representing one)	UFC, but my idea
Address (optional)	2446 NE 42nd Avenue
Email or phone #	mark.richard.bello@gmail.com
Today's date	2/26/16

Topic (choose at least one)

- ☐ Livability & Public Realm
- ☐ Jobs
- ☐ Bonuses, Transfers, Affordable Housing
- ☐ Transportation & Parking
- ☐ Height & Views
- ☐ Willamette River
- ☐ Historic Resources & Seismic Upgrades
- ☐ Environment
- ☐ Transportation
- ☐ Other, please specify: trees

Comment(s) – Please be as specific as possible!

- write CC tree master plan
- locate specific sites with review for planting large trees that serve as focal points, and
- develop strategies for planting large trees on relatively narrow streets 60' pl to pl

Comment(s) – Continued

Thanks!

Please feel free to contact me.

Please send us your comments by March 31, 2016

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Call us: 503-823-4286

Discussion Draft Central City 2035 Plan – Open House Comment Form Version: 2/22/2016

Commenter Information

Name	Whitney Dorer
Organization (if representing one)	
Address (optional)	6134 NE Lovejoy 4pm
Email or phone #	Wdorer@gmail.com
Today's date	2/26/16

Topic (choose at least one)

- ☐ Livability & Public Realm
- ☐ Jobs
- ☐ Bonuses, Transfers, Affordable Housing
- ☐ Transportation & Parking
- ☐ Height & Views
- ☐ Willamette River
- ☐ Historic Resources & Seismic Upgrades
- ☒ Environment
- ☐ Transportation
- ☐ Other, please specify: _____

Comment(s) – Please be as specific as possible!

I'm concerned about the need for planting large trees specifically east side of the river. Walkability and streetscape improvement is noted throughout the document, but I see that trees are no longer being allowed be planted in row w/ less than 3', this will leave many property owners unable to participate in greening / planting in central city.

Comment(s) – Continued

What options will there be for greening and improving stormwater for those with planting strips that will now not be allowed to plant trees.

Please send us your comments by March 31, 2016

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Call us: 503-823-4286

Discussion Draft Central City 2035 Plan – Open House Comment Form

Version: 2/22/2016

Commenter Information

Name	TOM LIPTAN
Organization (if representing one)	
Address (optional)	7707 SE Madison St
Email or phone #	TLIPTAN@MSN.COM
Today's date	Mar 2, 2016

Topic (choose at least one)

- ☒ Livability & Public Realm
- ☒ Jobs
- ☐ Bonuses, Transfers, Affordable Housing
- ☐ Transportation & Parking
- ☐ Height & Views
- ☒ Willamette River
- ☐ Historic Resources & Seismic Upgrades
- ☒ Environment
- ☐ Transportation
- ☐ Other, please specify: Waste Reduction

Comment(s) – Please be as specific as possible!

I'm in support of the ecoroof requirement. Although you may have addressed this issue, the application of ecoroofs will help reduce waste. Ecoroofs have been known to last 100 years. Generally they ~~are~~ last 40 years which is twice as long as conventional roofing. Thank you!

(COVER)

Comment(s) – Continued

I would also suggest that ecoroofs be required in all corridors and mixed use zones, and any place a building is constructed that would trigger the size criteria used in the central city. Thanks again, Tom
503 730-7467

Please send us your comments by March 31, 2016

Mail: Discussion Draft CC2035 Plan,
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1900 SW 4th Ave, Suite 7100, Portland, OR 97201

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Comment using the Map App:
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Call us: 503-823-4286

Discussion Draft Central City 2035 Plan – Open House Comment Form Version: 2/22/2016

Commenter Information

Name	Doug Klotz
Organization (if representing one)	
Address (optional)	1908 SE 35th Pl. 97214
Email or phone #	
Today's date	3-2-16 11:05 AM

Topic (choose at least one)

- ☐ Livability & Public Realm
- ☐ Jobs
- ☐ Bonuses, Transfers, Affordable Housing
- ☒ Transportation & Parking
- ☐ Height & Views
- ☐ Willamette River
- ☐ Historic Resources & Seismic Upgrades
- ☐ Environment
- ☐ Transportation
- ☐ Other, please specify: _____

Comment(s) – Please be as specific as possible!

Pedestrian designation = "City Walkway" Should be retained at north-south plaza at east end of Tilicum Crossing. On map this shows as (old) Water Ave. from ≈ Lincoln south to Caruthers.

Q: S. of Caruthers – Now private prop. Is there a hope to acquire this route? If so, keep it on map also

Discussion Draft Central City 2035 Plan – Open House Comment Form Version: 2/22/2016

Commenter Information

Name	Joe DURAND
Organization (if representing one)	
Address (optional)	
Email or phone #	jpdurand1947@gmail.com
Today's date	2/26/16

Topic (choose at least one)

- ☐ Livability & Public Realm
- ☐ Jobs
- ☐ Bonuses, Transfers, Affordable Housing
- ☐ Transportation & Parking
- ☑ Height & Views
- ☐ Willamette River
- ☐ Historic Resources & Seismic Upgrades
- ☑ Environment
- ☐ Transportation
- ☐ Other, please specify: _____

Comment(s) – Please be as specific as possible!

IT APPEARS THAT SHADING IS GIVEN CONSIDERATION ONLY ON THE WEST SIDE OF THE SO PARK BLOCKS SUN FROM EAST & SOUTH IS ALSO HELPFUL & WILL LIKELY DAMAGE TREE & OTHER PLANT GROWTH IF ELIMINATED BY 250' BLDGS

Discussion Draft Central City 2035 Plan – Open House Comment Form

Version: 2/22/2016

Commenter Information

Name	STEVE
Organization (if representing one)	
Address (optional)	
Email or phone #	CLOCKPETRIS@GMAIL.COM
Today's date	2/25/16

Topic (choose at least one)

- ☐ Livability & Public Realm
- ☐ Jobs
- ☐ Bonuses, Transfers, Affordable Housing
- ☒ Transportation & Parking
- ☐ Height & Views
- ☐ Willamette River
- ☐ Historic Resources & Seismic Upgrades
- ☐ Environment
- ☐ Transportation
- ☐ Other, please specify: _____

Comment(s) – Please be as specific as possible!

WE STILL NEED PARKING DON'T FORGET ABOUT PARKING. WE ARE A LONG WAY OFF FROM A CARLESS SOCIETY. THANKS.

Discussion Draft Central City 2035 Plan – Open House Comment Form

Version: 2/22/2016

Commenter Information

Name	Tom Wysaph
Organization (if representing one)	
Address (optional)	1910 SW 11th #202
Email or phone #	tom427@comcast.net
Today's date	2/25/16

Topic (choose at least one)

- ☐ Livability & Public Realm
- ☐ Jobs
- ☐ Bonuses, Transfers, Affordable Housing
- ☐ Transportation & Parking
- ☑ Height & Views
- ☐ Willamette River
- ☐ Historic Resources & Seismic Upgrades
- ☐ Environment
- ☑ Transportation
- ☐ Other, please specify: _____

Comment(s) – Please be as specific as possible!

The Green Loop is very good.

REGON
ORICAL
CIETY
NDED 1898

BILL FAILING
BOARD OF TRUSTEES

BFAILING@EUROPA.COM
503.309.2768

1200 SW PARK AVENUE
PORTLAND, OREGON 97205
WWW.OHS.ORG

Bill Failing
2649 S.W. Georgian Place
Portland, OR 97201
503 224-5268 wlfailing@gmail.com

Memo to the Portland Planning Commission

Thanks to Staff which held the Discussion Session last evening on the view- corridors using the Vista Bridge as a focal point, both from and leading to this City Icon.

I would like to remind you of this experience of which I spoke at that Forum:

In the mid-1980's the cast-stone light posts were crumbling and in need of replacement. The City was happy to replace them with standard aluminum goose-neck lights. The neighborhood brought this to my attention, among others, and as a local group very concerned about the integrity of one of the City's proudest bridge designs, we organized. We became "Vista Bridge Light Brigade."

We took our concerns to City Hall…and the Council agreed that we should be have our day in court. The Council agreed that if we could raise half the amount of replacing authentic stone-cast columns, the City would match that amount.

We were allowed by the City to raise those funds by instituting an informal "bridge toll." Over two

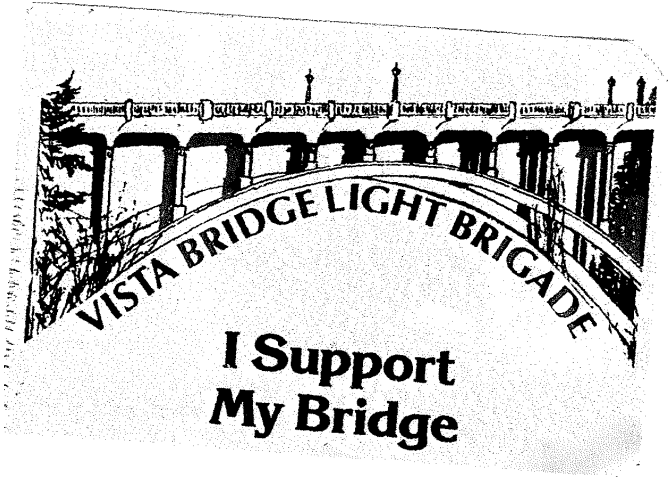
complicated code assignment must be transcended with what is "right" to keep insensitive development from compromising these views that are the "Pride of Portland."

I have attached some graphics that illustrate the zeal that went into protecting the Vista Bridge under the auspices of both the City and the Vista Bridge Light Brigade.

Please keep this story at the forefront of your design code evaluations----this is "function over form (process)." Thanks again for letting Portland's citizens weigh-in.

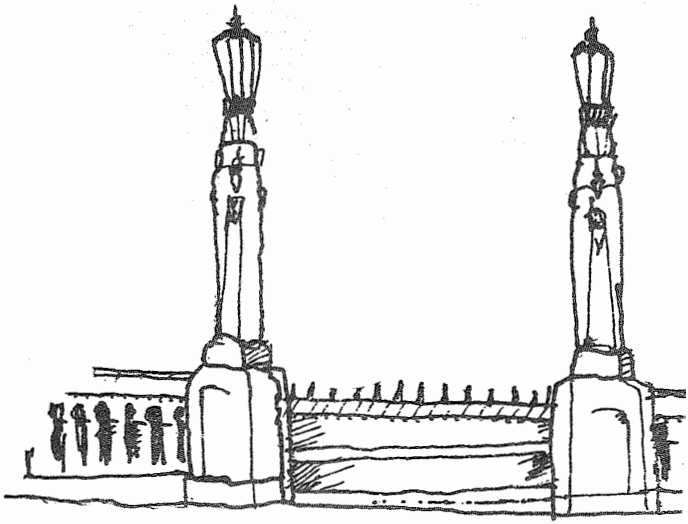
Yours truly,

Bill Failing
Past-President of the Oregon Historical Society
Current Planning Chair for the Columbia River Historic Highway Centennial
Part of a Family that has kept Portland's best interests in-mind since 1851



32085

SUPPORT THE VISTA



Light the Li

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volunta

toll booth

32086

Discussion Draft Central City 2035 Plan – Open House Comment Form

Version: 2/22/2016

Commenter Information

Name	Julia B
Organization (if representing one)	
Address (optional)	8201 SE 8th Ave
Email or phone #	503-230-2379
Today's date	2/25/16

Topic (choose at least one)

- ☐ Livability & Public Realm
- ☐ Jobs
- ☐ Bonuses, Transfers, Affordable Housing
- ☑ Transportation & Parking
- ☐ Height & Views
- ☐ Willamette River
- ☑ Historic Resources & Seismic Upgrades
- ☐ Environment
- ☐ Transportation
- ☐ Other, please specify: _____

Comment(s) – Please be as specific as possible!

Portland needs to dissuade poor, homeless people from moving here - Not encourage it! We do not want to be known as the homeless capital of USA. Downtown Pdx is embarrasing to show to outside visitors & it should be our gem. Do not encourage homeless to camp on the streets & live here by building them showers, etc. You

Comment(s) – Continued

should encourage them to leave. They do not bring beauty to our city or contribute anything worthwhile. Turning Inner SE into a ghetto for downtowns problems is not a solution or strategy for long term or short term

The urban growth boundry was to encourage & create livibility - Dont forget that vision. If it is all getHoged by homeless street people then the whole point of the boundry is pointless - P.S. Travel a little & see some slum cities - Is that really what you want here?

Please send us your comments by March 31, 2016

Mail: Discussion Draft CC2035 Plan,
Bureau of Planning and Sustainability,
1900 SW 4th Ave, Suite 7100, Portland, OR 97201

Email: cc2035@portlandoregon.gov
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Call us: 503-823-4286

(REFER TO JOAN)

Discussion Draft Central City 2035 Plan – Open House Comment Form

Version: 2/22/2016

Commenter Information

Name	Inna Bechdoldt
Organization (if representing one)	PSU
Address (optional)	
Email or phone #	(503)839-0865
Today's date	

Topic (choose at least one)

- ☑ Livability & Public Realm
- ☐ Jobs
- ☐ Bonuses, Transfers, Affordable Housing
- ☑ Transportation & Parking
- ☐ Height & Views
- ☐ Willamette River
- ☐ Historic Resources & Seismic Upgrades
- ☐ Environment
- ☐ Transportation
- ☐ Other, please specify: _____

Comment(s) – Please be as specific as possible!

Please build houses and roads in Washington park! This is make no sense to have that much forest on middle of the city that suffers from luck of parking, bad traffic, and luck of affordable housing!

32089

Discussion Draft Central City 2035 Plan – Open House Comment Form

Version: 2/22/2016

Commenter Information

Name	Darin Wick
Organization (if representing one)	
Address (optional)	7707 N Fiske Ave.
Email or phone #	(503) 765-8044
Today's date	2/24/2016

Topic (choose at least one)

- ☐ Livability & Public Realm
- ☐ Jobs
- ☐ Bonuses, Transfers, Affordable Housing
- ☒ Transportation & Parking
- ☐ Height & Views
- ☐ Willamette River
- ☐ Historic Resources & Seismic Upgrades
- ☐ Environment
- ☒ Transportation
- ☒ Other, please specify: terminology

Comment(s) – Please be as specific as possible!

- Goals for bike, ped, and transit modeshare should be reflected in spending on infrastructure, education, and incentives.
- The "Proposed Traffic Classifications" map appears to be for automobile traffic, not all traffic.
- Similarly, not all parking is for cars! (Bike parking, pedestrian parking [benches])

Discussion Draft Central City 2035 Plan – Open House Comment Form

Version: 2/22/2016

Commenter Information

Name	Ray Atkinson
Organization (if representing one)	
Address (optional)	1117 SE 27th Ave Portland 97
Email or phone #	gismap1@gmail.com 704-787-3559
Today's date	2-24-16

Topic (choose at least one)

- ☐ Livability & Public Realm
- ☐ Jobs
- ☐ Bonuses, Transfers, Affordable Housing
- ☑ Transportation & Parking
- ☐ Height & Views
- ☐ Willamette River
- ☐ Historic Resources & Seismic Upgrades
- ☐ Environment
- ☑ Transportation
- ☐ Other, please specify: _____

Comment(s) – Please be as specific as possible!

SW Main St needs to be upgraded to major city bikeway, from Hawthorne Bridge to SW 9th Ave.

Comment(s) – Continued

HAZARDS WITH CHILDREN BEING SEEN, OVER ADULTS. THEIR VISION IS BLOCKED BY PARKED CARS & THEIR VISABILITY FROM CARS IS LESSENED DUE TO THEIR HEIGHT. I WOULD LIKE TO SEE A PROTECTED BIKE ROUTE FROM THE PEARL TO THE LOOP AS WELL AS FROM THE PEARL TO CHAPMAN & CHAPMAN N/S IN THE CHAPMAN NW AREA TO PROMOTE CYCLING TO THE SCHOOLS REDUCING THE NEED FOR BUS TRANSPORTATION. MANY ADULTS I ENCOUNTER ARE NOT CONFIDENT RIDERS & REALLY NEED THIS SYSTEM, BUT GETTING TO THE NETWORK IS JUST AS IMPORTANT ESPECIALLY FOR THE CHILDREN.

THANK YOU!

Please send us your comments by March 31, 2016

Mail: Discussion Draft CC2035 Plan,
Bureau of Planning and Sustainability,
1900 SW 4th Ave, Suite 7100, Portland, OR 97201

Email: cc2035@portlandoregon.gov
Comment using the Map App:
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Call us: 503-823-4286

Discussion Draft Central City 2035 Plan – Open House Comment Form

Version: 2/22/2016

Commenter Information

Name	Alyssa Stacy
Organization (if representing one)	Portland State University
Address (optional)	1632 SW 12th Ave
Email or phone #	astacy@pdx.edu
Today's date	2/24/16

Topic (choose at least one)

- ☐ Livability & Public Realm
- ☐ Jobs
- ☐ Bonuses, Transfers, Affordable Housing
- ☐ Transportation & Parking
- ☐ Height & Views
- ☐ Willamette River
- ☐ Historic Resources & Seismic Upgrades
- ☑ Environment
- ☐ Transportation
- ☐ Other, please specify: _____

Comment(s) – Please be as specific as possible!

I am writing in support of the proposed requirement. As an urban ecologist at PSU, I recognize the value of tree systems for ecosystem services. My graduate students & I have identified over 60 different invertebrate species on Portland

Comment(s) – Continued

Countless journal articles also document stormwater management, noise reduction & human health benefits. These concepts are a non-toxic alternative to traditional designs & serve as model systems to help us understand key questions in urban ecology.

Please send us your comments by March 31, 2016

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Call us: 503-823-4286

Samuels Yoelin Kantor LLP
Attorneys At Law

August 8, 2016

Robert S. Banks, Jr.
bbanks@SamuelsLaw.com

HAND DELIVERED
Portland Planning and Sustainability Commission
Central City 2035 Plan Testimony
1900 SW Fourth Avenue, Suite 7100
Portland, Oregon 97201

RE: CC 2035 Plan Testimony of Michael Menashe

Dear Commissioners:

Please accept this letter as the written testimony of my clients Michael Menashe and MM-TP Fish Block, LLC on the proposed Central City 2035 Plan. We write to object to those recent proposed changes to the discussion draft of CC 2035 which would drastically

The interiors of the buildings were demolished long ago when the buildings became a processing plant.

Each of the five contiguous Menashe buildings on Block 26 was included among the properties in Old Town/China Town that were added to the National Register of Historic Places (NRHP) in November, 1989. If you are not familiar with them, I would invite you to view them to see that none of them should be categorized as properties that are "contributing" to the cultural and historical identity of the area. The NRHP identifies the building at **317 NW Third Avenue** as Non-Compatible and Non-Contributing. It was built in 1965, and according to NRHP "is void of any detail with the exception of a metal door with hood." The building at **301-313 NW Third** is also listed as Non-Contributing by NRHP. It was built in 1925 and has had major alterations, including new facades and a second story addition. The building at **300-312 NW Fourth** is listed as "half modern" and a Secondary Contributing building by NRHP. It is hard to understand how this building would be classified even as Secondary Contributing. In addition to its non-descript appearance, the building has undergone significant alterations since it was built in 1925. As mentioned, all these buildings were gutted many years ago to accommodate the fish processing plant that once existed there. The exterior façade was remodeled in 1981, the original entrance doors are enclosed, and a metal garage door was installed. The building at **316-322 NW Fourth** was built in 1922 as a garage according the NRHP. It has undergone major alterations. The

in Portland, and for good reason. The property is strategically located in Old Town to serve as the hub of a revitalized, vibrant neighborhood.

Mr. Menashe Has Plans For The Development and Revitalization of The Fish Block And The Old Town/China Town District

My clients' long range plans have always been to develop Block 26 in conformity with the existing zoning regulations. They anticipate a quality infill development that respects the adjacent Lan Su Chinese Garden, and the truly historical landmark buildings in the District. The plan is to develop a mixed-use block that could include parking, ground floor retail, office, housing, including affordable housing, and higher education facilities. My clients would like the development to address any space demands of the University of Oregon, Oregon State, Portland State, and the Oregon College of Oriental Medicine. Among the ideas they are considering include the designation of certain floors for research and instruction. Mr. Menashe has met with architects and developers, including Brian McCarl, who has developed projects in the Skidmore and Old Town/China Town districts. Both Sara Harpole and Peter Englander at the Portland Development Commission approached Mr. Menashe to encourage him to develop the property and revitalize this important district. The City at its own expense hired an architecture firm to prepare preliminary elevations showing ideas for Block 26 and the neighborhood. Some of those are attached as Exhibit A.

The Owner's Plans Will Promote The Guiding Principles of CC 2035.

The Block 26 development envisioned by the owner will promote the published Guiding Principles of CC 2035. Those principles include:

Economic Prosperity. The development plans will result in more jobs in property management, retail, parking attendants, and maintenance staff, to name a few. The development of Block 26 will also address the city's need for housing and office space. The annual tax revenues to the City would increase substantially when the property is changed from a single level parking structure to a 400,000 square foot, Class A development.

Human and Environmental Health. The CC 2035 Plan Goals seek to "Grow and enhance the Central City's neighborhoods and make sure they are vibrant, livable, accessible, affordable, inclusive and cohesive." They also seek to seek to "enhance the Central City's neighborhoods and make sure they are vibrant, livable, accessible, affordable, inclusive and cohesive." Without question, a Class A high-rise infill property with parking, retail and housing will enhance Block 26. The Chinese Garden is across the street. Union Station is a few blocks away. Mass transit is a block away. This is a neighborhood that sorely needs a

Obviously, any development proposed would have to meet with the City's approval. If the City found my clients' proposal to be incompatible with the District, it will deny permitting. The newly proposed height restrictions, if approved, would deny the city and its citizens the opportunity even to consider the development plans. I am confident that my client can propose a high-rise, mixed-use, Class A infill development that will meet with the city's approval under current zoning regulations. No one benefits by arbitrarily pre-determining that no building on Block 26 can exceed 125 feet. The City should at least give Mr. Menashe the opportunity to propose a Class A high-rise building that will enhance Old Town and provide additional tax revenue.

The Newly Proposed Height Restrictions Have A Disparate Impact On The Owners.

The original CC 2035 Plan did not include the newly proposed height restrictions. Those were added at the last minute, apparently at the request of the Portland Historic Landmark Commission. With due respect to the PHLC and its objectives, its views are not in the best interests of the city or its citizens in this instance. Although my clients' own portions of a critical block in Old Town, and is the individual owner most affected by the proposed height restriction, Mr. Menashe was not contacted by the City about the revised

height allowance. My client is by far the most affected owner by the proposed new height restrictions in Old Town/China Town.

* * *

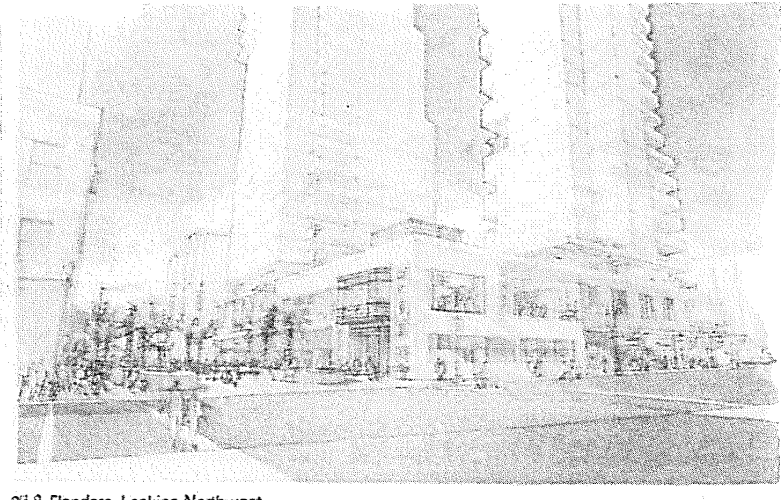
Thank you for the opportunity to express our views and objections to the late changes to the draft proposal to change height restrictions from 350 feet to 125 feet in an area of the Central City that has so much promise. Please keep me informed of any and all future proposed changes to CC 2035, and let me know if you have any questions or need any additional information from me.

Very truly yours,

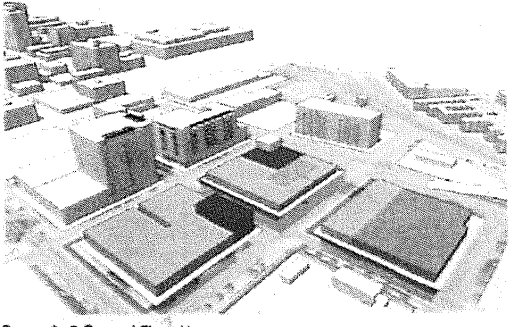
Robert S. Banks, Jr.

RSB:ac
Enclosures
cc: Brandon Spencer-Hartle, City Planner (brandon.spencer@portlandoregon.gov)

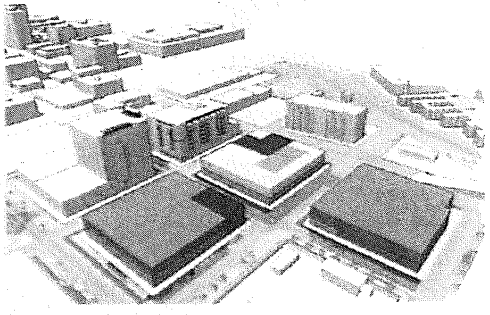




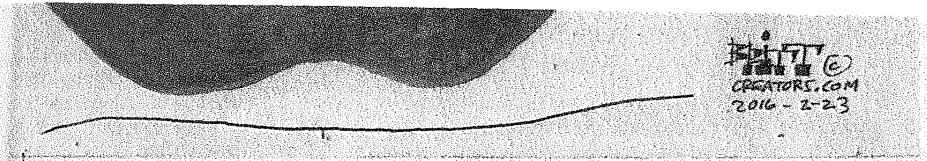
3rd & Flanders, Looking Northwest



Scenario 2 Ground Floor Uses



Scenario 2 Ground Floor Uses



Agency left citizens unprotected from toxins

Recent documentation of the contamination of Portland's air with toxic cadmium and arsenic is alarming.

More alarming was the initial response by state agencies. While the Oregon Department of Environmental Quality confirmed a past problem, the agency still leaves significant unanswered questions.

The levels of allowable chemicals in the air should be health protective. What level of arsenic and cadmium are still in the air? How long and how extensively was the air contaminated? How contaminated is the soil today? Which pollutants were absorbed by the residents and to what extent? Where else might there be hot spots in the city, county and state?

Without answers to these questions, state and local agencies cannot reassure people about their risk for negative health consequences. We are very concerned that the OHA seems to focus only on cancer risks. This avoids and ignores other well-documented risks which are chronic and may arise long after exposure to high levels of cadmium and arsenic, causing damage to the heart, lungs and skin, as well as the immune, endocrine or hormonal systems, and the brain. These toxins can permanently interfere with or derail neurodevelopment, especially in the fetus, and young children. Thus pregnant women and all women of reproductive age are vulnerable.

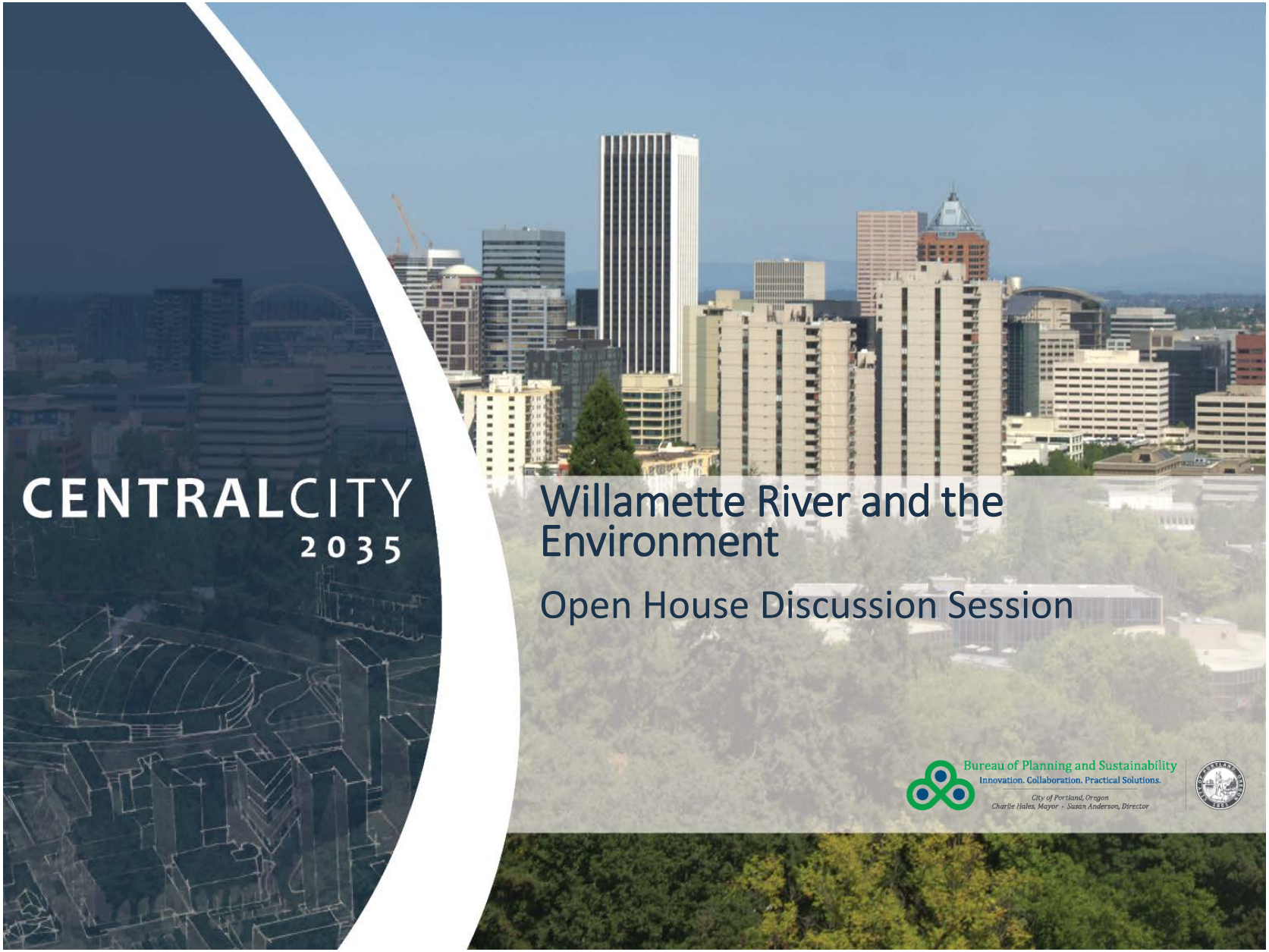
Recent revelations serve as a wakeup call to our elected officials. Protections from toxic chemicals are completely inadequate. Today we have the opportunity and the moral obligation to require long overdue changes in the operation of Oregon DEQ, so that it will have an adequate mandate and resources to set and enforce health-based standards, as the states of Washington and California have done.

Dr. Susan Katz and Joel Higg
Oregon Physicians for Social Responsibility
Northwest Portland

Doctors are calling for better air!

The Portland Tribune

Tuesday, March 15, 2016


CENTRALCITY
2035
Willamette River and the Environment
Open House Discussion Session
Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

WILLAMETTE RIVER

Purpose of Today

Goal – Learn about Willamette River in Central City 2035 Plan to help formulate public comments to City staff. Staff will:

- Provide an overview of the Central City 2035 Plan and adoption process
- Provide an overview of the Willamette River in the CC2035 Plan – future aspirations and implementation
- Answer questions
- Discuss river-related plan components



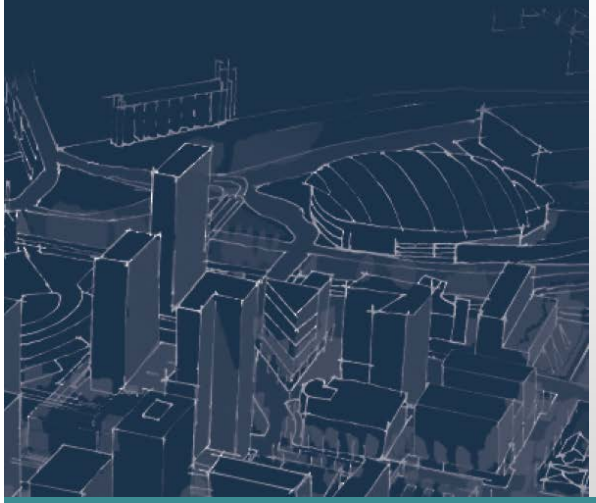
WILLAMETTE RIVER

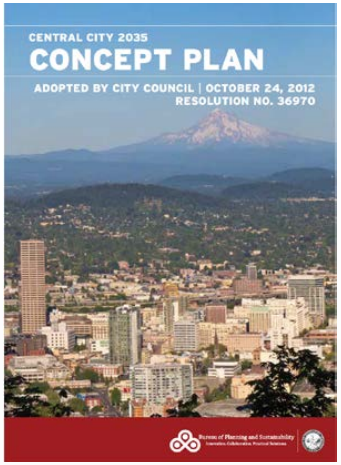
Central Reach

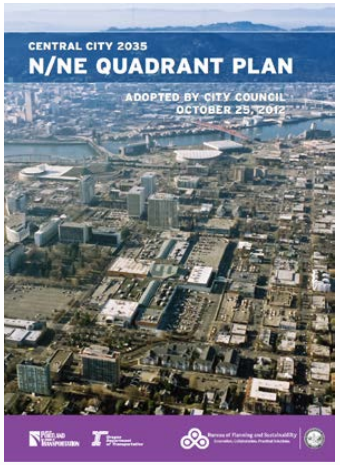


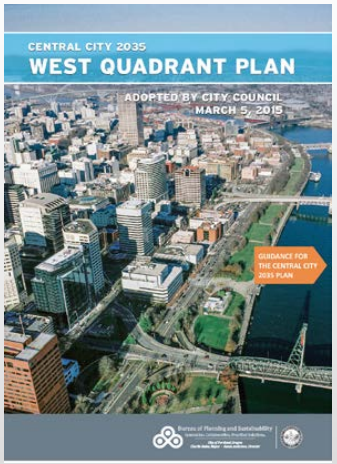
WILLAMETTE RIVER

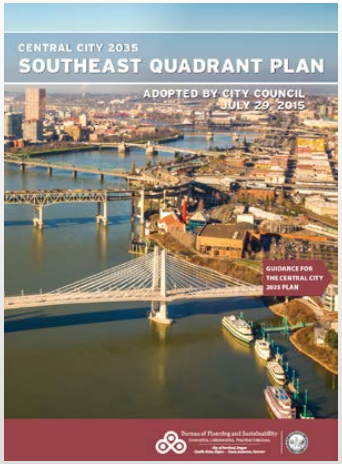
Concept and Quadrant Plans





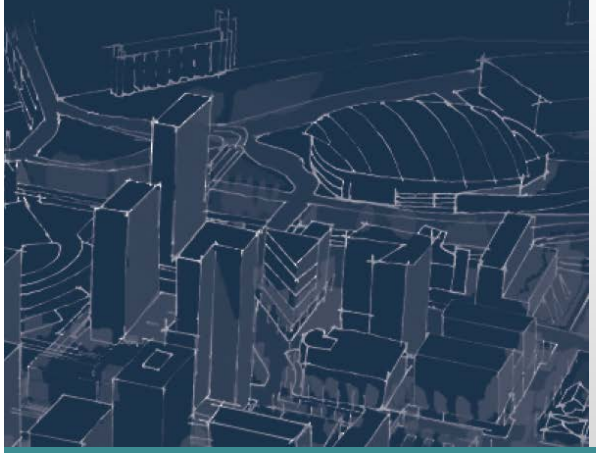






WILLAMETTE RIVER

Urban Design Concept





WILLAMETTE RIVER

Volume 2: Zoning Code Changes Overview

1) Replace Willamette Greenway Overlay Zones (33.440) with River Overlay Zones (33.475)
2) Replace Greenway Review with new River Review (33.865) and Design Review
3) Use Central City Fundamental Design Guidelines instead of Greenway guidelines

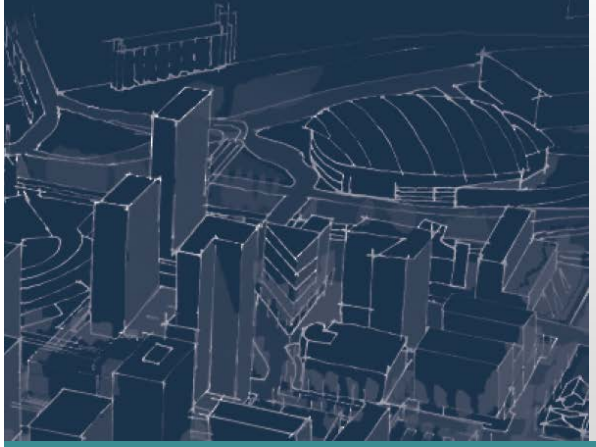


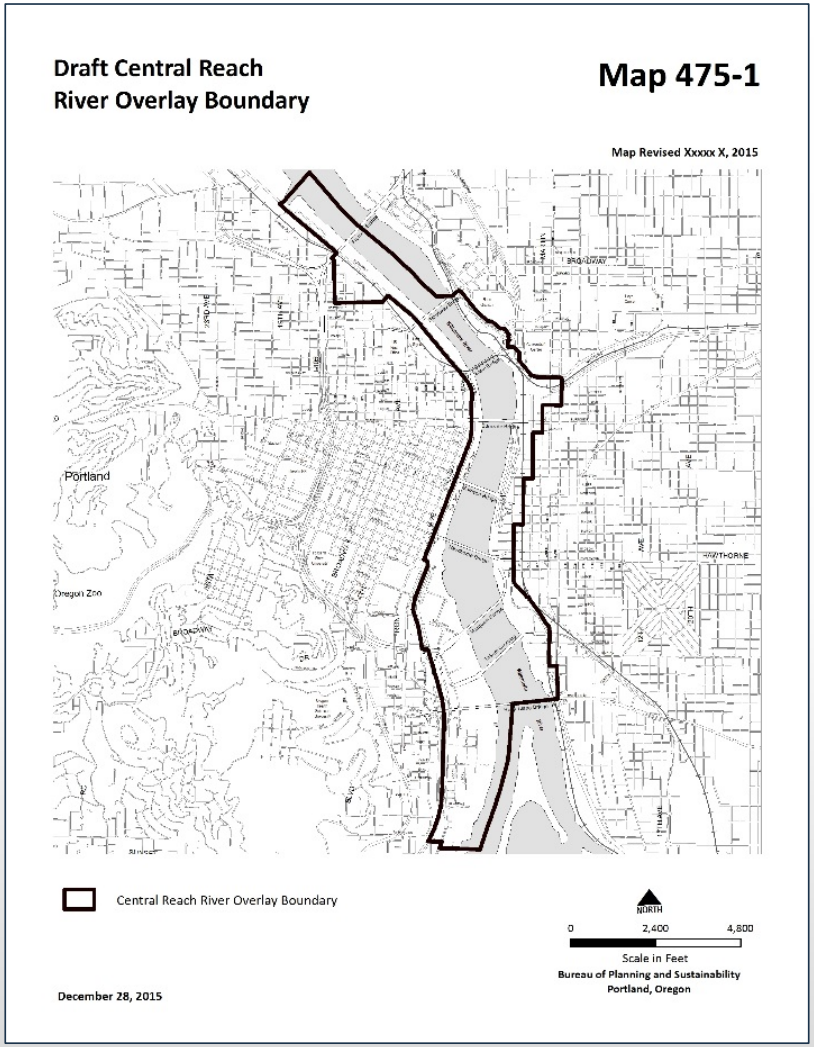


WILLAMETTE RIVER

Volume 2: Zoning Code

River Overlay Zone Boundary

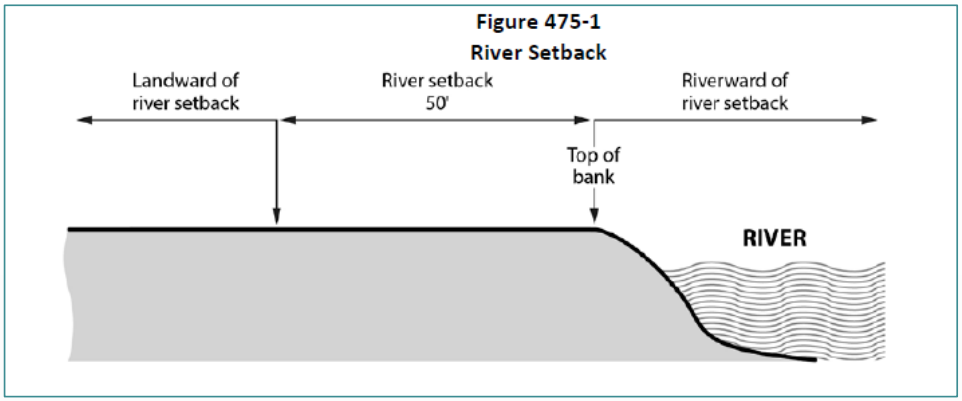


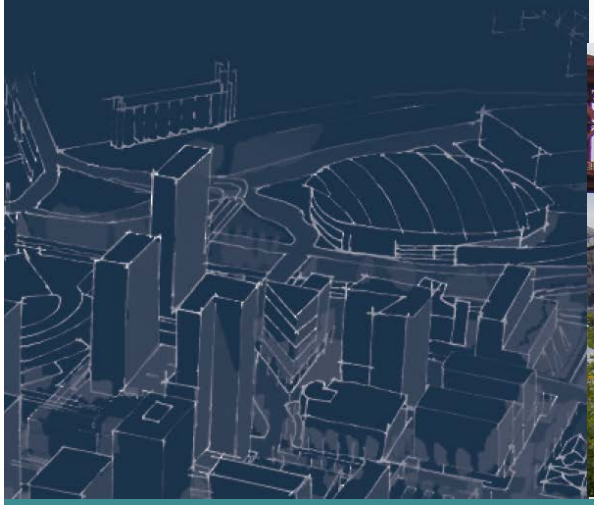


WILLAMETTE RIVER

Volume 2: Zoning Code

River Setback



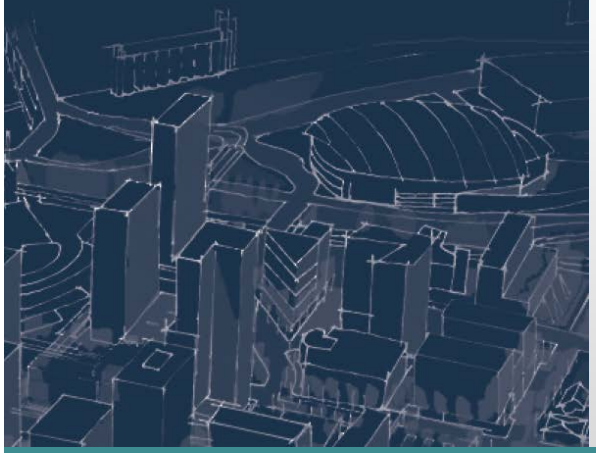


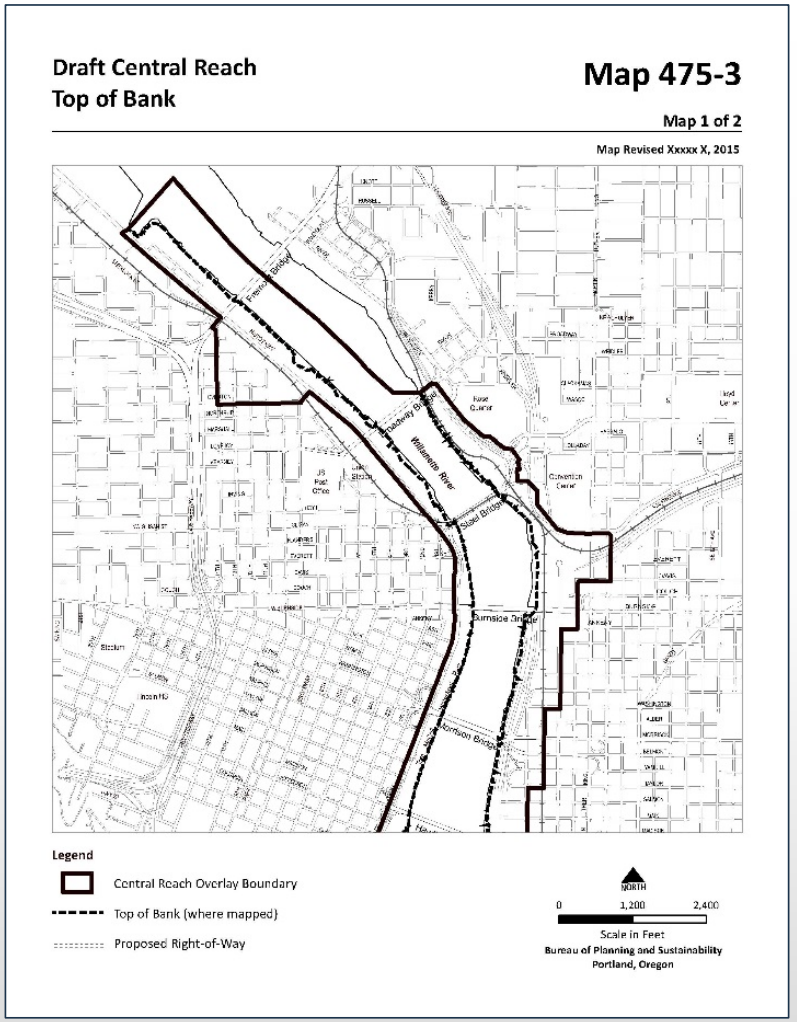


WILLAMETTE RIVER

Volume 2: Zoning Code

River Setback

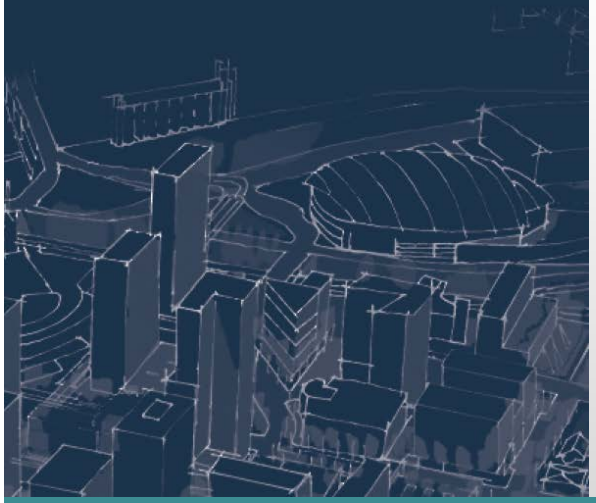




WILLAMETTE RIVER

Volume 2: Zoning Code

River Setback

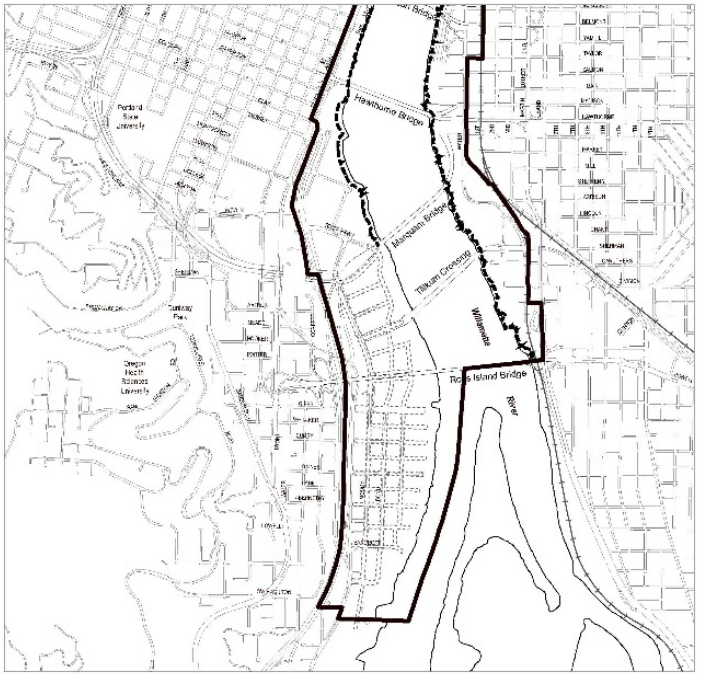


Draft Central Reach
Top of Bank

Map 475-3

Map 2 of 2

Map Revised Xxxxx X, 2015



Legend

- Central Reach Overlay Boundary
- Top of Bank (where mapped)
- Proposed Right-of-Way

NORTH

0 1,200 2,400

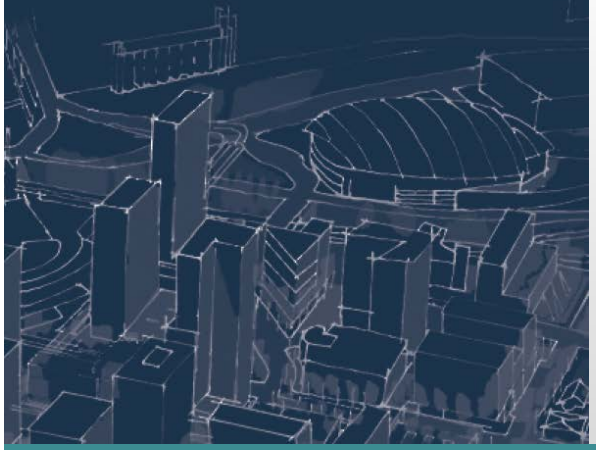
Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

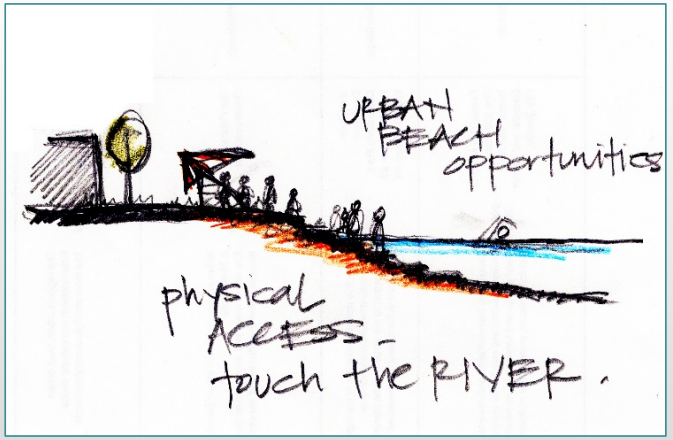
WILLAMETTE RIVER

Volume 2: Zoning Code

River Open Space Bonus



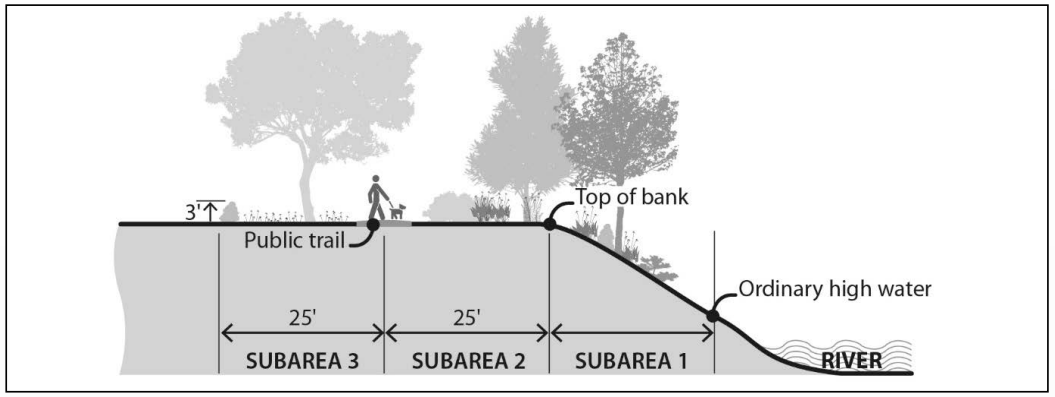


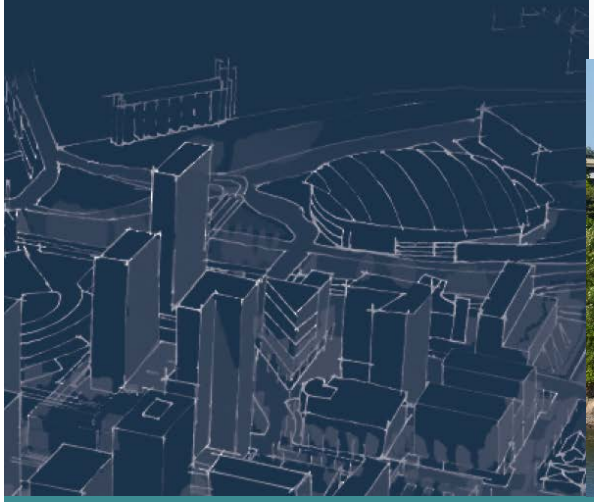


WILLAMETTE RIVER

Volume 2: Zoning Code

Landscaping



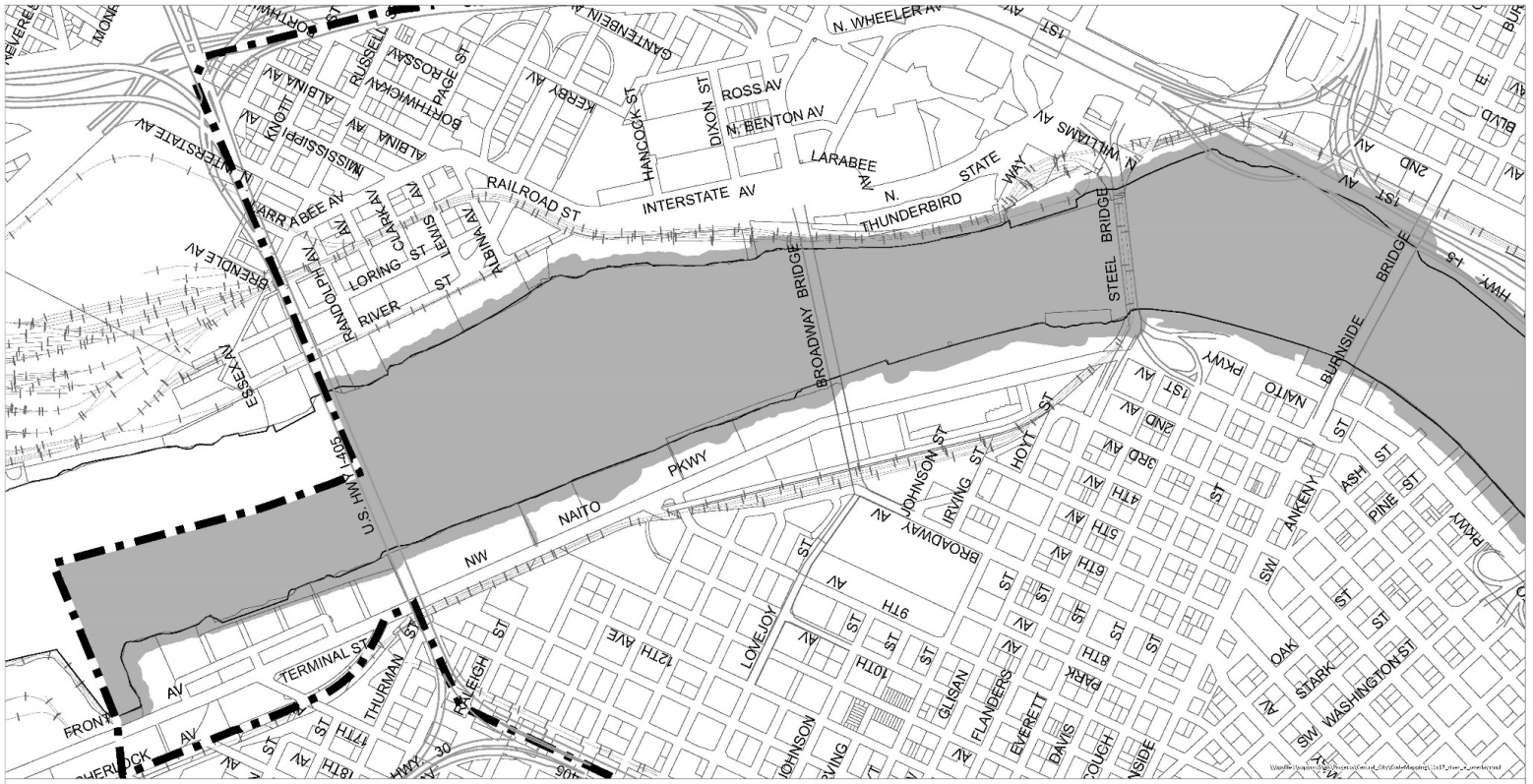




Draft Central Reach River Environmental Overlay Zone

Map 1

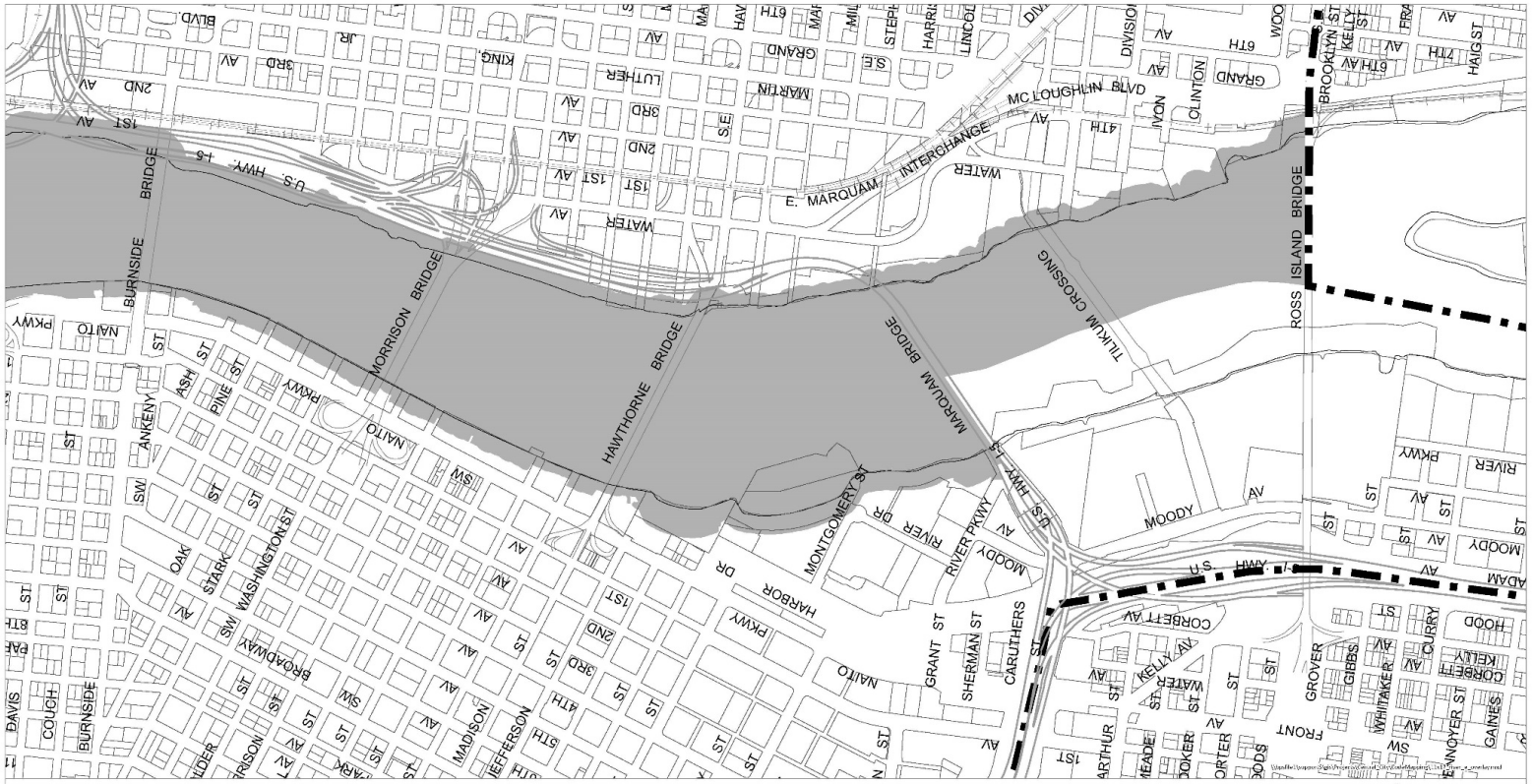
February 1, 2016



Draft Central Reach River Environmental Overlay Zone

Map 2

February 1, 2016

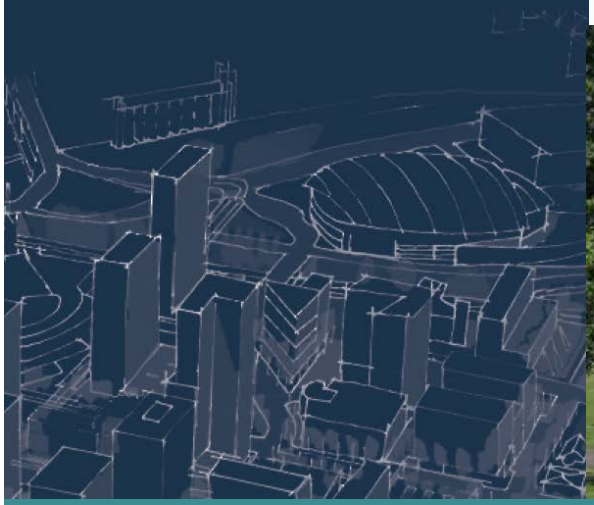



581

WILLAMETTE RIVER

MTSA

1) The River Overlay Zone requirements can be met on MTSA regulated sites
2) Trails can be located and designed to meet MTSA requirements
3) MTSA regulated facilities have different landscaping requirements
4) MTSA regulated facilities are exempt from the lighting standards

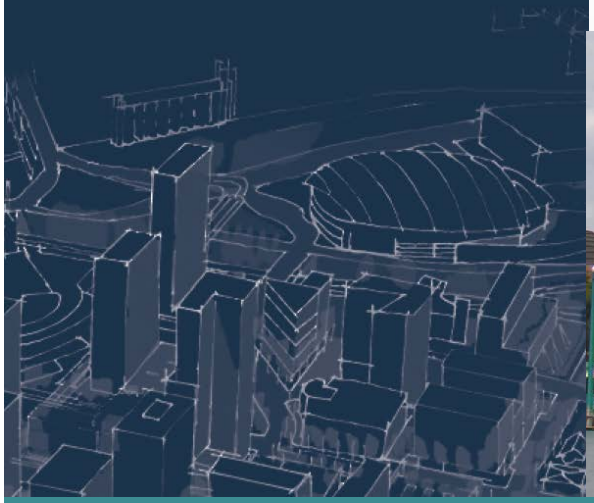




WILLAMETTE RIVER

Marine Commercial

1) River-dependent and river-related uses are allowed by right in any zone along the river
2) Marine commercial uses are allowed on sites with:
    - Existing CX zoning
    - Proposed EX zoning around the OMSI Station Area





WILLAMETTE RIVER

Swimming and Beaches

1) Public access can happen anywhere
2) Swimming study
3) Eastbank Crescent
4) Landscaping at public beaches
5) Future Actions





WILLAMETTE RIVER





WILLAMETTE RIVER





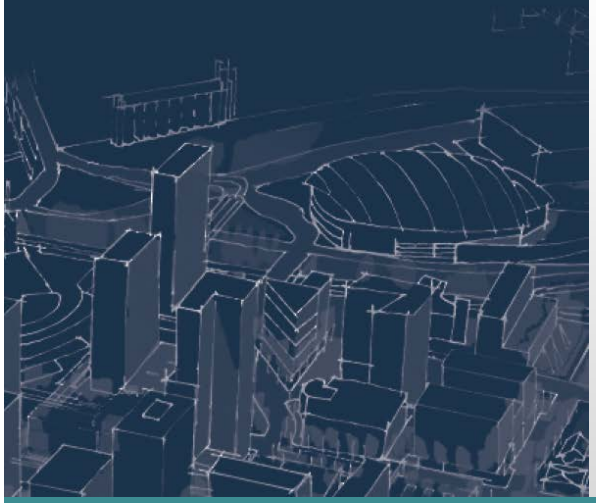

CENTRALCITY
2035
Height
Open House Discussion Session
Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

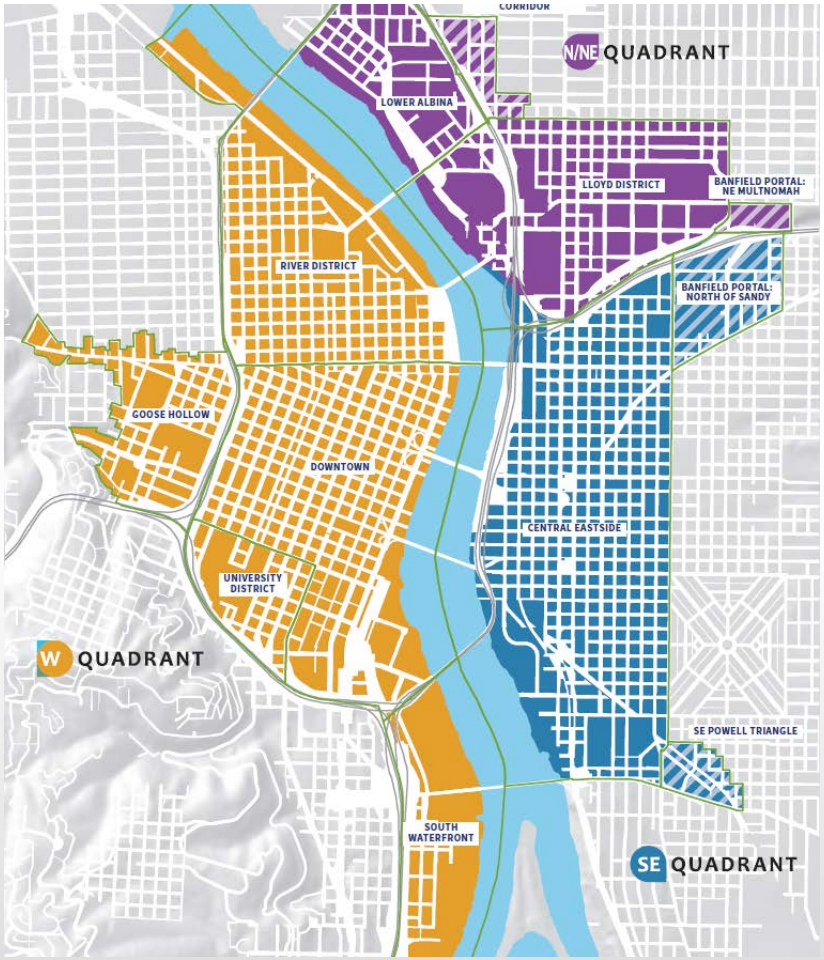
Height



CC2035 Process

Concept Plan
N/NE Quadrant
West Quadrant
SE Quadrant

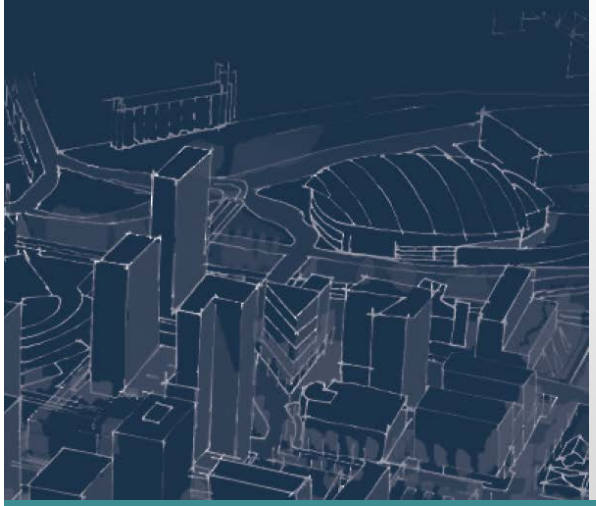


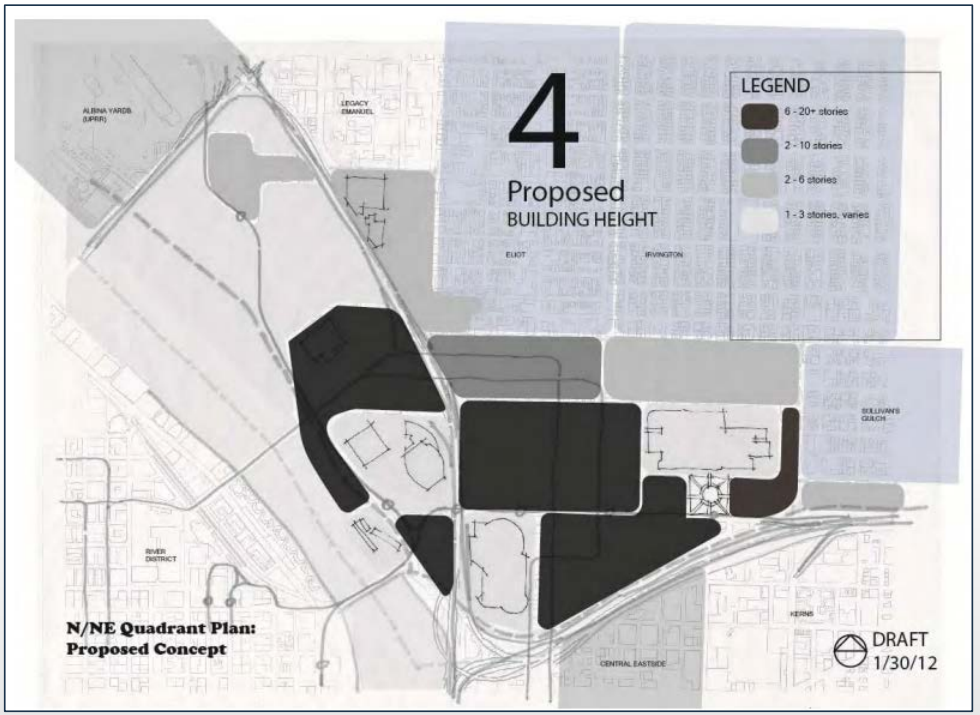


Height

North/Northeast Quadrant Plan

Height Concept

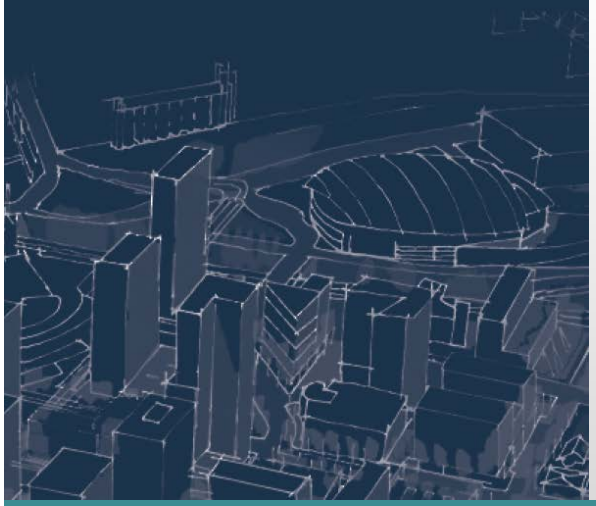


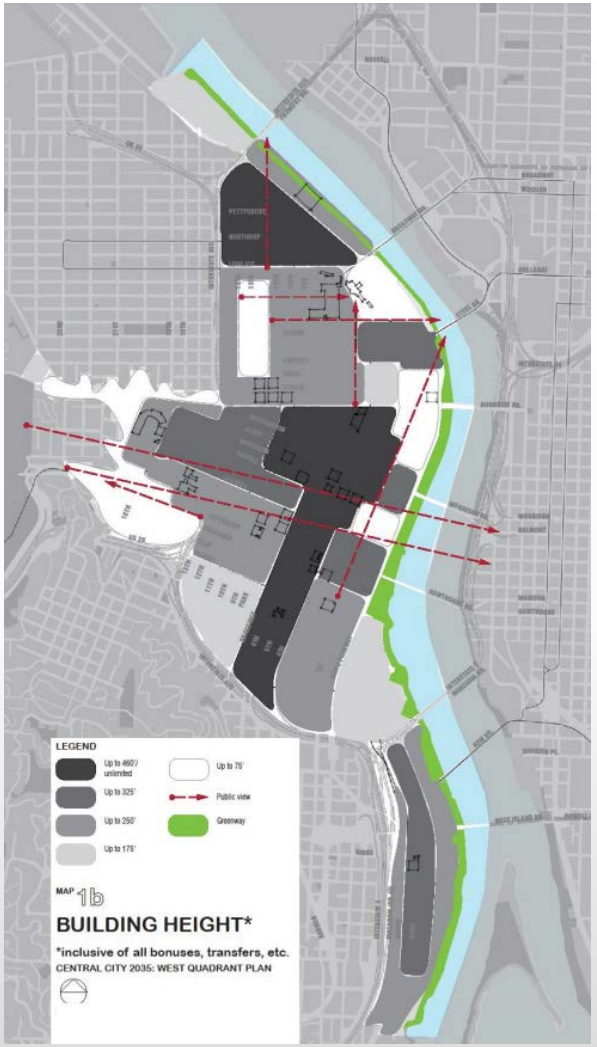


Height

West Quadrant Plan

Height Concept





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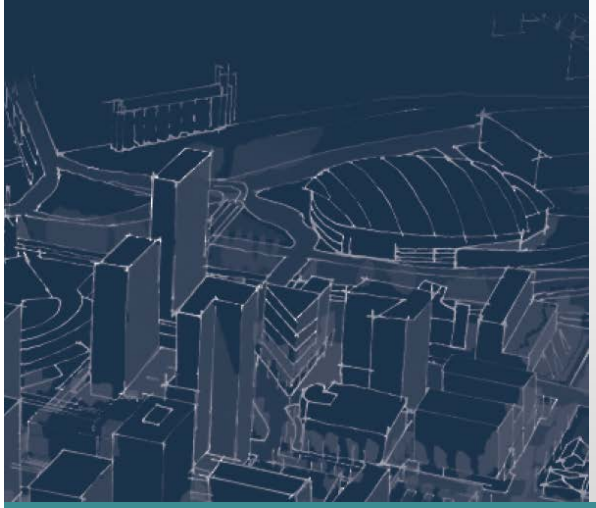
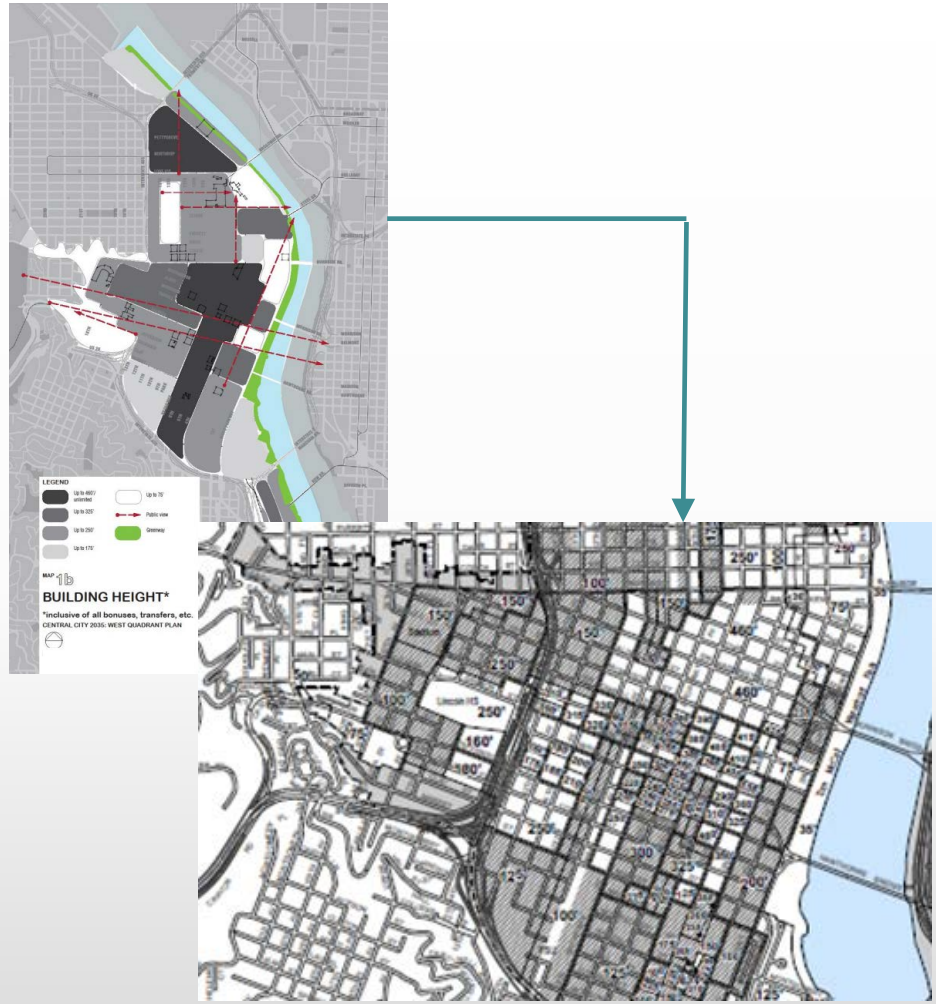
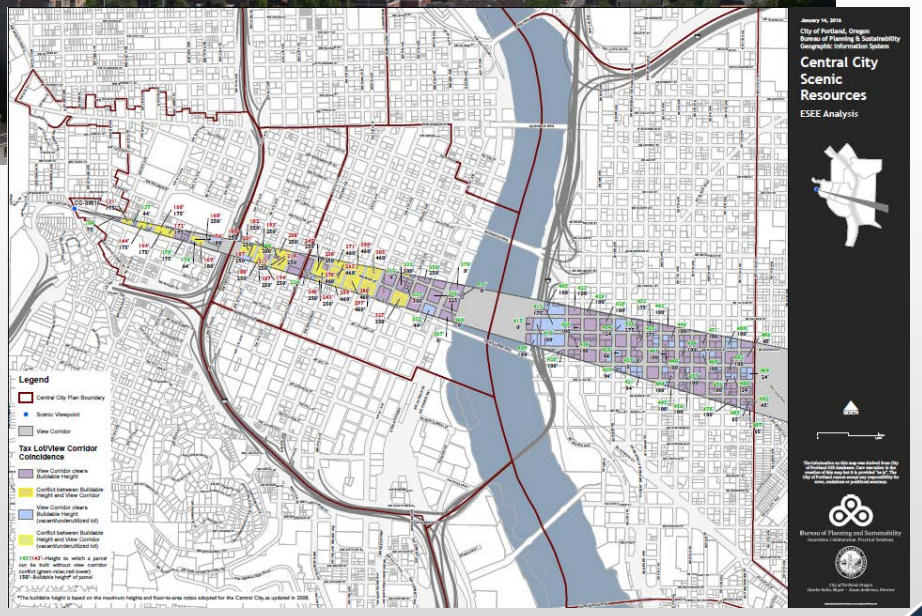



LEGEND
Up to 460'/ unlimited
Up to 325'
Up to 250'
Up to 175'
Up to 75'
Public view
Greenway
MAP 1b
BUILDING HEIGHT*
*inclusive of all bonuses, transfers, etc.
CENTRAL CITY 2035: WEST QUADRANT PLAN

Height

Scenic Resources





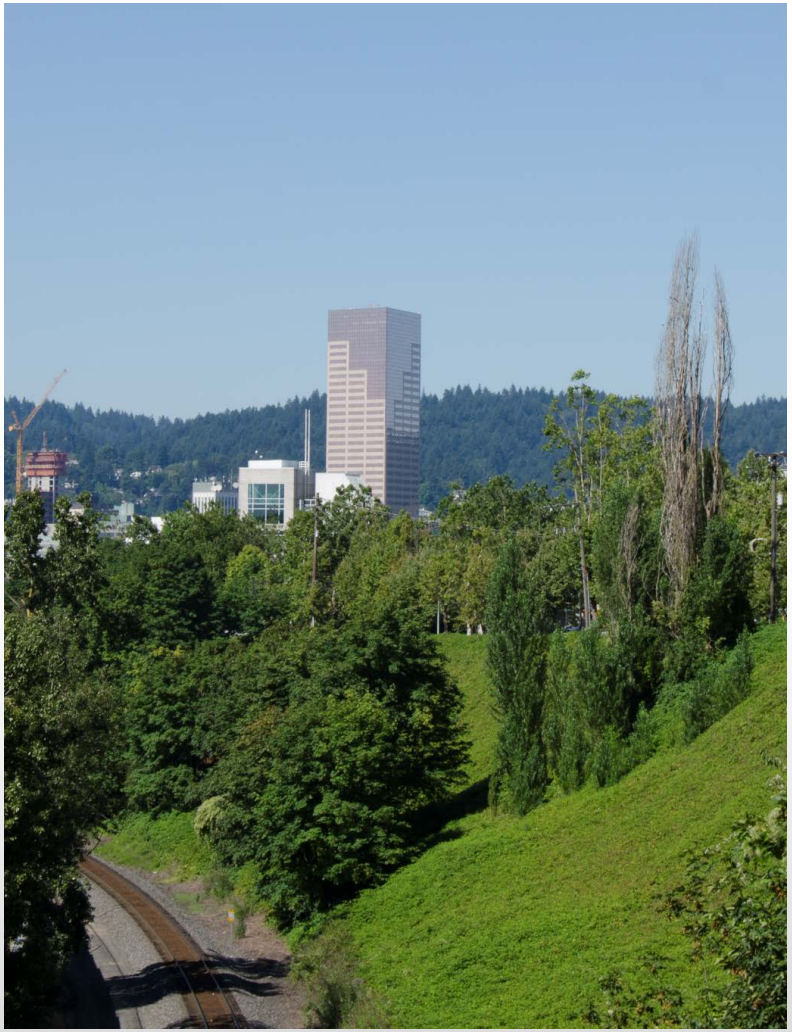
Height

Shade Analysis



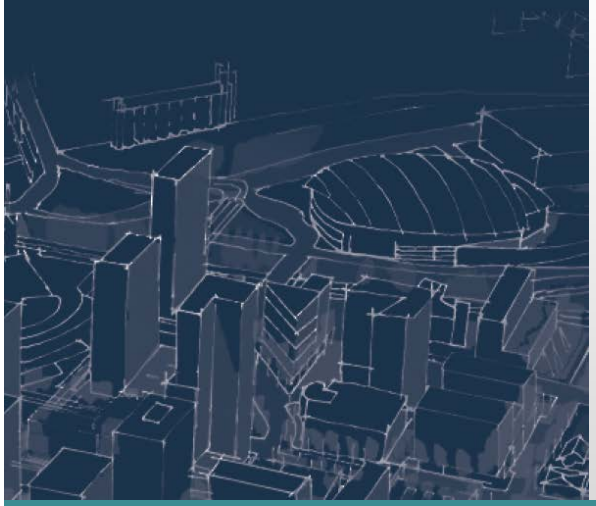
Height

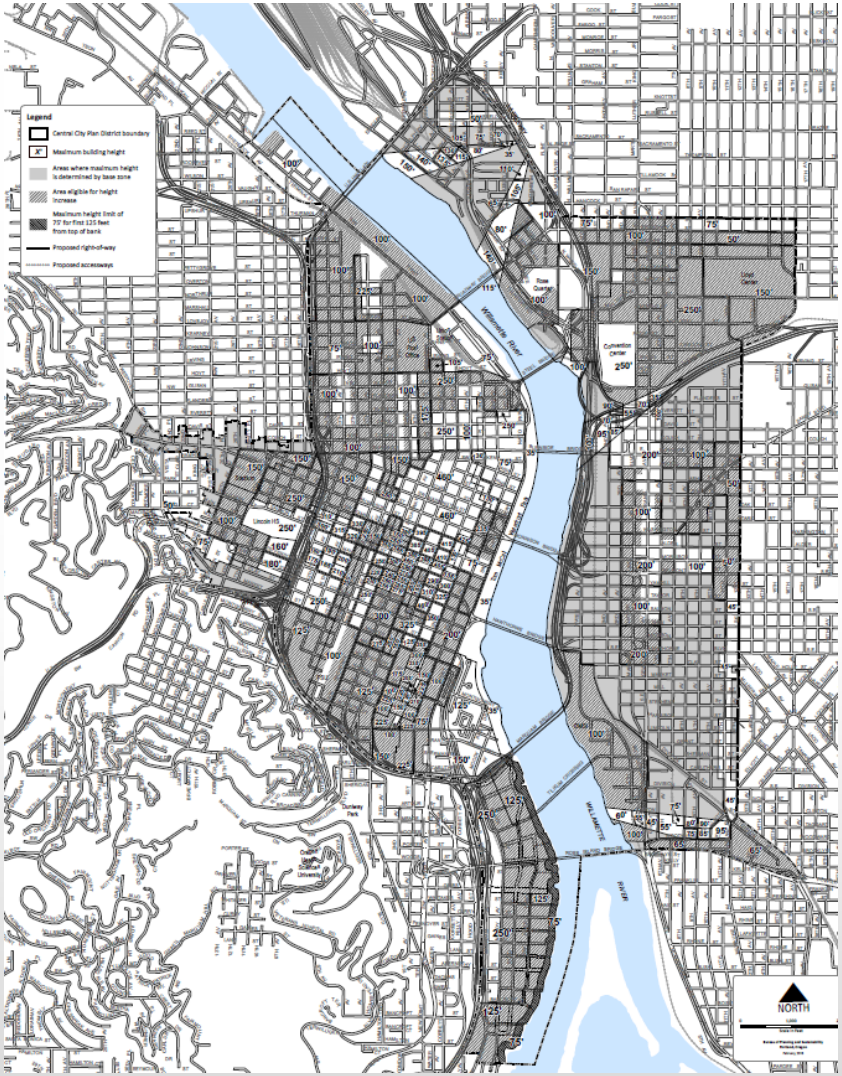
Existing Tall Buildings



Height

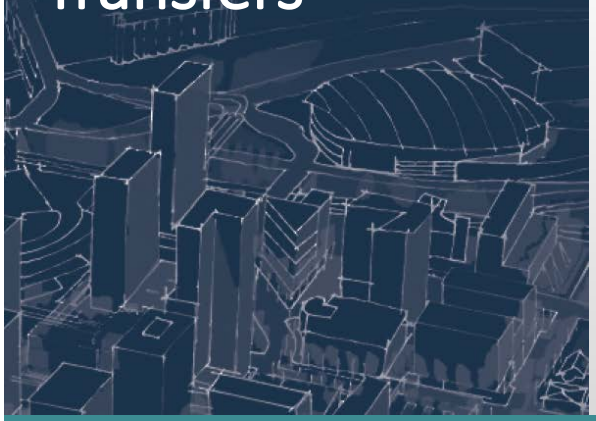
Zoning Map 510-3 Maximum Building Height

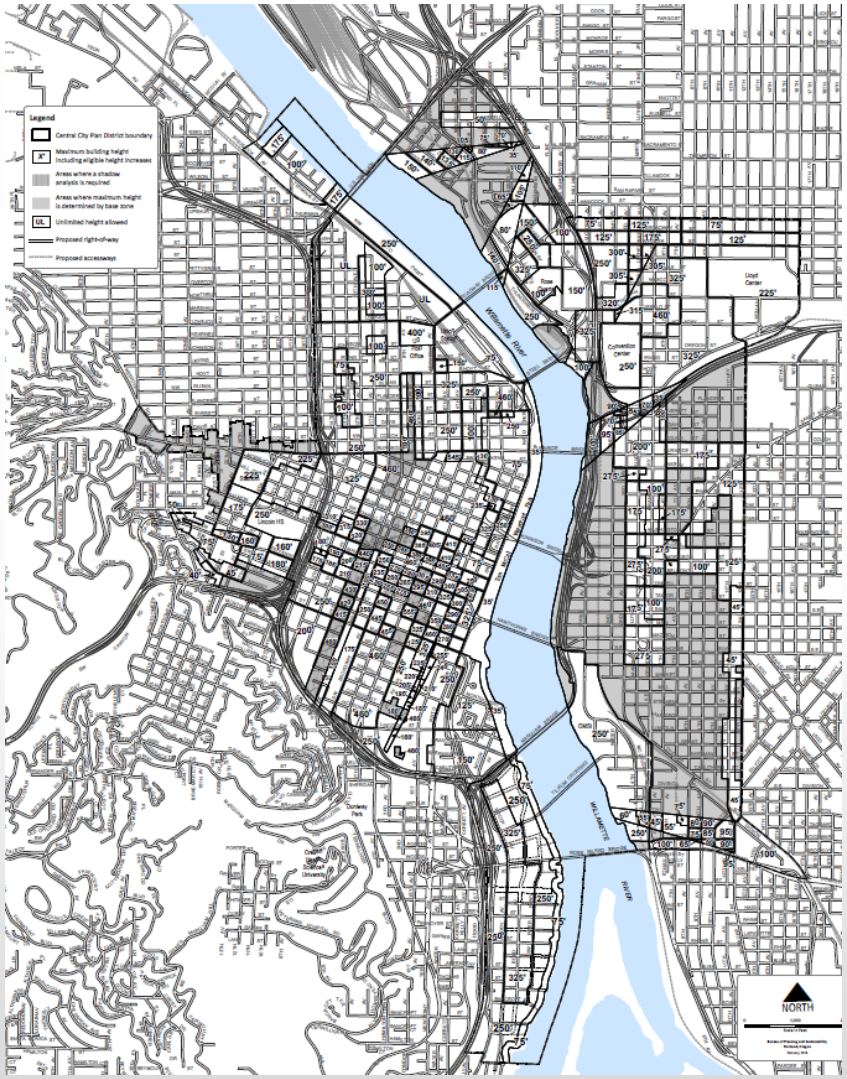




Height

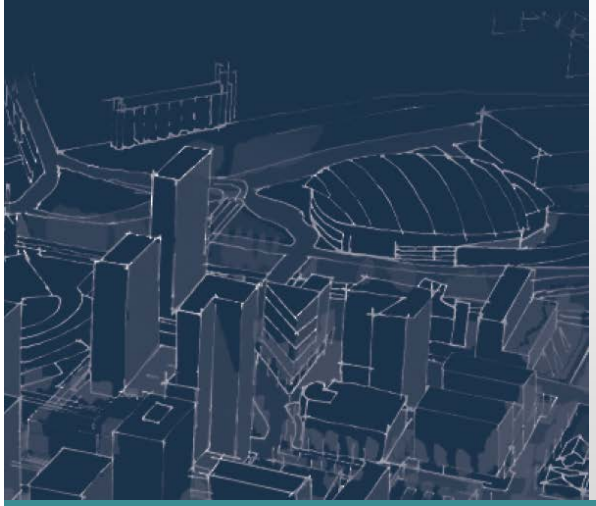
Zoning Map 510-4 Maximum Building Height w/ Bonuses and Transfers

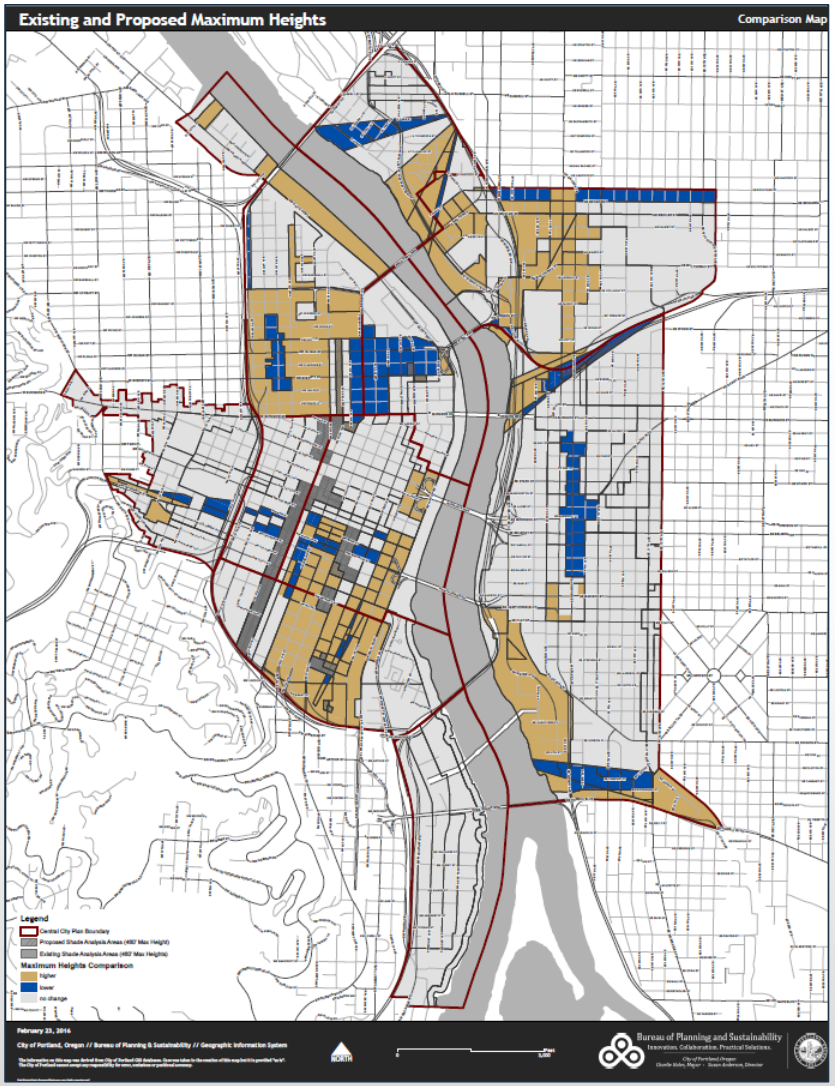




Height

Where Height Changed





Scenic Resources

Inventory

↓

ESEE

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Height Maps

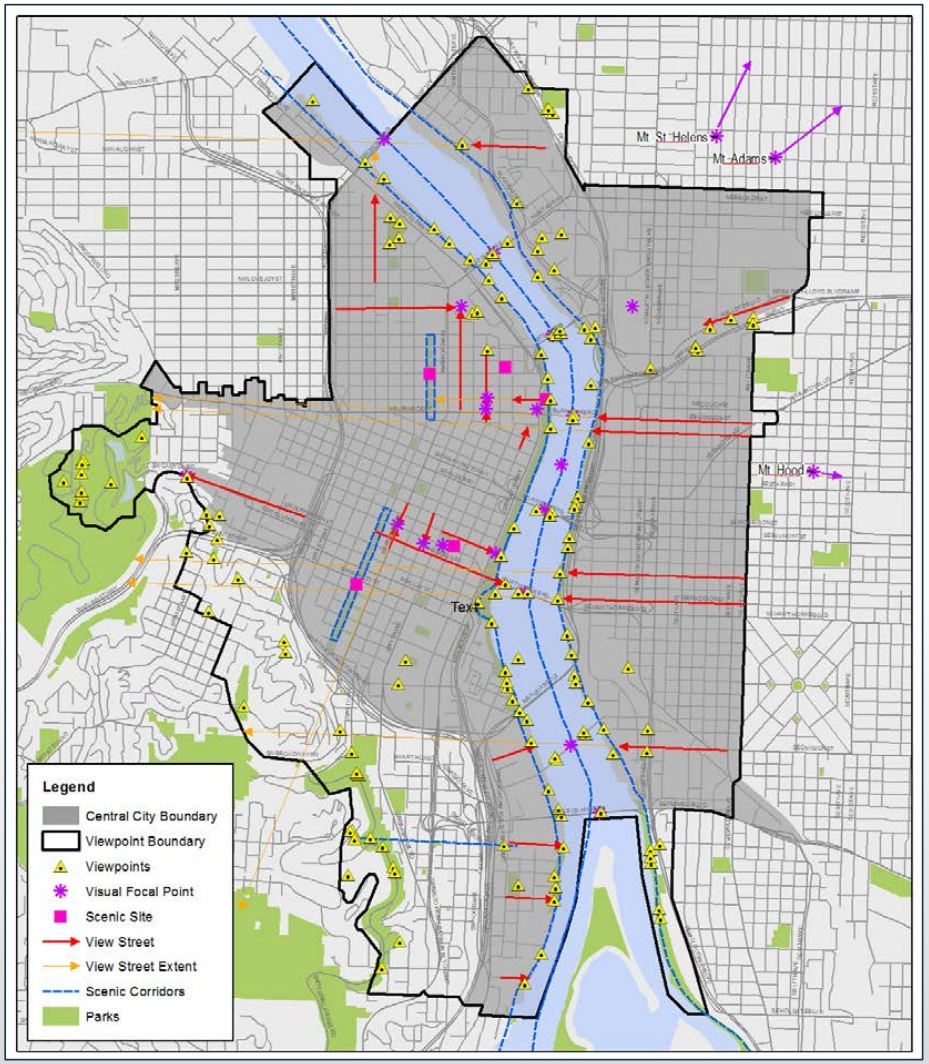


Scenic Resources

Inventory

ESEE

Height Maps

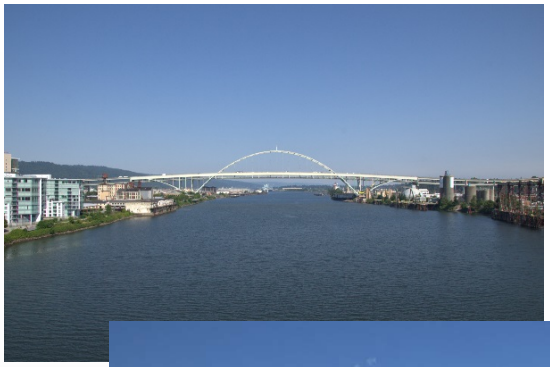


Scenic Resources

Inventory

ESEE

Height Maps







Scenic Resources

Inventory

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ESEE

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Height Maps



Scenic Resources

Inventory

ESEE

Height Maps



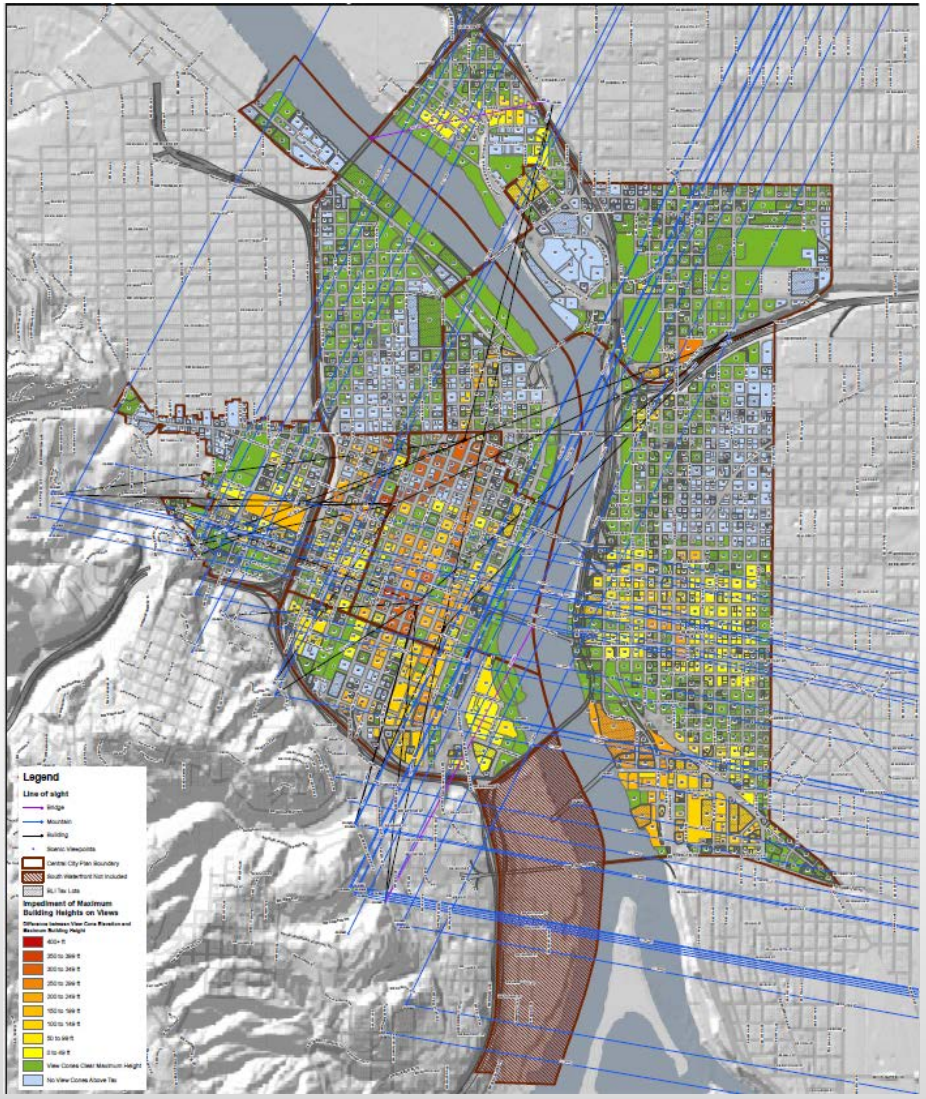


Scenic Resources

Inventory

ESEE

Height Maps

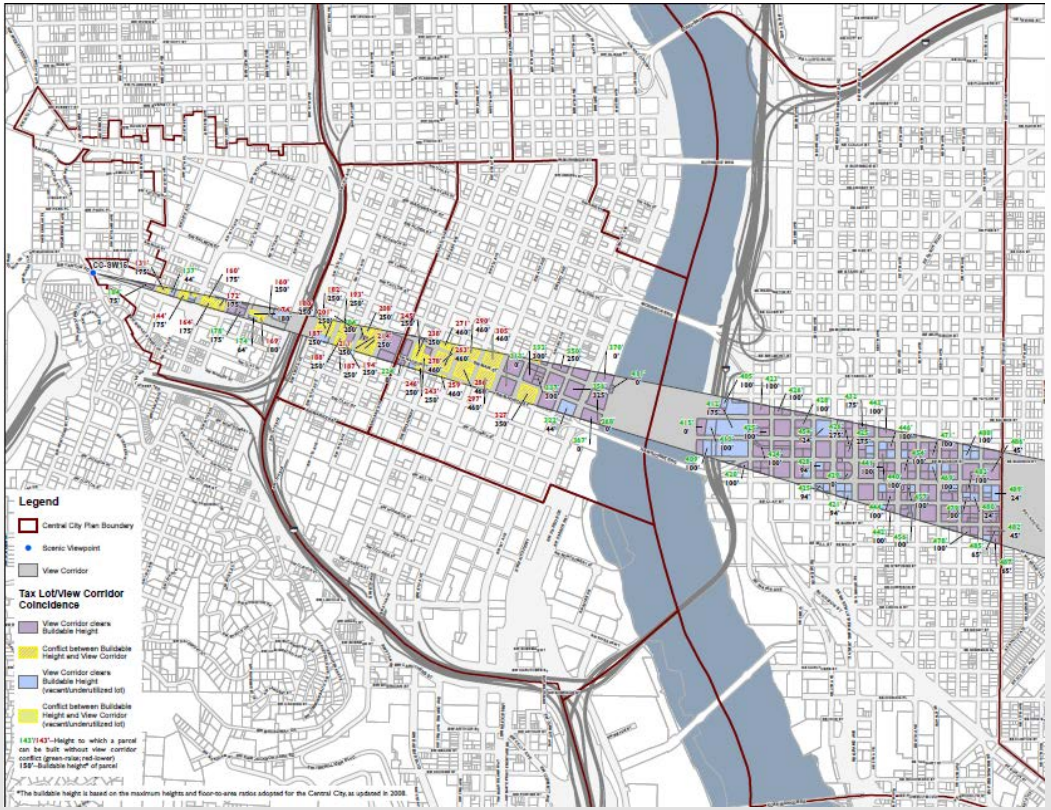


Scenic Resources

Inventory

ESEE

Height Maps



Scenic Resources

Inventory

ESEE

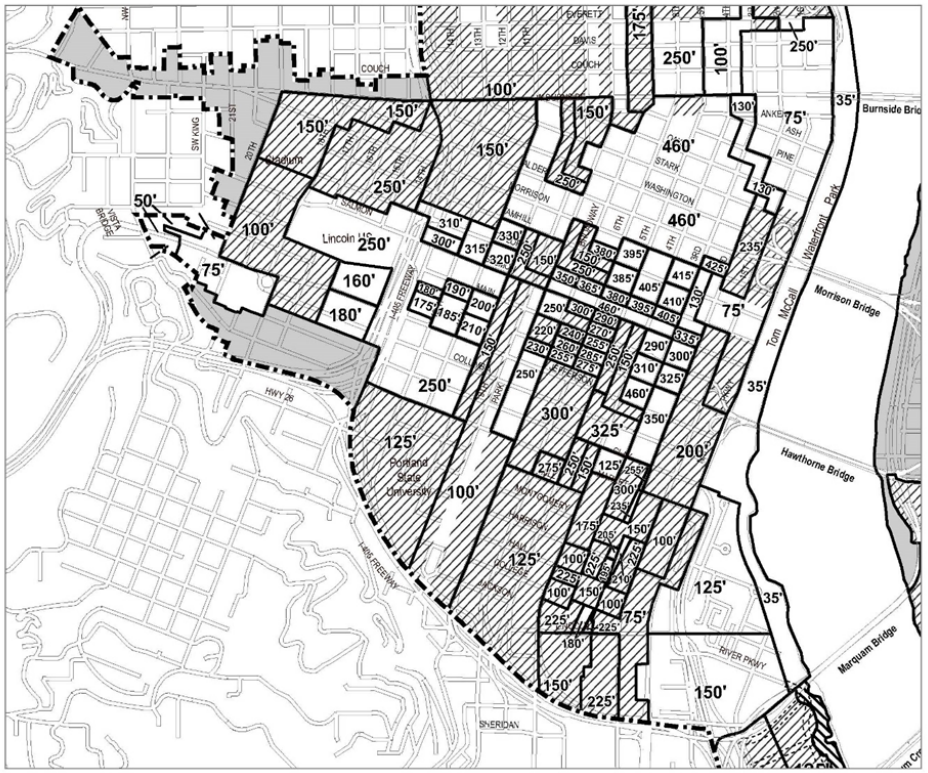
Height Maps

Draft Maximum Heights

Map 510-3

Map 3 of 3

Map Revised Xxxxx XX, 201X



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



Scenic Resources

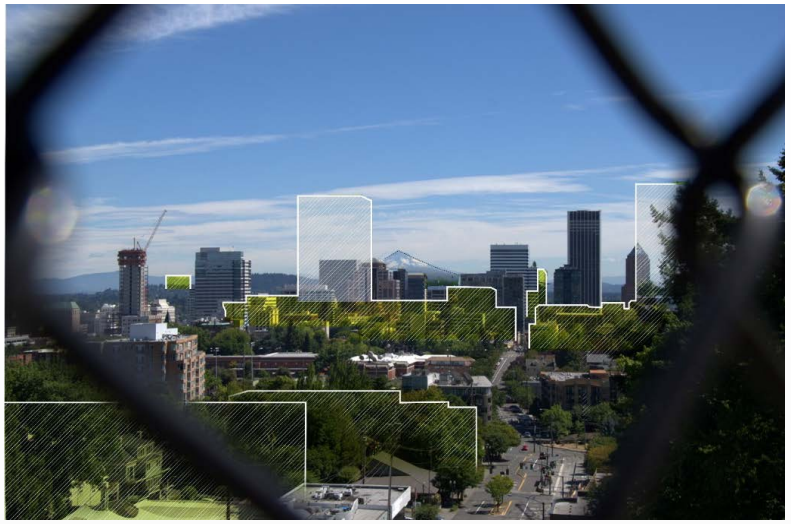
Inventory

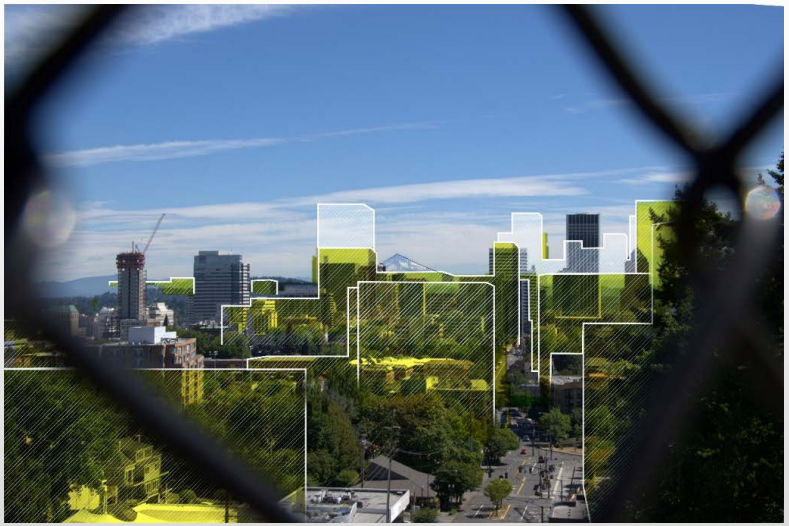
↓

ESEE

↓

Height Maps



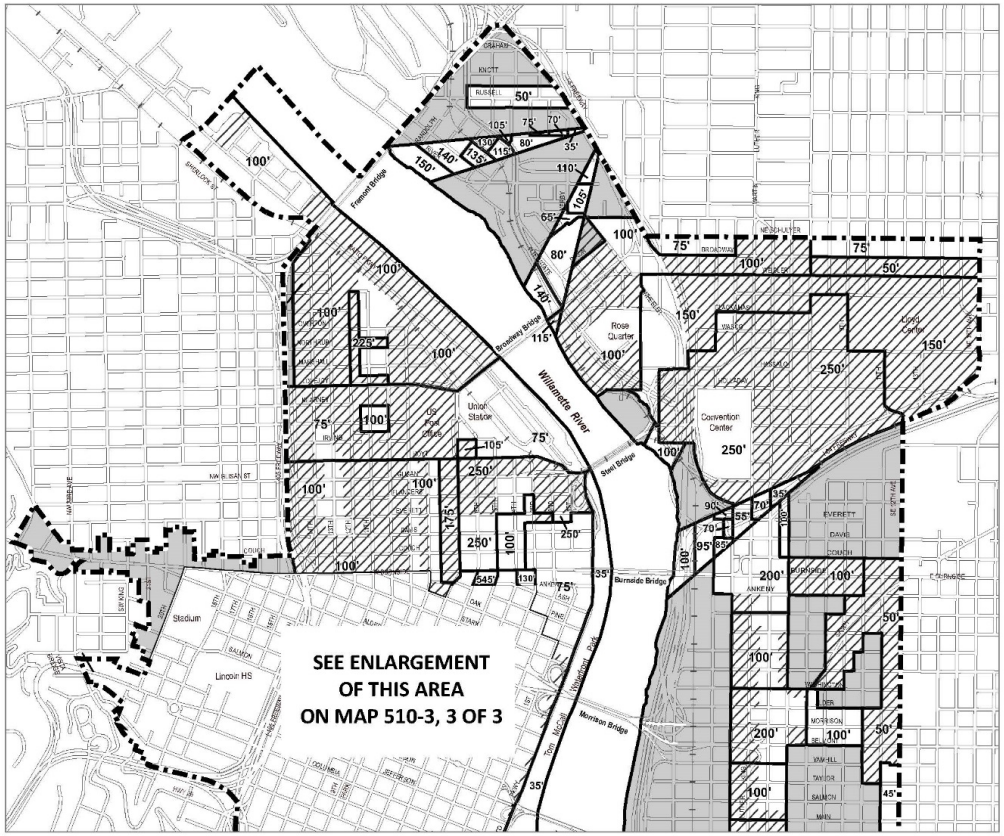


Draft Maximum Heights

Map 510-3

Map 1 of 3

Map Revised Xxxxx XX, 201X



Legend

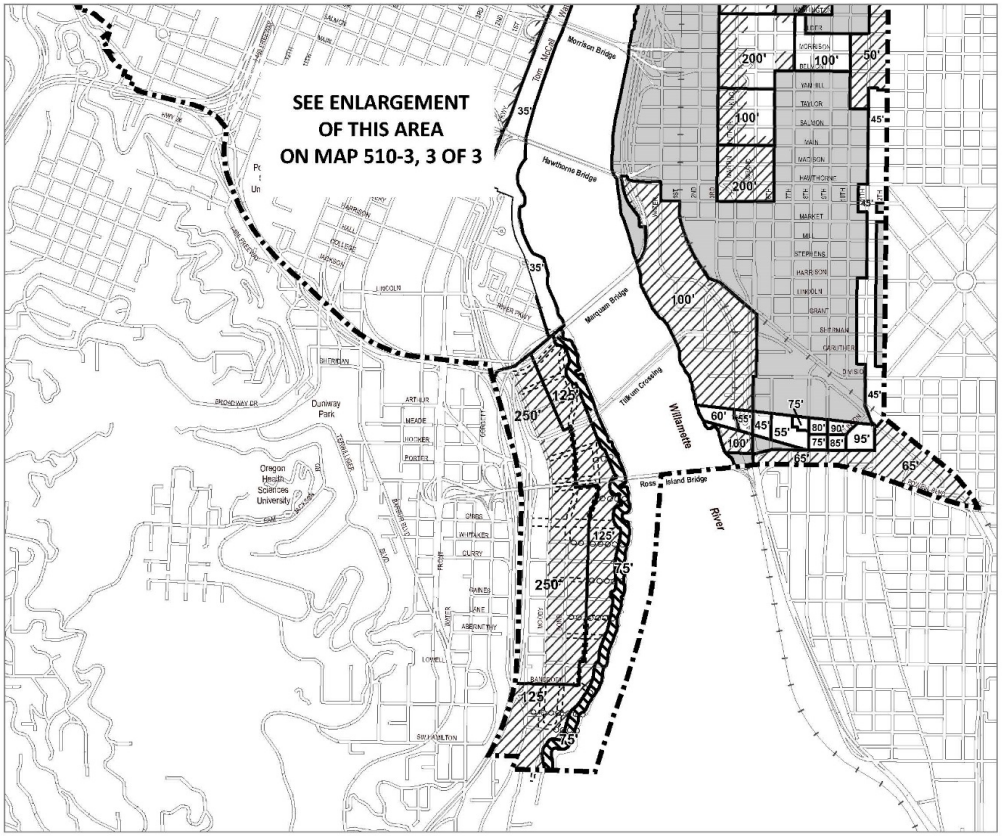
- Central City Plan District boundary
- X' — Maximum building height
- Areas where maximum height is determined by base zone
- Area eligible for height increase
- Maximum height limit of 75' for first 125 feet from top of bank
- Proposed right-of-way
- Proposed accessways

Draft Maximum Heights

Map 510-3

Map 2 of 3

Map Revised Xxxxx XX, 201X



Legend

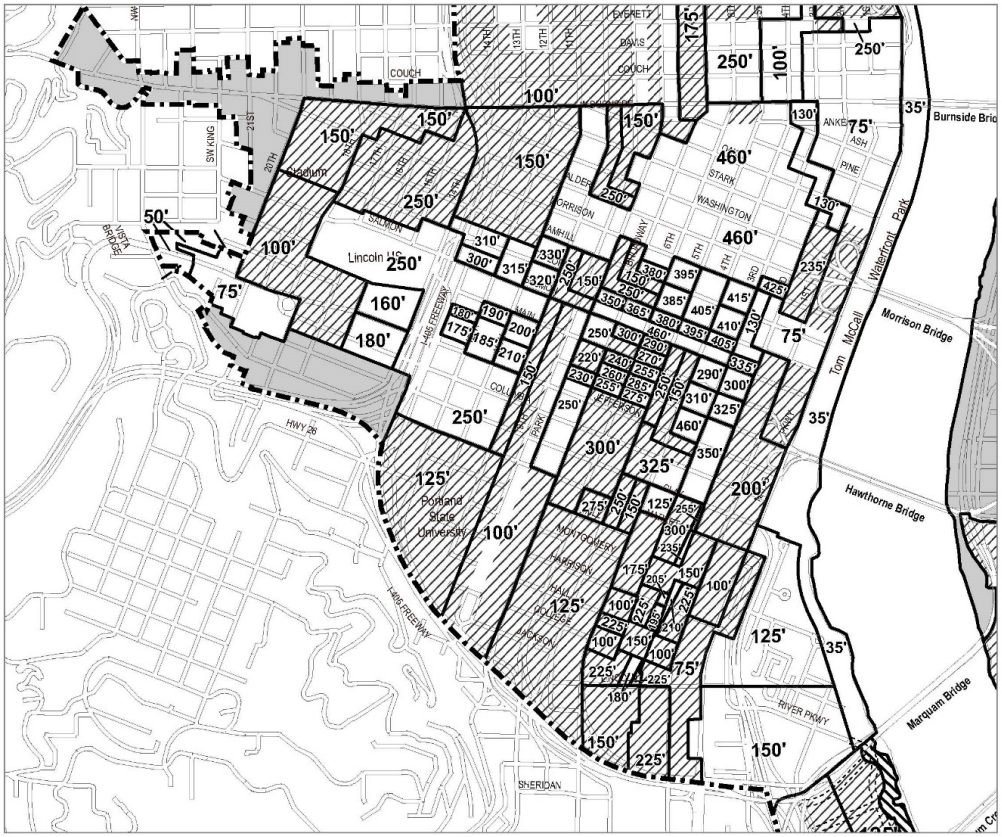
- Central City Plan District boundary
- X' — Maximum building height
- Areas where maximum height is determined by base zone
- Area eligible for height increase
- Maximum height limit of 75' for first 125 feet from top of bank
- Proposed right-of-way
- Proposed accessways

Draft Maximum Heights

Map 510-3

Map 3 of 3

Map Revised Xxxxx XX, 201X



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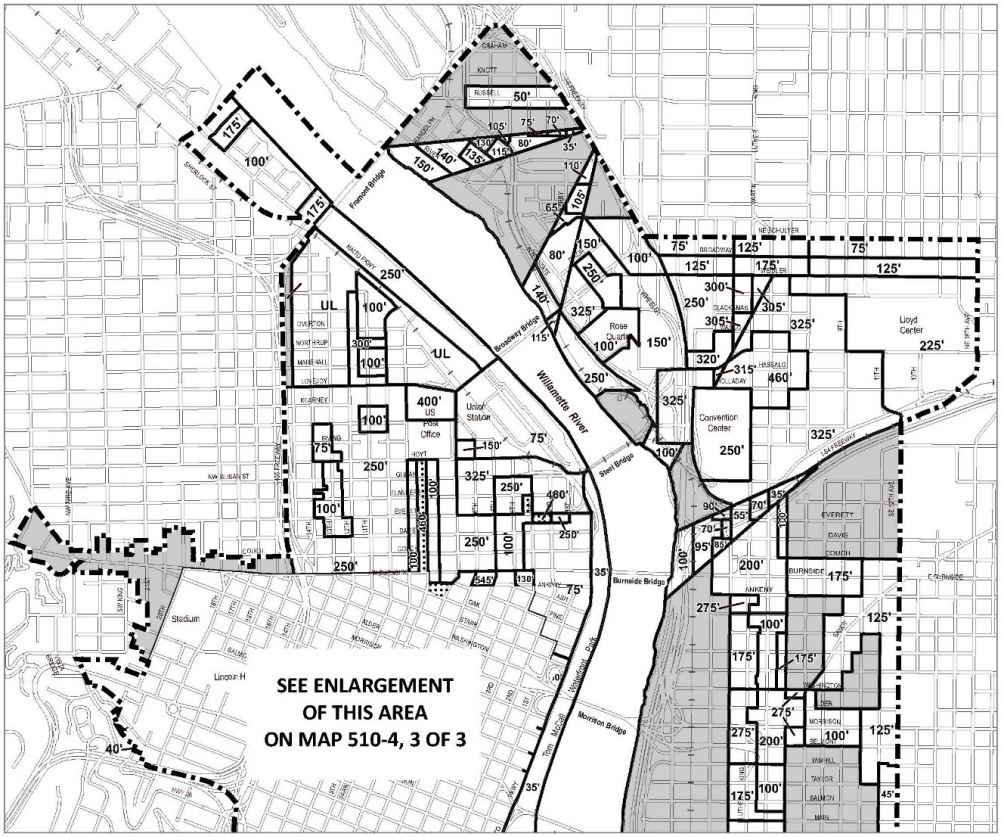
- Proposed accessways

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 1 of 3

Map Revised Xxxxx XX, 201X



Legend

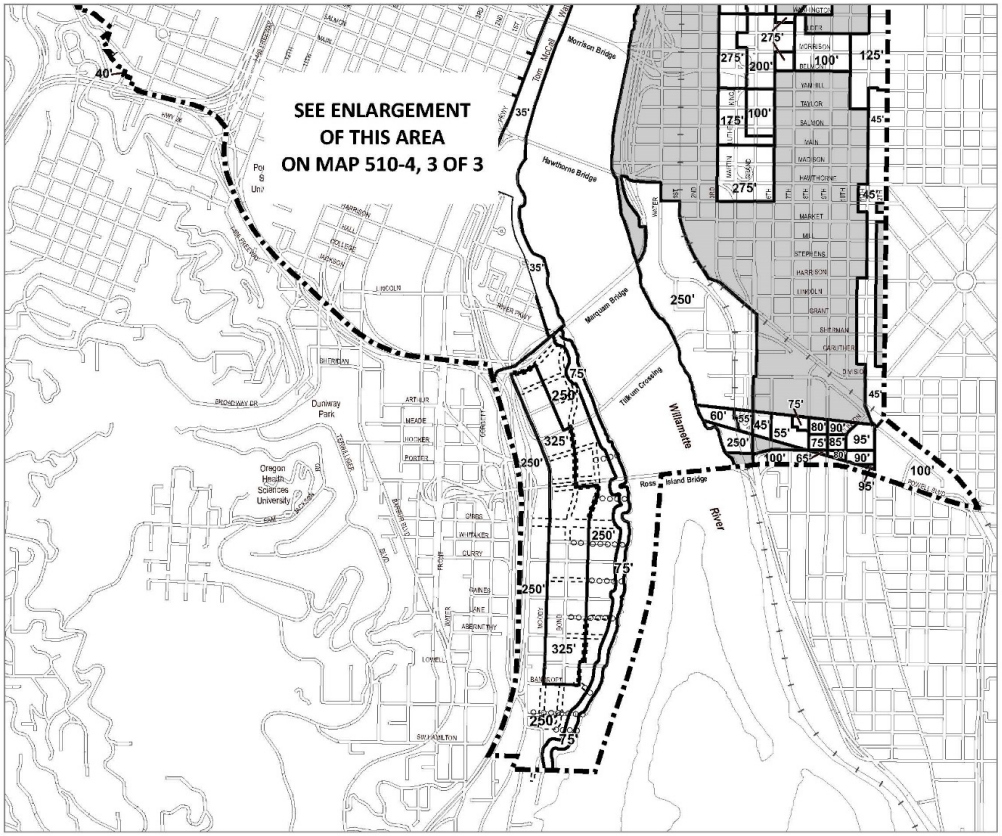
- Central City Plan District boundary
- X' — Maximum building height including eligible height increases
- Areas where maximum height is determined by base zone
- Proposed right-of-way
- Proposed accessways
- Areas where a shadow analysis is required
- UL — Unlimited height allowed

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 2 of 3

Map Revised Xxxxx XX, 201X



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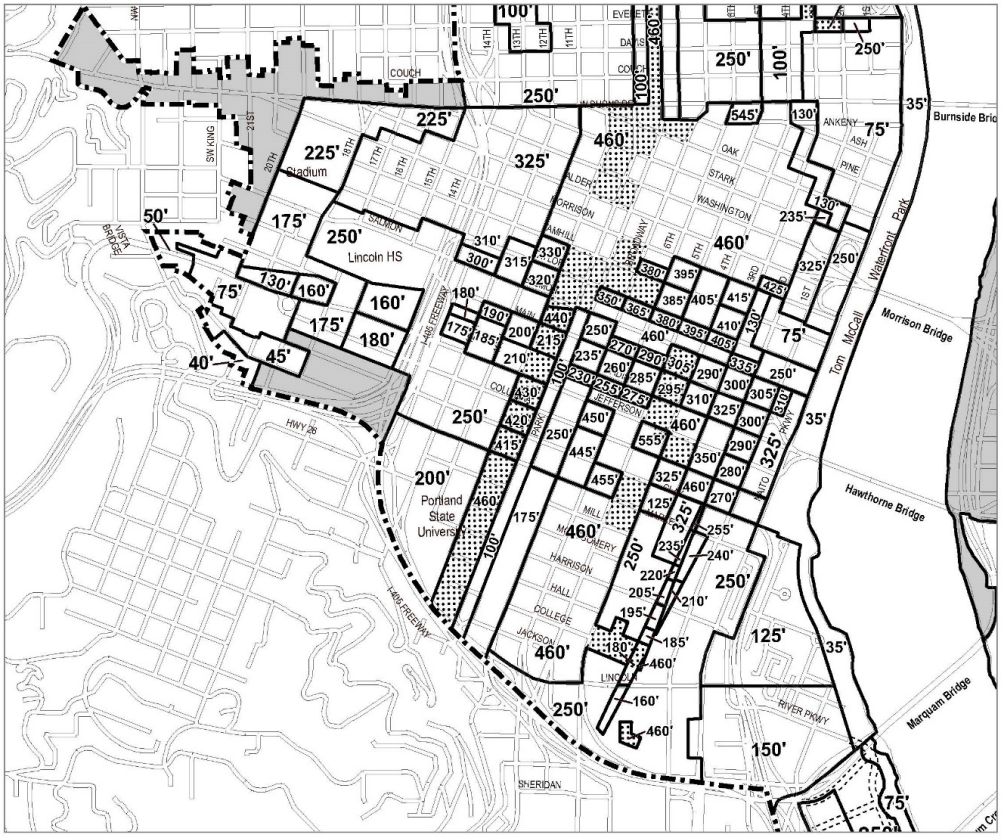
- Areas where a shadow analysis is required
- UL — Unlimited height allowed

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 3 of 3

Map Revised Xxxxx XX, 201X



Legend

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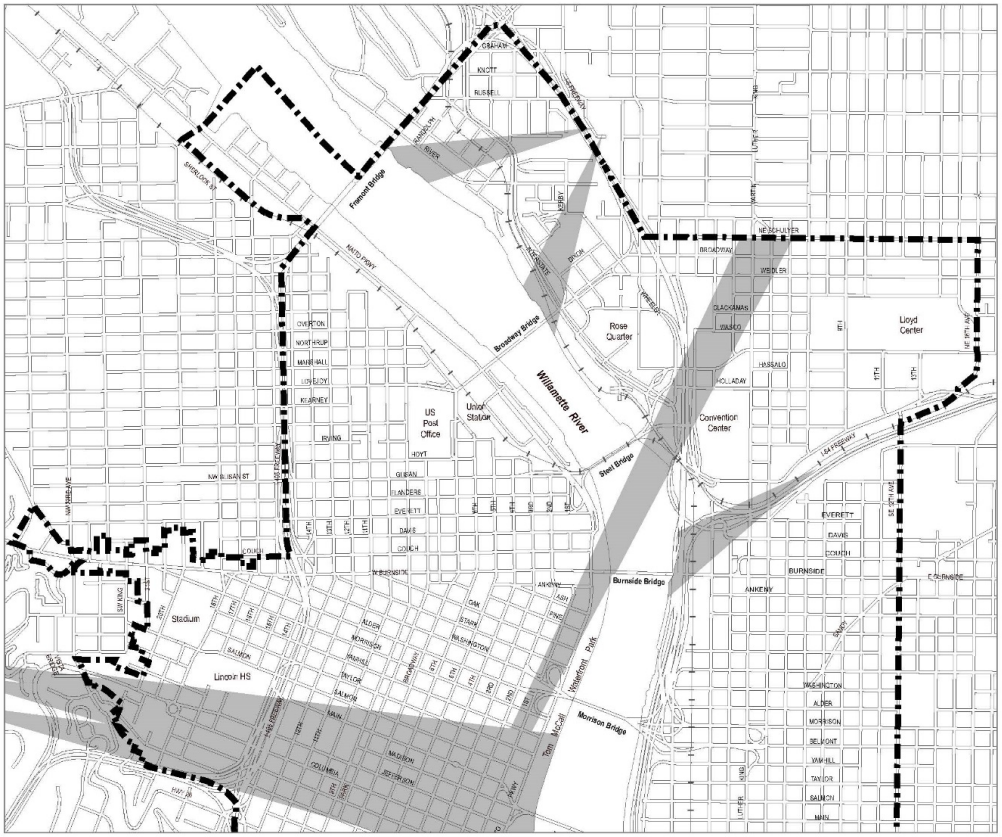
- Areas where maximum height is determined by base zone
- Proposed right-of-way
- Proposed accessways
- Areas where a shadow analysis is required
- UL — Unlimited height allowed

Draft View Corridor Areas

Map 510-20

Map 1 of 2

Map Revised Xxxxx X, 201X



Legend

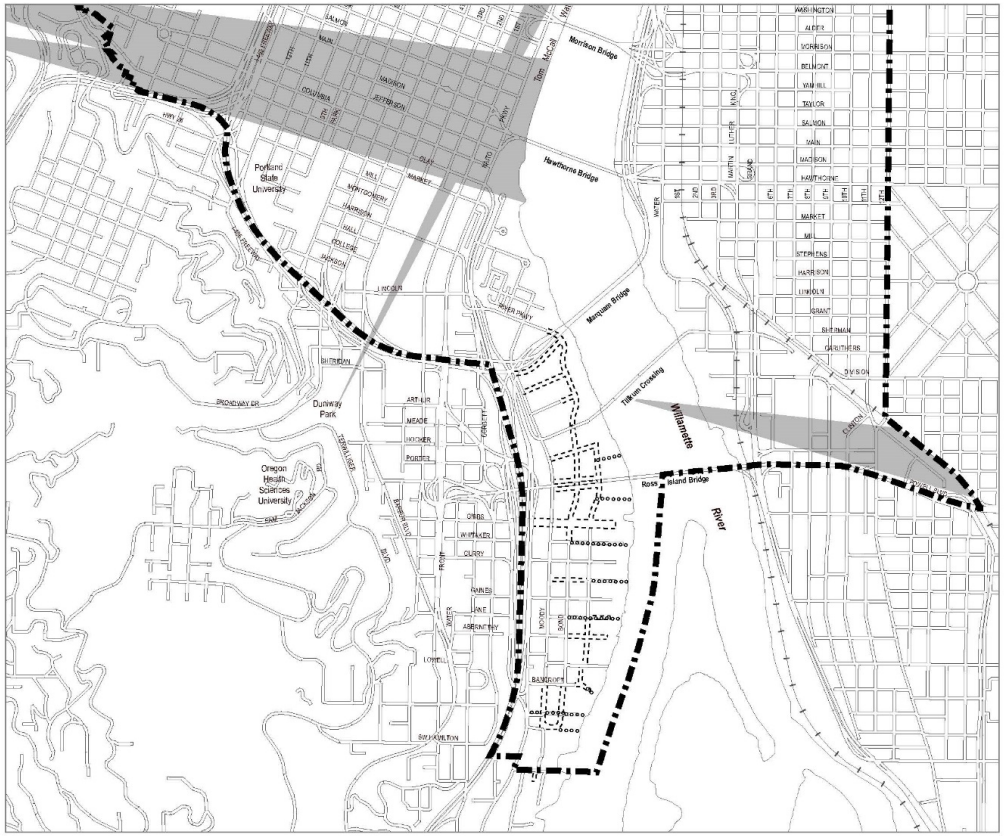
- Central City Plan District boundary
- Areas within Scenic View Corridors
- Proposed right-of-way
- Proposed accessway

Draft View Corridor Areas

Map 510-20

Map 2 of 2

Map Revised Xxxxx X, 201X



Legend

- Central City Plan District boundary
- Areas within Scenic View Corridors
- Proposed right-of-way
- Proposed accessway

HEIGHT





HEIGHT







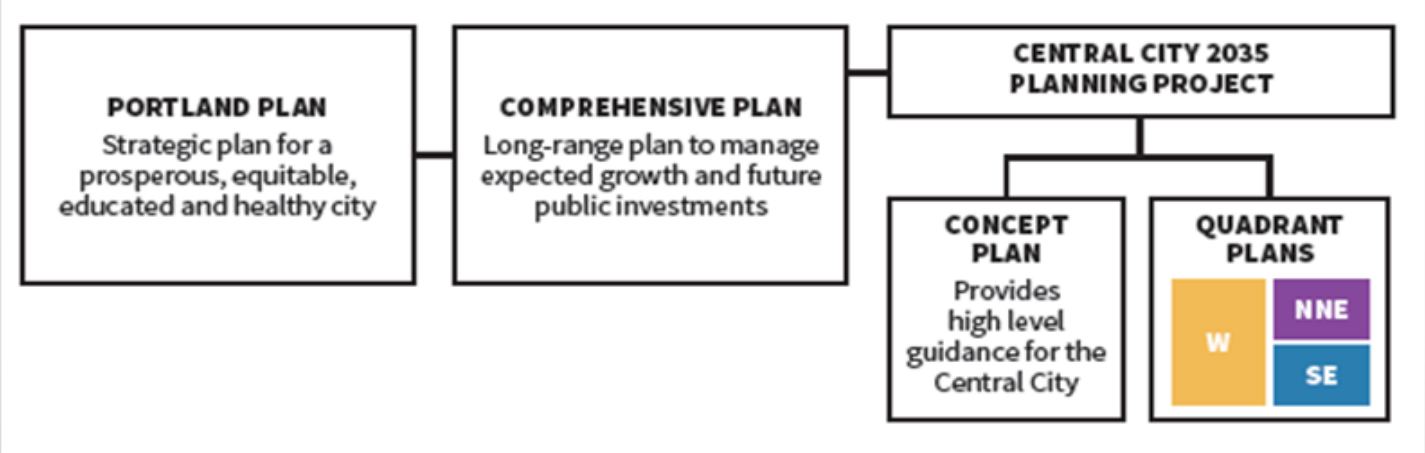


CC2035 Concept Plan and Quadrant Plans Co-Chairs Meeting

February 24, 2016

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

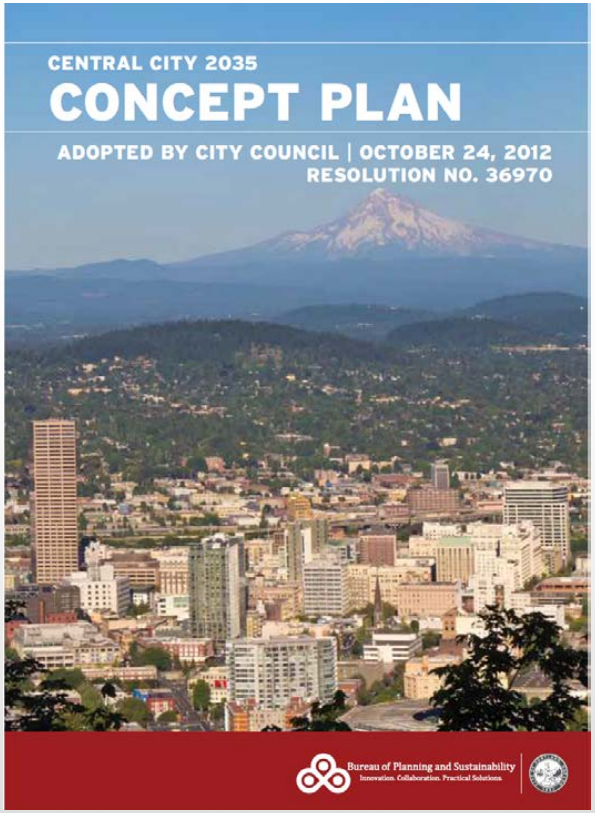
The CC2035 Discussion Draft



CC2035 Concept Plan

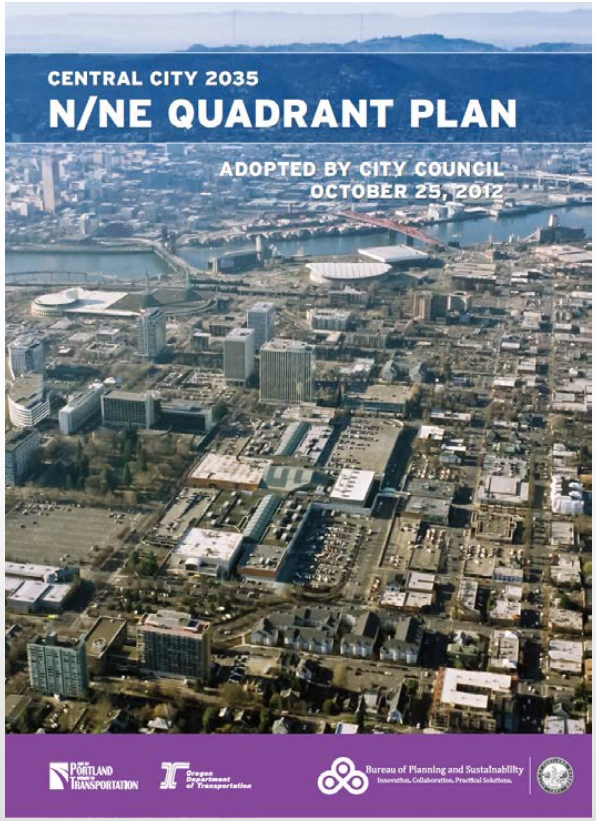
High-level Central City-wide Guidance:

- Urban Design Concept
- Broad Policy Framework
- Guidance for Quadrant Planning
- Green Loop



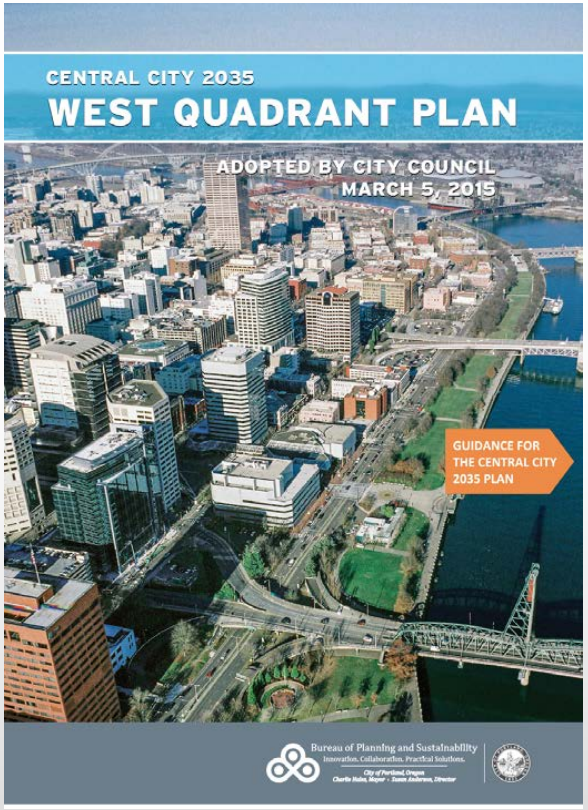
N/NE Quadrant Plan

- Collaboration with ODOT
- Refine Height Pattern
- Transitions to Neighborhoods
- I-5 Broadway/Weidler Facility Plan



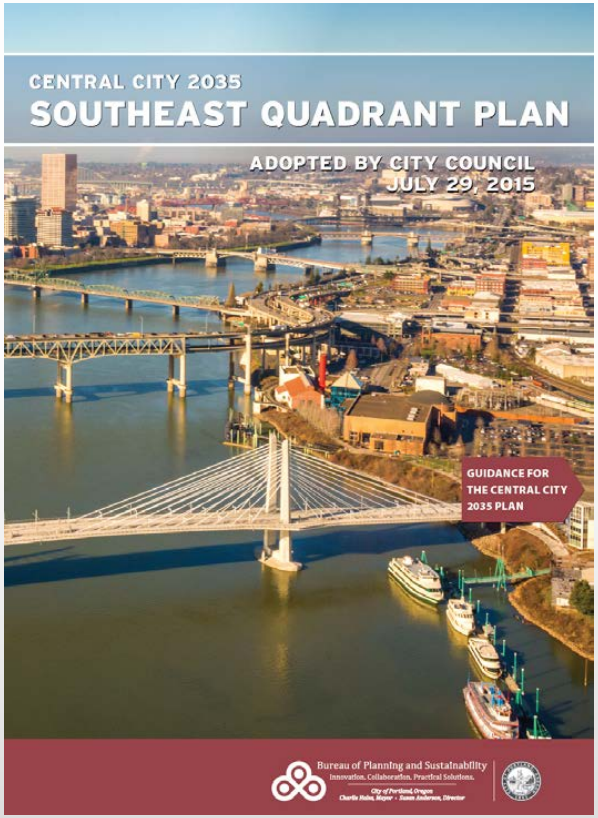
West Quadrant Plan

- Redefine Bonus and Transfer System
- Expand Mixed-use Zoning
- Refine Height Pattern
- Refine Street and Development Character



Southeast Quadrant Plan

- Rezone new LRT stations for high-density mixed-use employment
- Increase employment densities in industrial zoned lands
- Reduce conflicts between freight and active transportation
- Maximize access to and enjoyment of waterfront



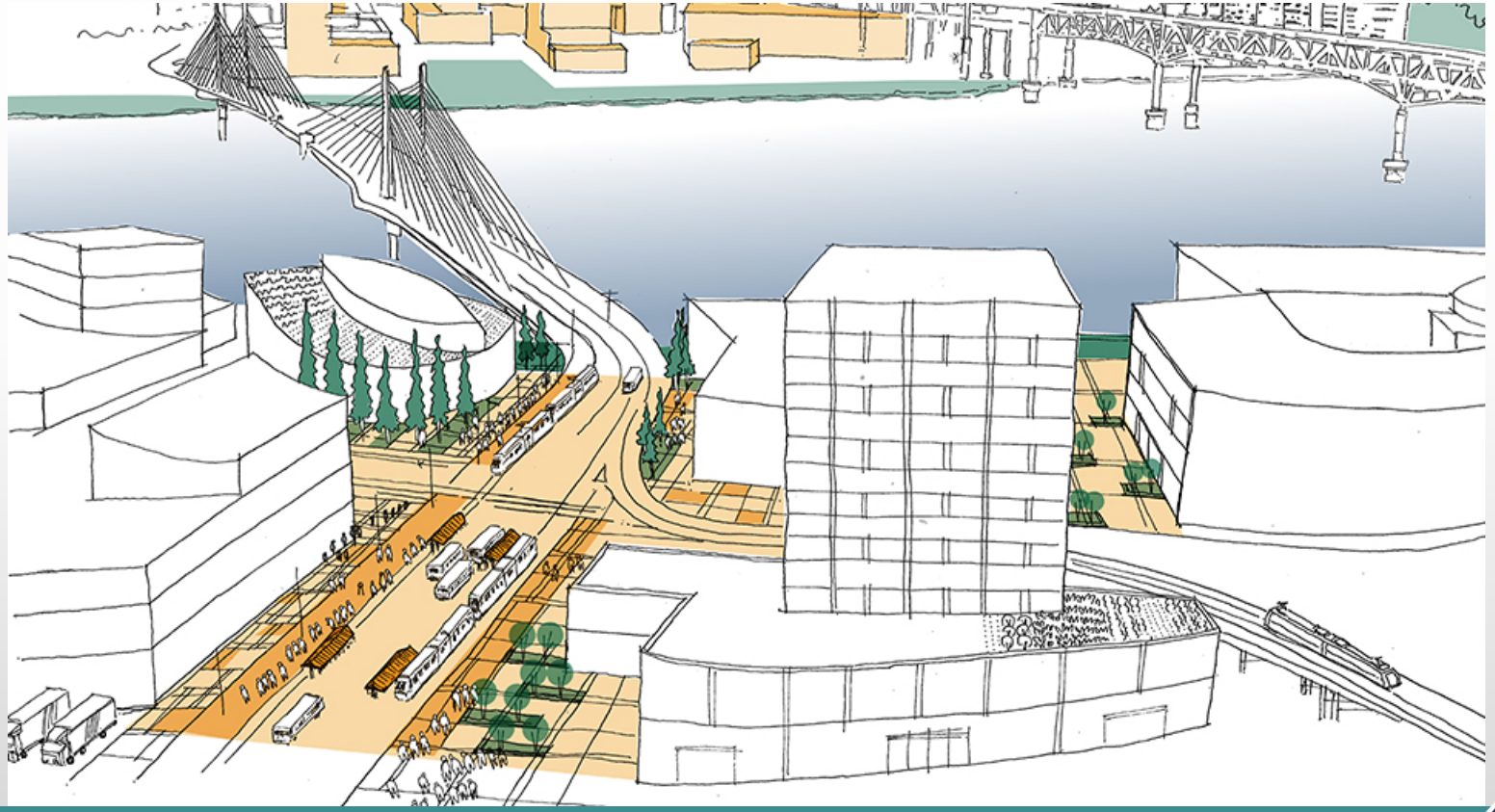
Civic and Cultural Center



Focus on the Willamette River



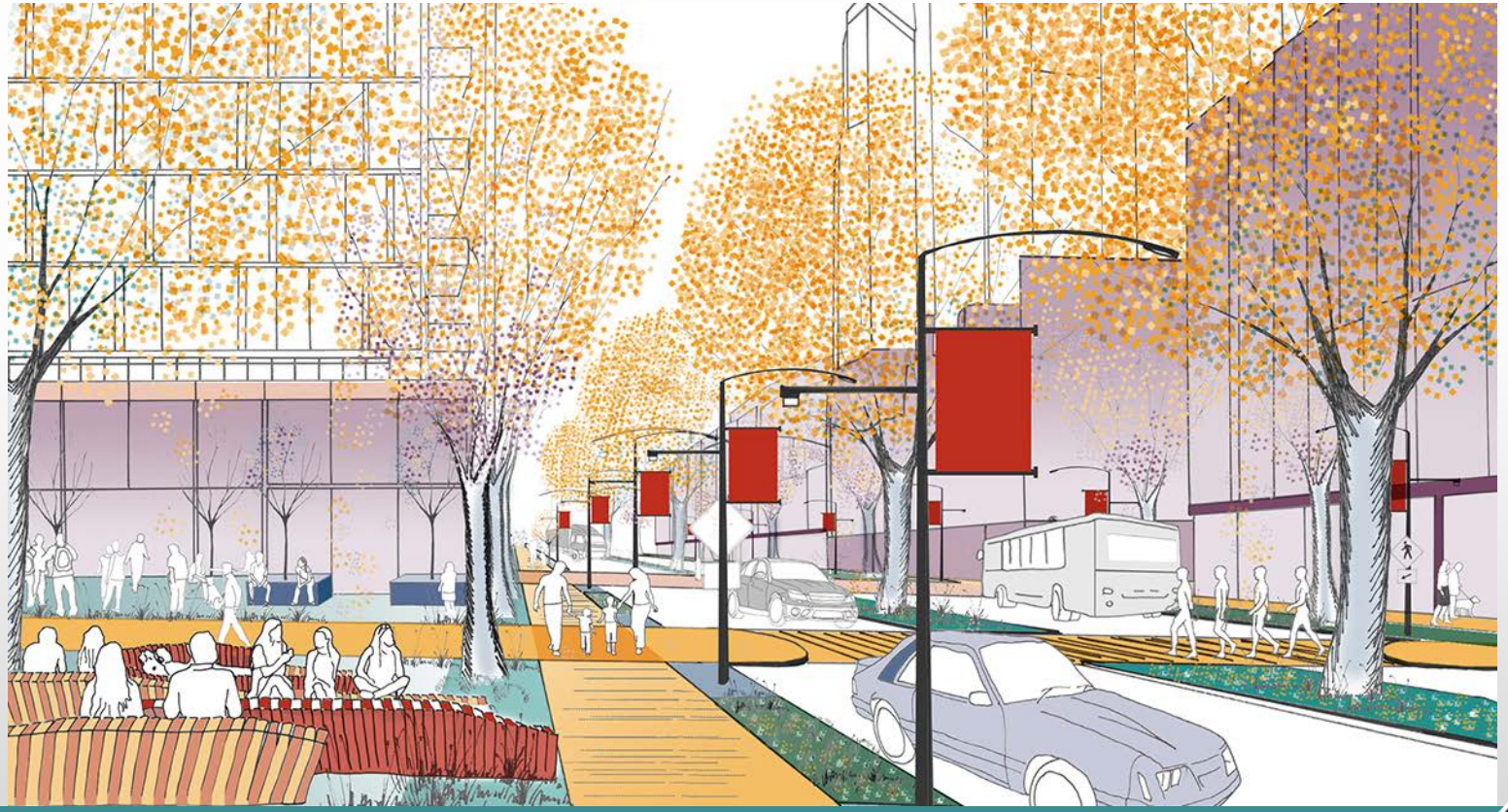
Innovation Quadrant



Resilient Central City



Street and Development Character



The “Green Loop”



LIVABILITY & THE PUBLIC REALM

Code references:

- 33.510.215
- 33.510.220
- 33.510.225
- 33.510.210
- 33.475.210
- 33.510.255



1) New street and development character code *(setbacks, ground floor windows, ground floor active uses, and design guidelines)*
2) New riverfront open space bonus
3) Expand river setback for recreation and habitat
4) Update large site master plan tool
5) Green Loop concept



JOBS

Code references:
- 33.510.119
- Transportation System Plan Updates
- Zoning Map
- 33.510.117

1) Expand industrial office uses in the Central Eastside
2) Clarify and improve freight routes
3) Expand areas zoned mixed use and greater commercial allowances





BONUSES, TRANSFERS & AFFORDABLE HOUSING

Code references:
- 33.510.200
- 33.510.210

1) Overhaul the bonus and transfer system
   - Repeal most existing bonuses and transfers
   - Prioritize affordable housing and seismic/historic preservation





TRANSPORTATION & PARKING

Code references:

- 33.510.261-262
- 33.808
- Transportation System Plan Updates
- 33.510.260

1) New Transportation System Plan (TSP) policies, maps and projects
2) Simplify parking code, and allow more flexible operation of structured parking
3) Require Transportation Demand Management (TDM) plans for new development
4) Designate the Central City as a Multimodal Mixed-Use Area (MMA)





HISTORIC RESOURCES & SEISMIC UPGRADES

Code references:

- 33.510.200
- Map 510-3
- 33.510.117
- 33.510.119



1) Expand historic transfer and require seismic reinforcement
2) Remove height bonus in historic districts
3) Add flexibility for commercial uses in industrial and residential zones



HEIGHT & VIEWS

Code references:
- 33.510.205
- 33.510.210
- 33.480
- Maps 510-3 & 4
- Map 510-20

1) Maintain most existing height pattern
   - Map 510-3 Maximum Heights
   - Map 510-4 Maximum Heights including bonuses
2) Increase heights along transit mall and bridgeheads
3) Modify height limits in view corridors
4) Earn greater height through bonuses





WILLAMETTE RIVER

Code references:

- 33.475
- 33.510.115



1) Establish new river overlay zoning code to include
   - Increased river setback
   - More flexible landscaping standard
   - New river environmental overlay zone on the river, riverbanks and riparian areas
   - Standards for common development types
2) Establish a new river review and repeal the current greenway review
3) Allow small retail spaces in Gov. Tom McCall Waterfront Park

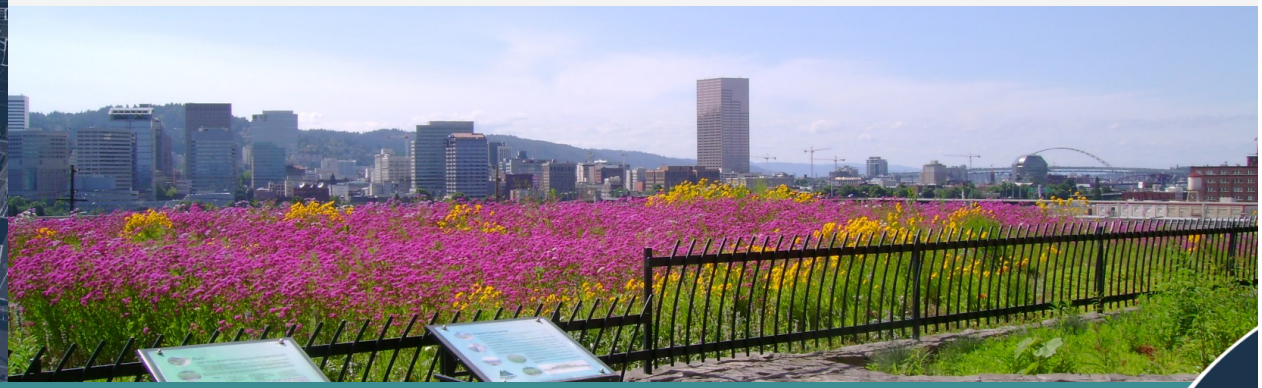


ENVIRONMENT

Code references:
- 33.510.243
- 33.510.244
- 33.475.210

1) Remove Ecoroof bonus and instead require ecoroofs
2) Require registration for LEED Gold
3) Create bird friendly lighting along riverfront





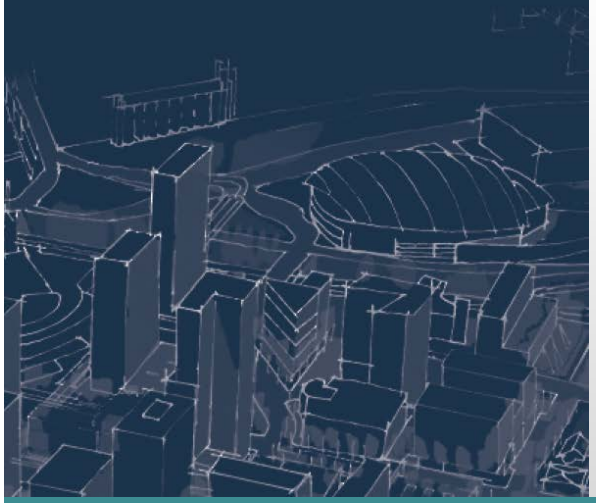
Next Steps

Proposed Draft: May 2016

Planning and Sustainability Commission Hearings: June 2016

Recommended Draft: August 2016

City Council Hearings: Fall 2016



Open Houses

City of Portland Lobby, 1900 SW 4th Ave
Wednesday Feb. 24, 4-7pm

Olympic Mills, 107 SE Washington St
March 2, 4-7pm

Willamette River Discussion, Oregon Maritime Museum
March 3, 9-11am

Discussion Draft Comments Due:

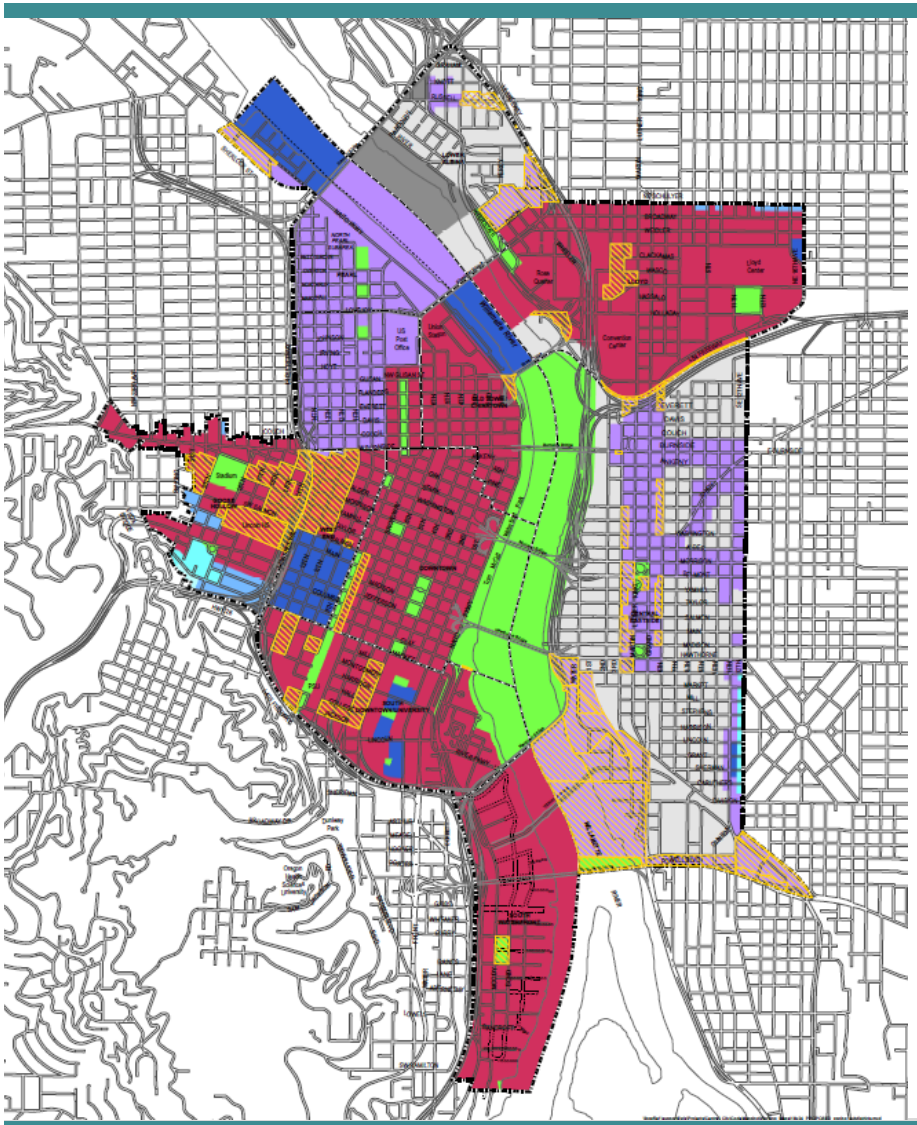
March 31



Additional Volume 2 Materials

- Height (510-3 and 510-4)
- View Corridors (510-20)
- Maximum FAR (510-2)
- River (e) Overlay
- Top of Bank (475-2)
- Parking Sectors (510-10) and Max. Parking Ratios Table (510-2)
- Required Master Plan Sites (510-19)
- Sample of Transportation System Plan Designation Maps

Proposed Zoning Changes Highlighted



Legend

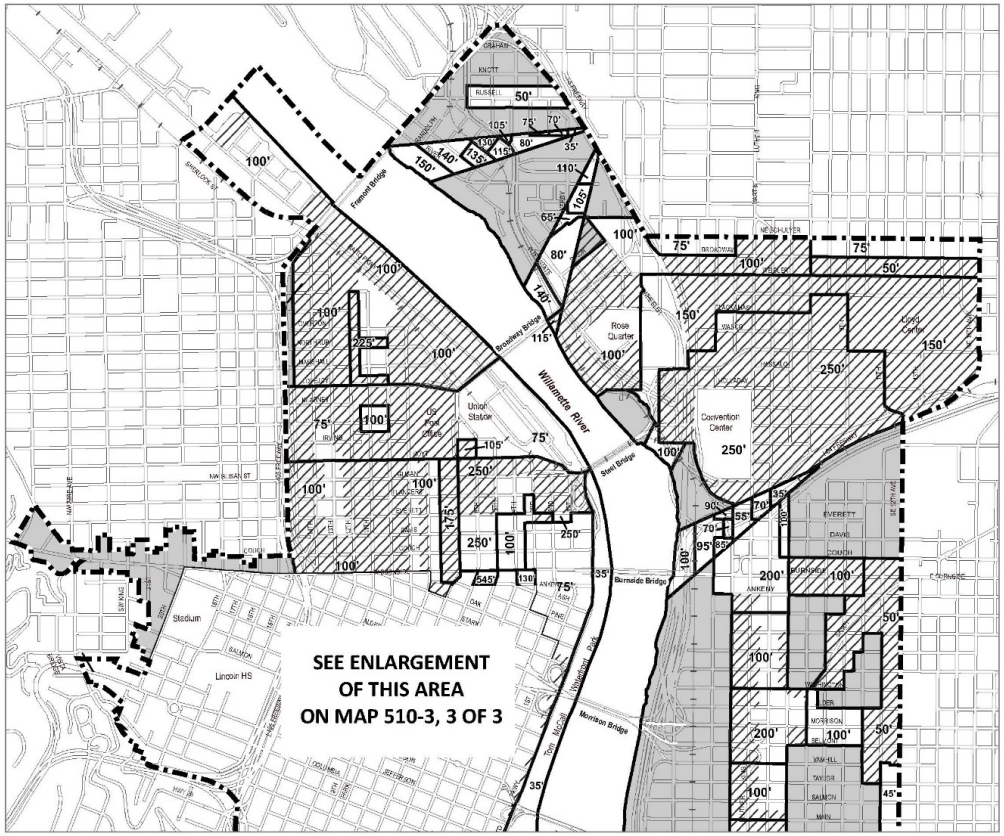
- Central City Plan District
- Subdistrict boundary
- Subarea boundary
- Area of change
- Open Space (OS)
- Low Density Multi-Dwelling Residential 2,000 (R2)
- Medium Density Multi-Dwelling Residential 1,000 (R1)
- High Density Multi-Dwelling Residential (RH)
- Central Multi-Dwelling Residential (RX)
- Central Commercial (CX)
- Central Employment (EX)
- General Industrial 1 (IG1)
- Heavy Industrial (IH)
- IG1(EXd)
- Proposed right-of-way
- Proposed accessways

Draft Maximum Heights

Map 510-3

Map 1 of 3

Map Revised Xxxxx XX, 201X



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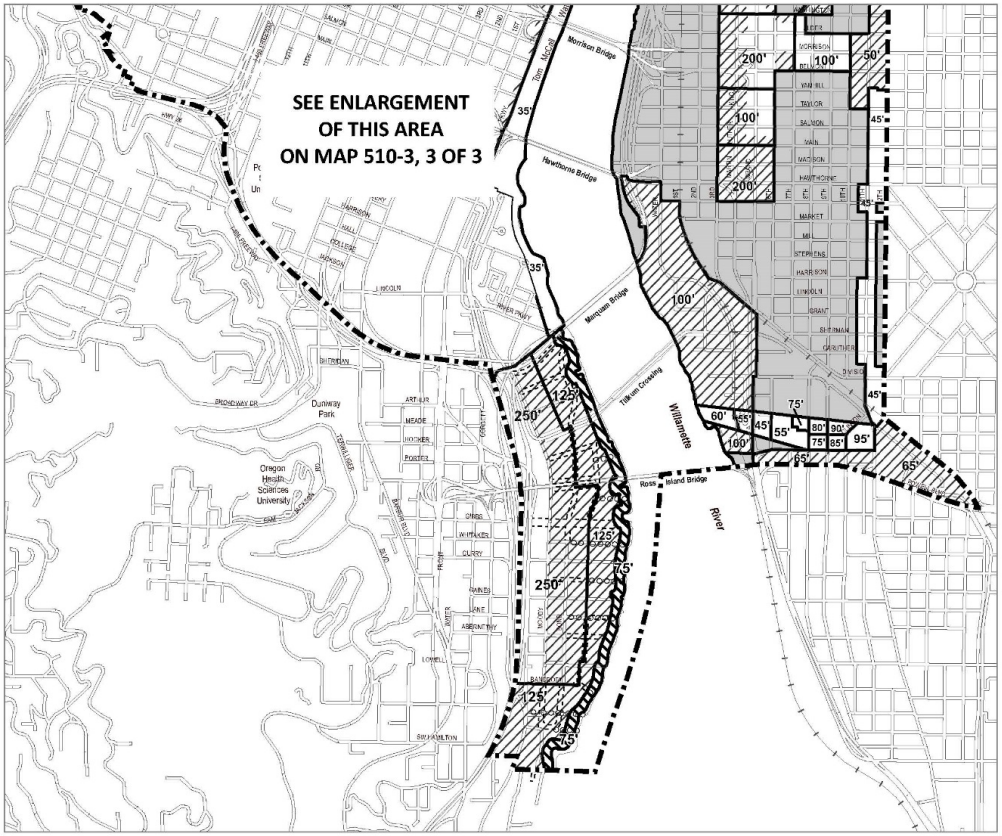
Draft Maximum Heights

Map 510-3

Map 2 of 3

Map Revised Xxxxx XX, 201X



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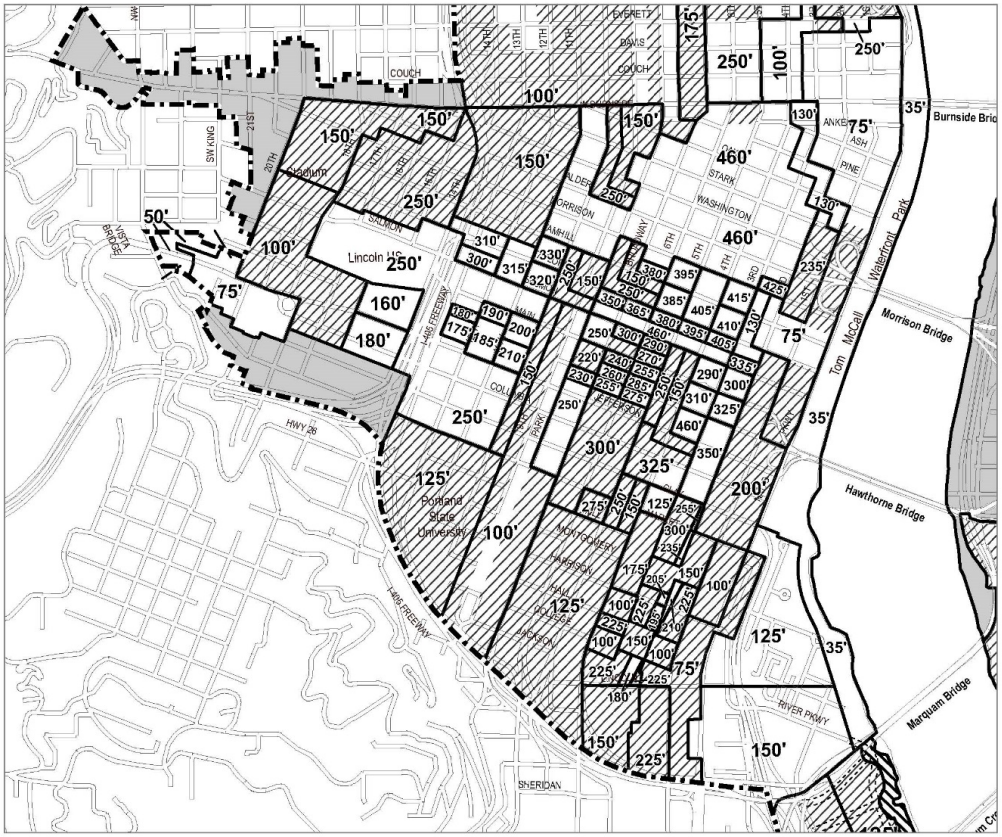
Draft Maximum Heights

Map 510-3

Map 3 of 3

Map Revised Xxxxx XX, 201X



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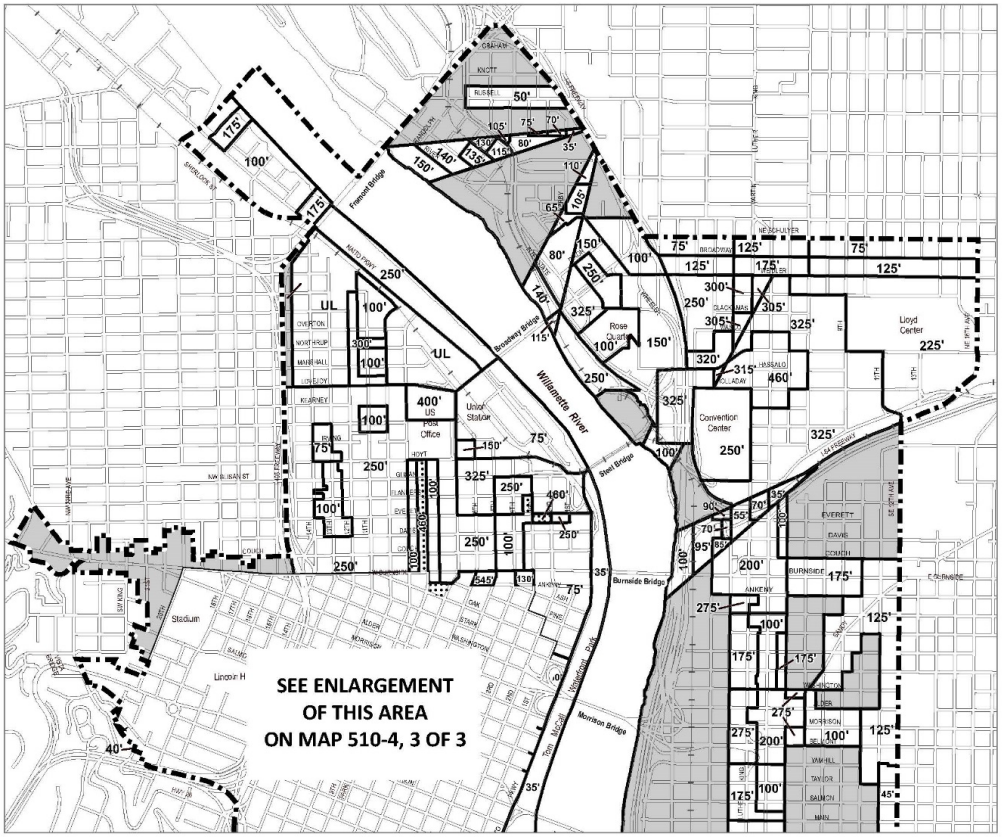
Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 1 of 3

Map Revised Xxxxx XX, 201X



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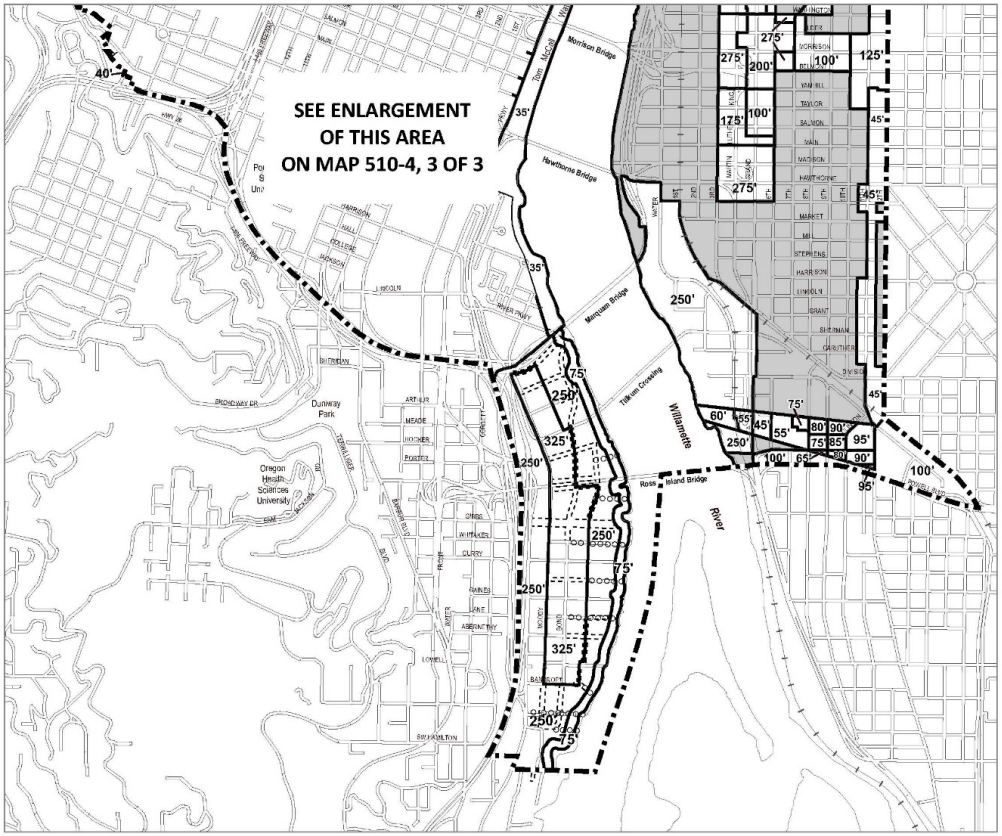
- UL — Unlimited height allowed

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 2 of 3

Map Revised Xxxxx XX, 201X



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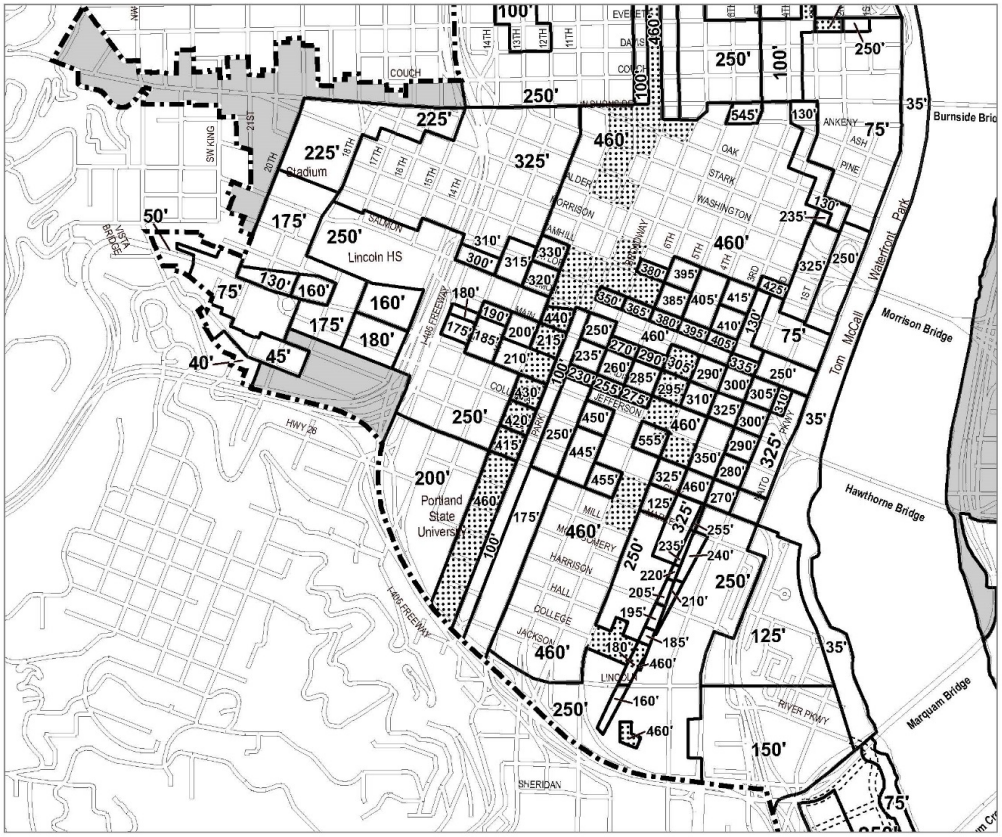
Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 3 of 3

Map Revised Xxxxx XX, 201X

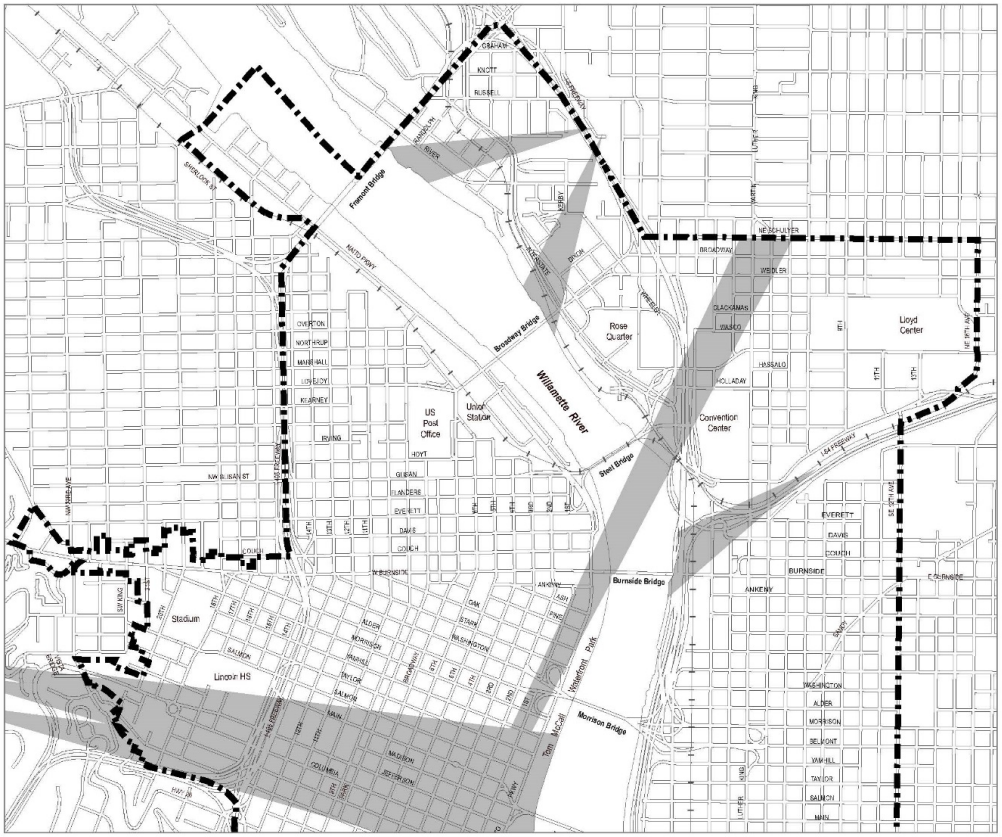


Draft View Corridor Areas

Map 510-20

Map 1 of 2

Map Revised Xxxxx X, 201X



Legend

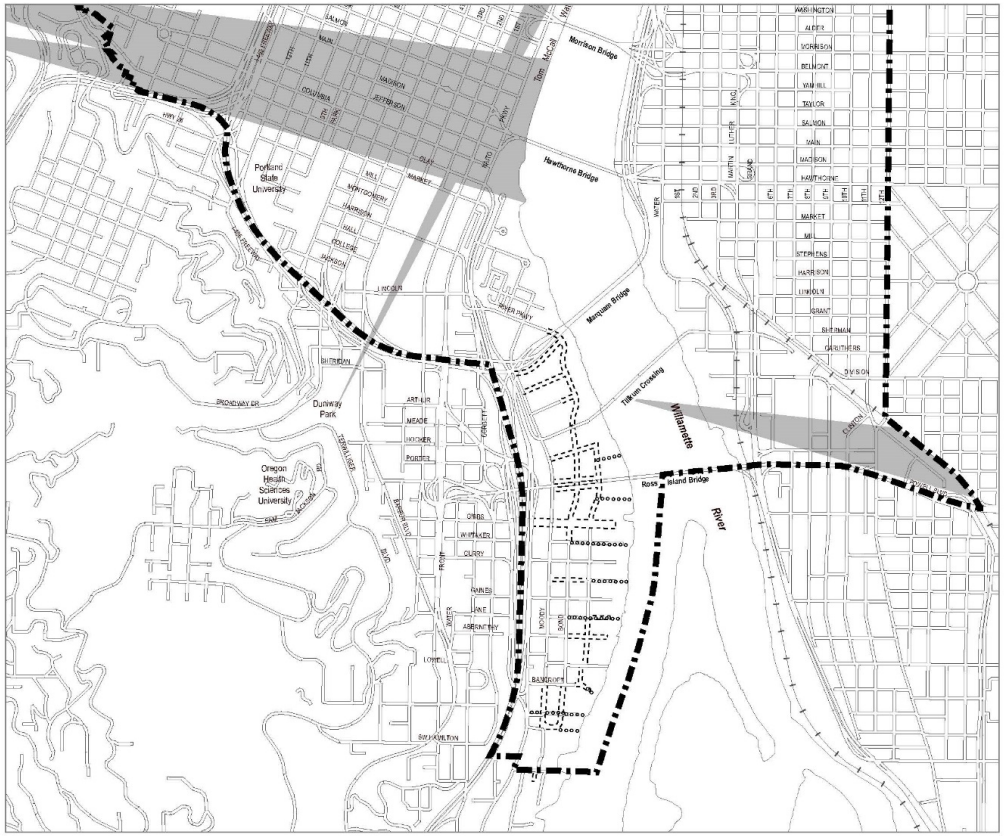
- Central City Plan District boundary
- Areas within Scenic View Corridors
- Proposed right-of-way
- Proposed accessway

Draft View Corridor Areas

Map 510-20

Map 2 of 2

Map Revised Xxxxx X, 201X



Legend

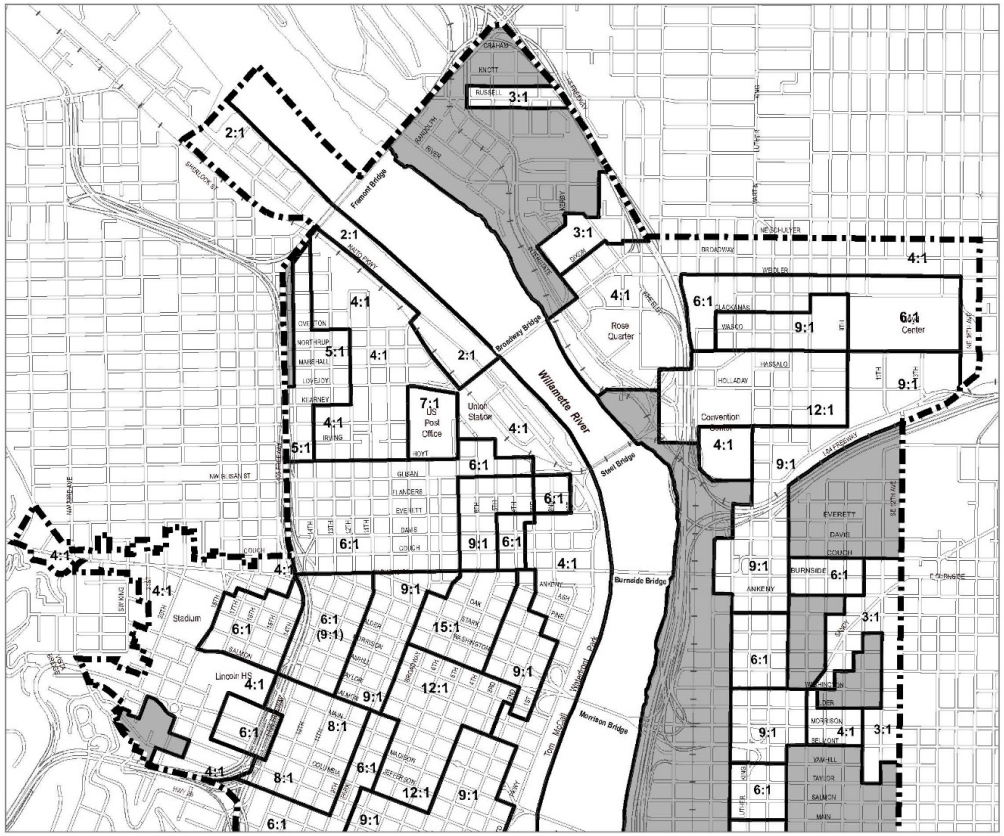
- Central City Plan District boundary
- Areas within Scenic View Corridors
- Proposed right-of-way
- Proposed accessway

Draft Maximum Floor Area Ratios

Map 510-2

Map 1 of 2

Map Revised Xxxx XX, 201X



Legend

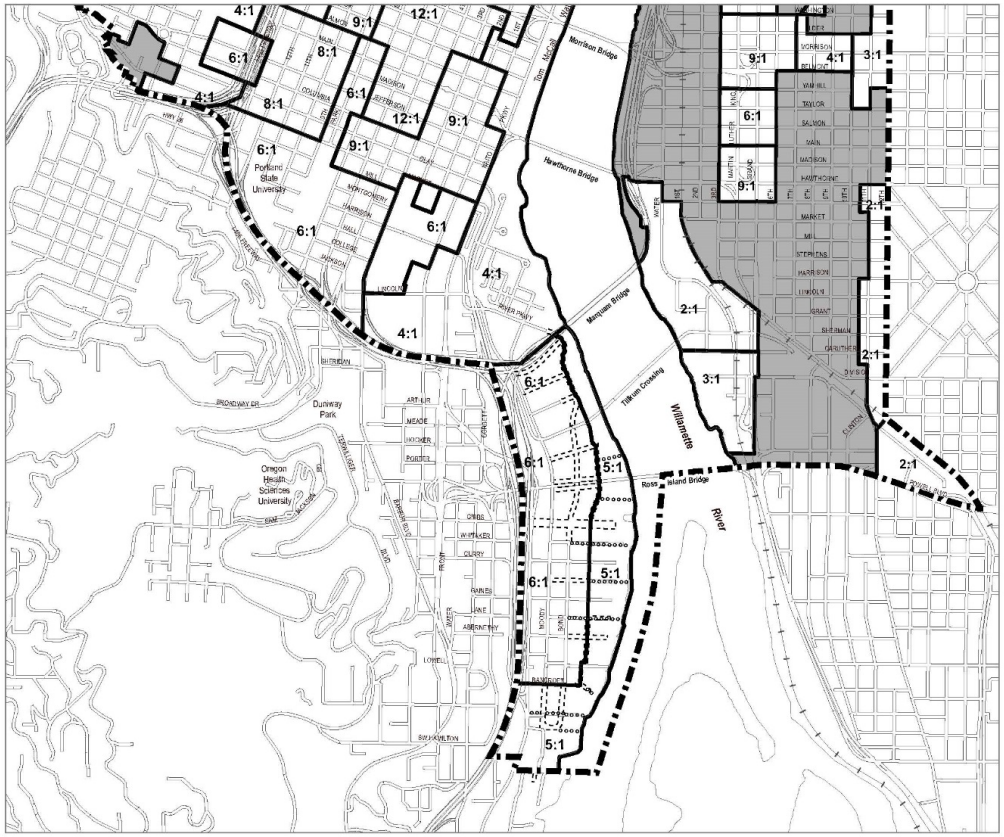
- Central City Plan District boundary
- Maximum FAR area boundary
- Area where floor area ratio (FAR) is determined by base zone
- Proposed right-of-way
- Proposed accessway
- **X:Y** Maximum FAR
  - **X** = Gross square foot of building
  - **Y** = Square foot of site
- **(X:Y)** Residential maximum FAR

Draft Maximum Floor Area Ratios

Map 510-2

Map 2 of 2

Map Revised Xxxx XX, 201X



Legend

- Central City Plan District boundary
- Maximum FAR area boundary
- Area where floor area ratio (FAR) is determined by base zone
- Proposed right-of-way
- Proposed accessway
- **X:Y** Maximum FAR
  - **X** = Gross square foot of building
  - **Y** = Square foot of site
- **(X:Y)** Residential maximum FAR

Draft Central Reach River Environmental Overlay Zone

Map 1

February 1, 2016



Draft Central Reach River Environmental Overlay Zone

Map 2

February 1, 2016



Top-of-Bank

DRAFT

Map 475-2

Map 1 of 3

Map Revised Xxxxx X, 2015



Central City Plan District Boundary

Top-of-Bank

Top-of-Bank

DRAFT Map 475-2

Map 2 of 3

Map Revised Xxxxx X, 2015



Central City Plan District Boundary

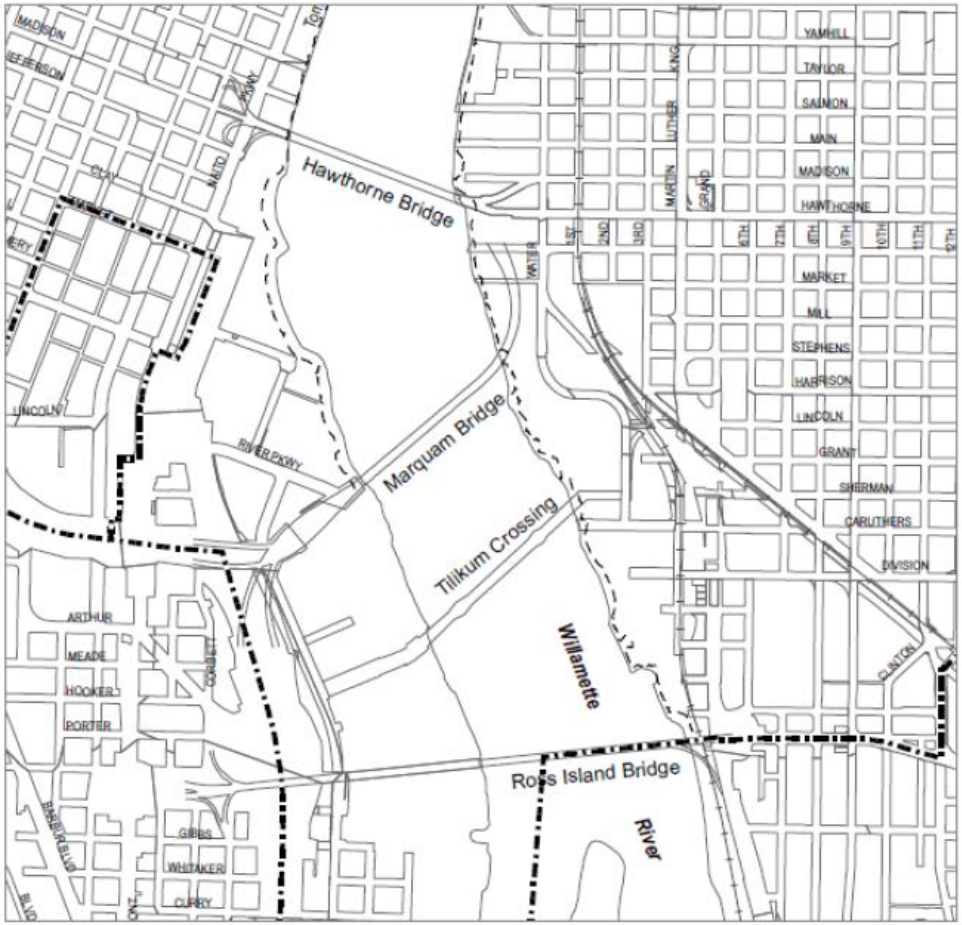
Top-of-Bank

Top-of-Bank

DRAFT Map 475-2

Map 3 of 3

Map Revised Xxxxx X, 2015



Central City Plan District Boundary

Top-of-Bank

Draft Parking Sectors

Map 510-10

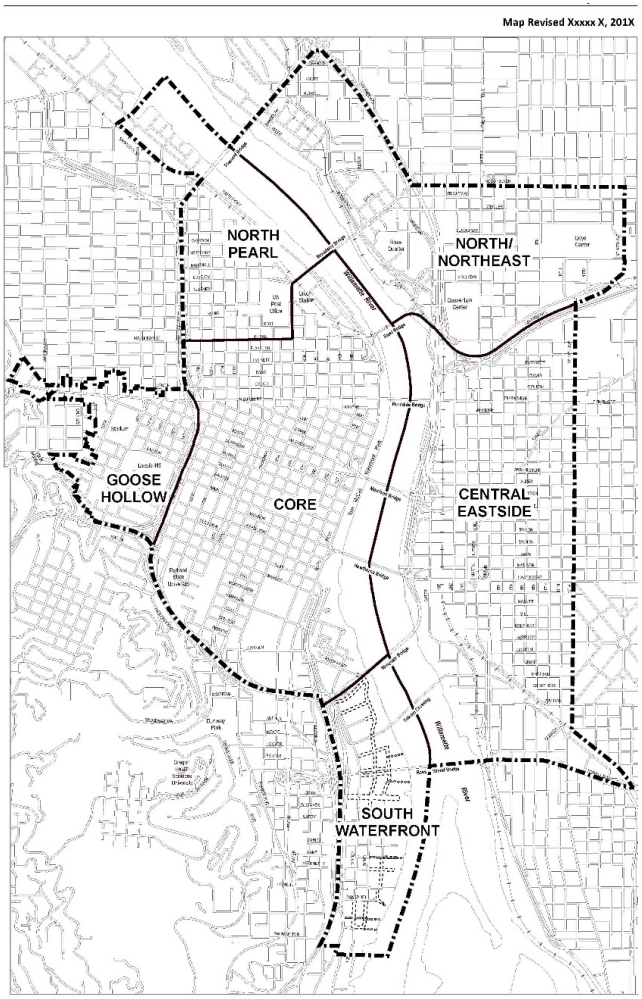


Table 510-2
Maximum Parking Ratios[1]

Uses	Parking Sectors					
	Central Eastside	Core	Goose Hollow	North/Northeast	North Pearl	South Waterfront
Office, Retail Sales/Service, Schools/Colleges	2.0	1.0	1.5	1.35	1.5	2.0
Medical Center	2.0	1.5	1.5	1.35	1.5	2.0
Industrial	2.0	1.0	1.0	2.0	1.0	1.0
Religious/Theater	0.25	0.25	0.25	0.25	0.25	0.25
Residential	1.2	1.2	1.2	1.2	1.2	1.2
Hotels	1.0	1.0	1.0	1.0	1.0	1.0

[1] Maximum ratios are per 1,000 square feet of net building area for non-residential/hotel uses; per dwelling unit or hotel room for residential/hotel uses

Legend

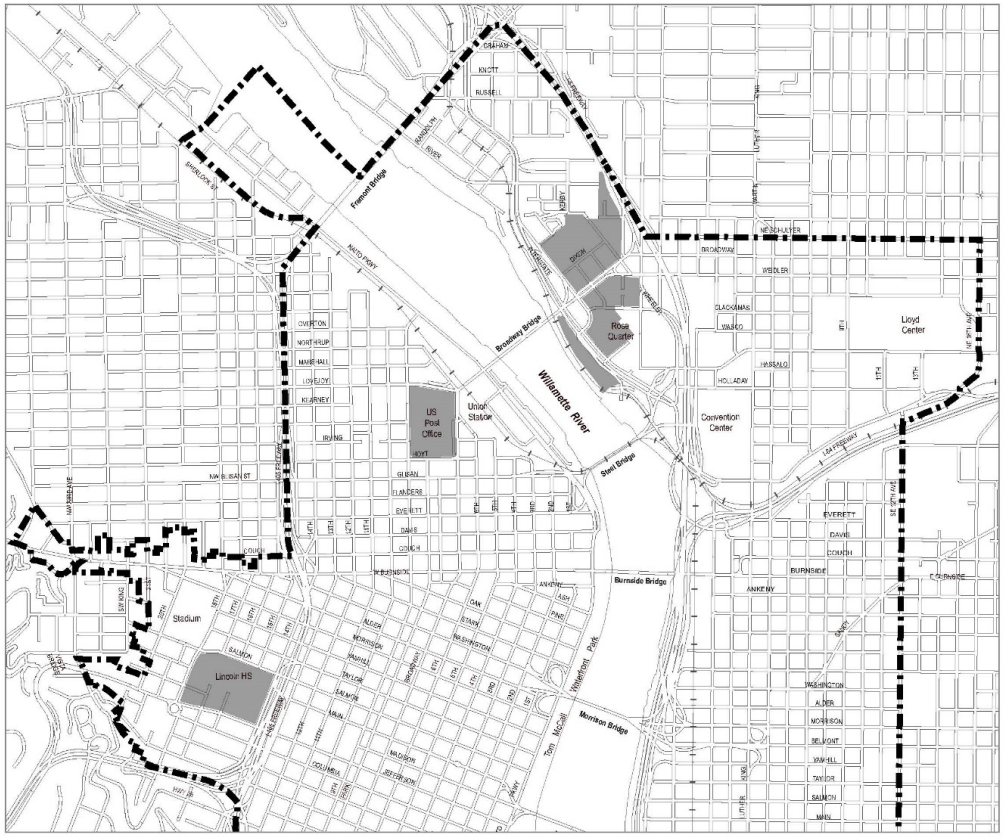
- Central City Plan District boundary
- Sector boundary
- Proposed right-of-way
- Proposed accessway

Draft Required Master Plan Sites

Map 510-19

Map 1 of 2

Map Revised Xxxxx XX 201X



Legend

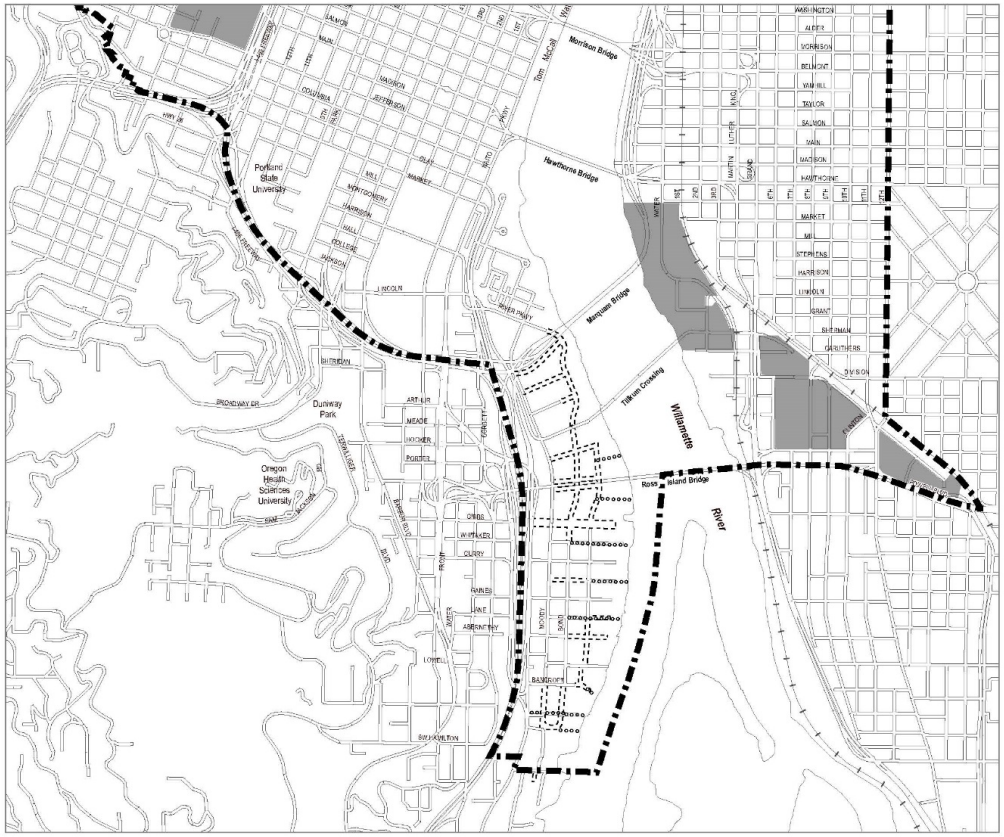
- Central City Plan District boundary
- Required Master Plan Sites
- Proposed right-of-way
- Proposed accessway

Draft Required Master Plan Sites

Map 510-19

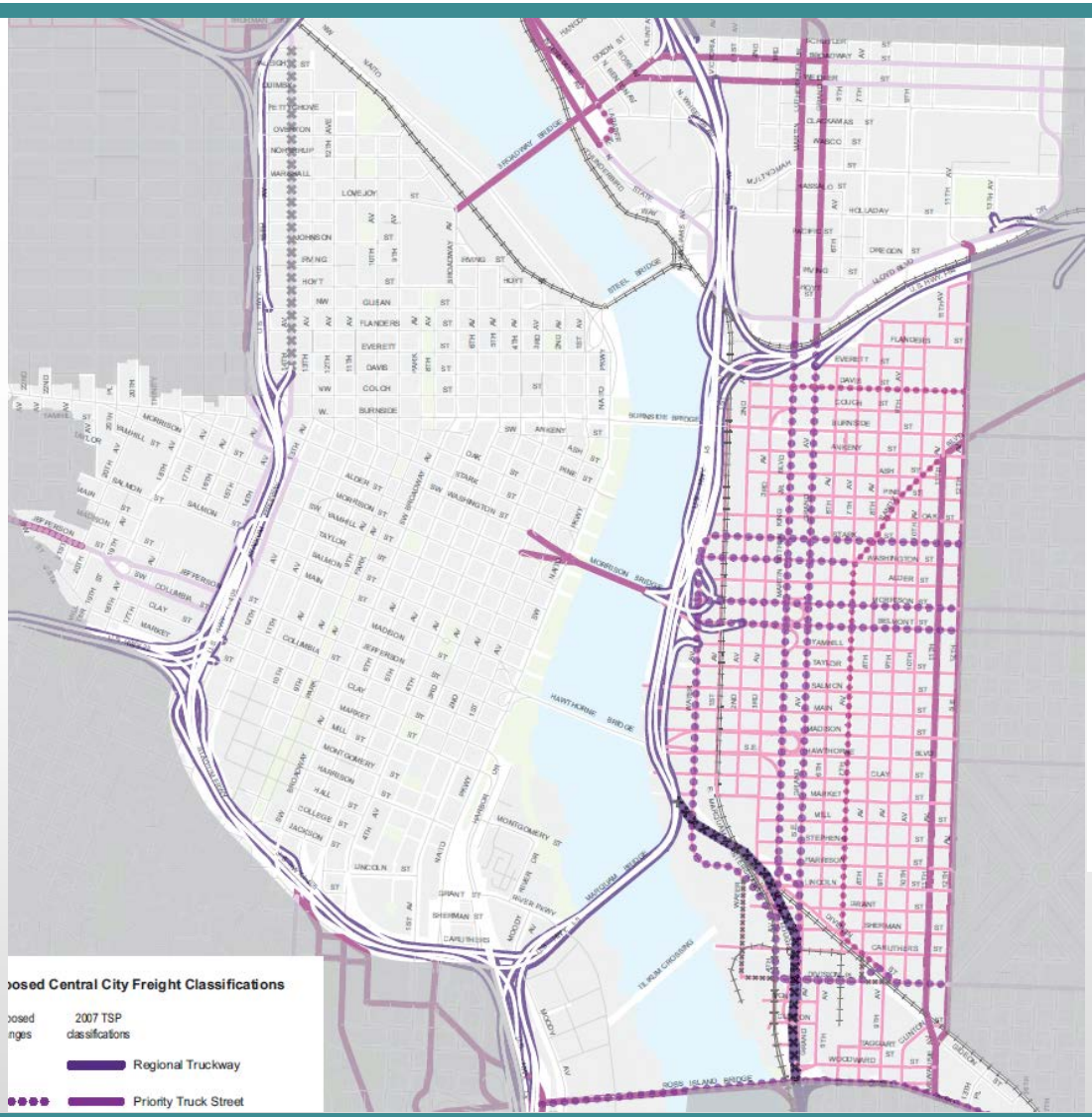
Map 2 of 2

Map Revised Xxxxx XX 201X



Legend

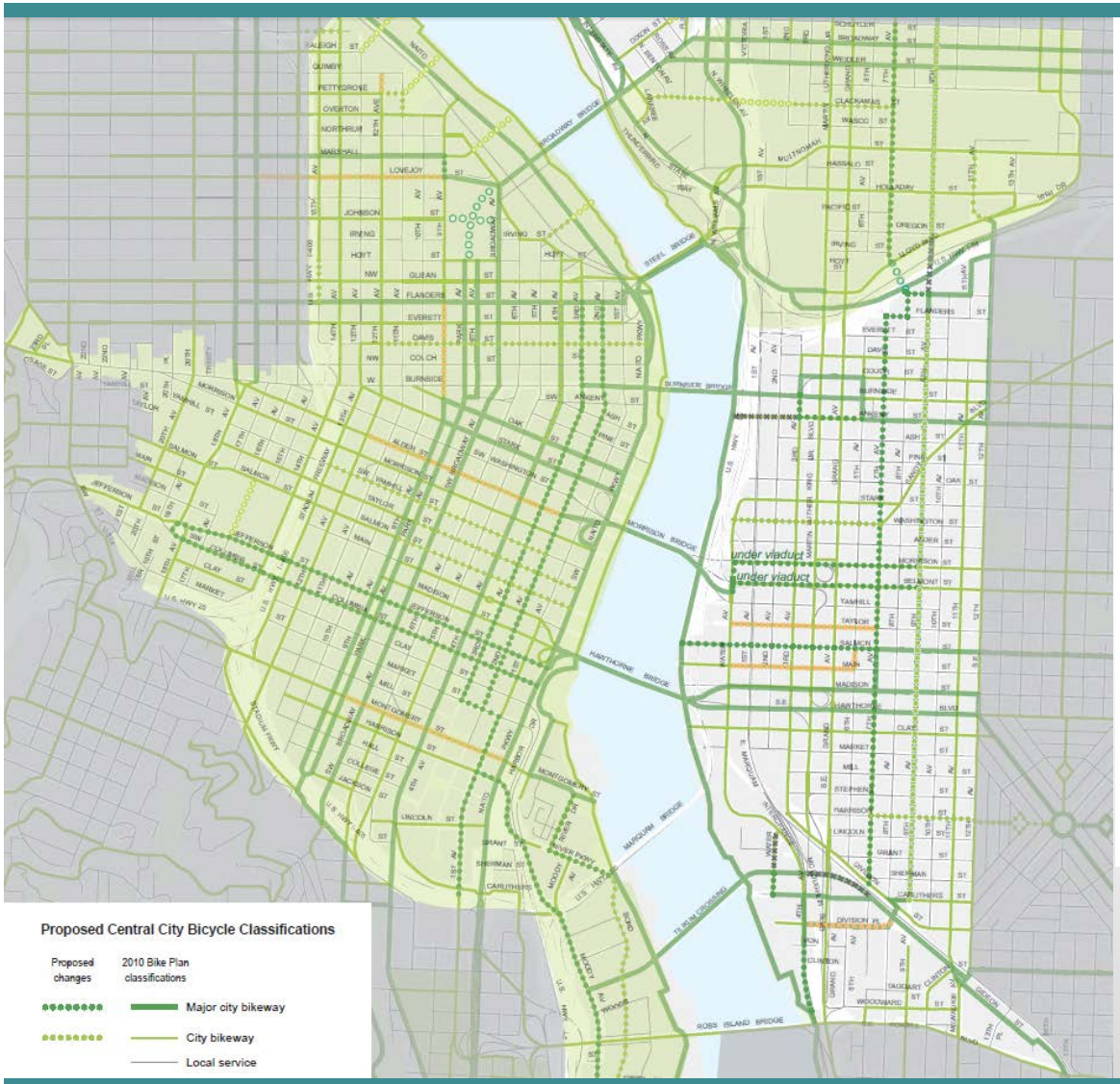
- Central City Plan District boundary
- Required Master Plan Sites
- Proposed right-of-way
- Proposed accessway



TSP
Freight Classifications

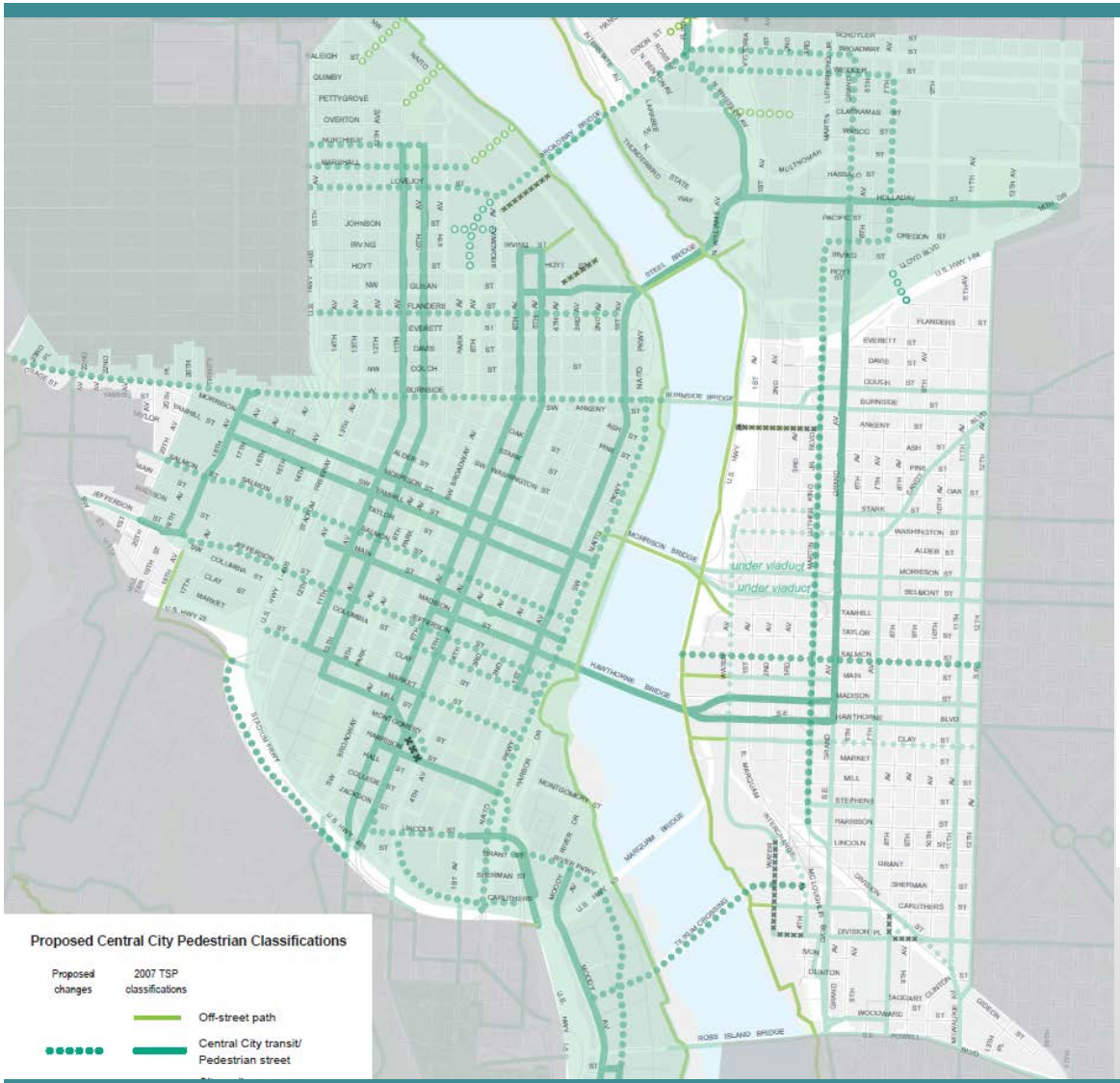
Proposed changes | 2007 TSP classifications

- Regional Truckway
- Priority Truck Street
- Major Truck Street
- Truck Access Street
- Freight District Street
- Local Service Truck Street
- Railroad Main Line
- Railroad Branch Line
- Remove



TSP
Bicycle Classifications

Proposed changes	2010 Bike Plan classifications
●●●●●●●●	Major city bikeway
●●●●●●●●	City bikeway
	Local service
	Bicycle district
○○○○○○	New connection, e.g. bridge
✕✕✕✕✕✕✕✕	Change to local service
✕✕✕✕✕✕✕✕	Remove

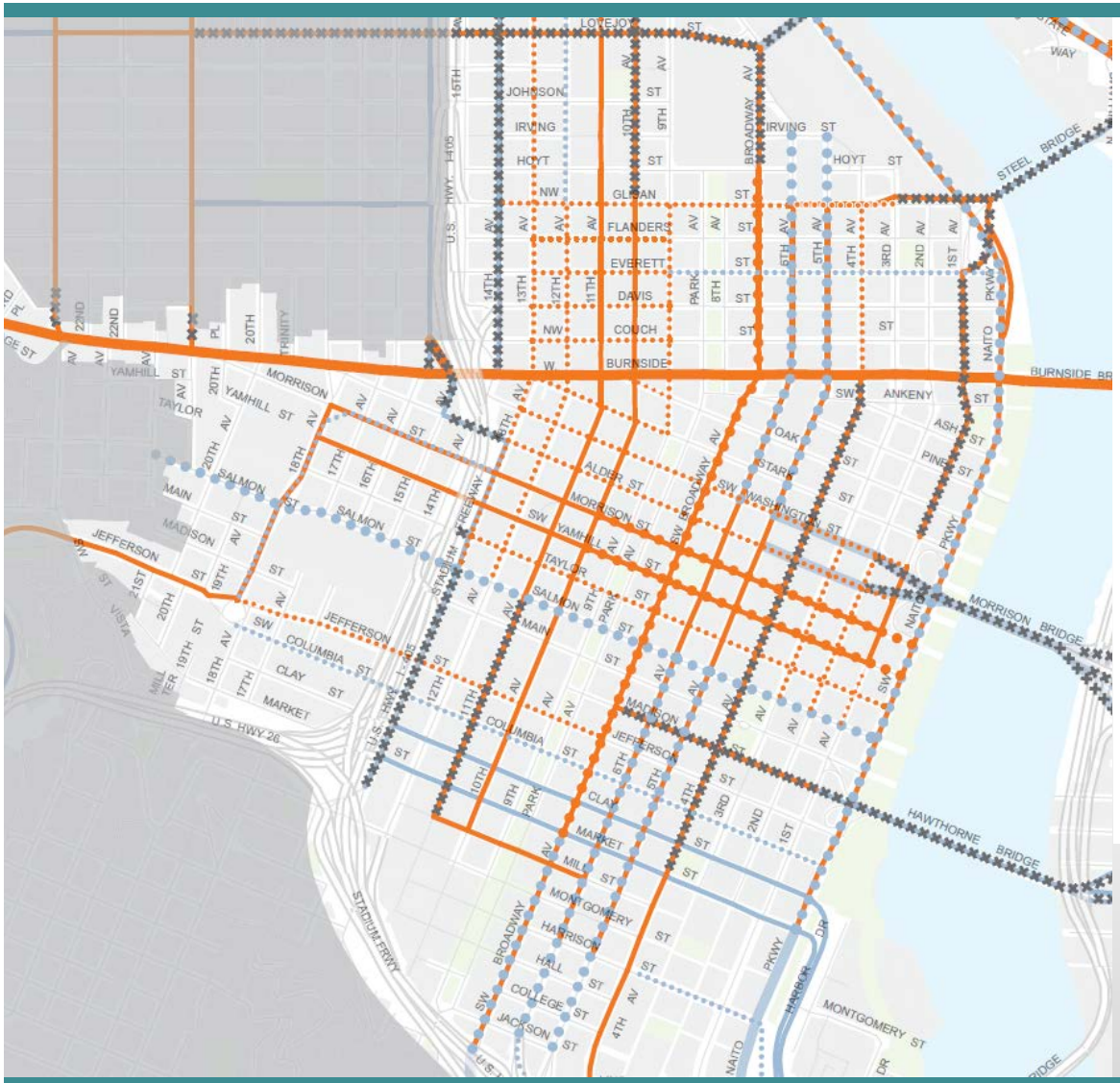


TSP
Pedestrian Classifications

Proposed changes | 2007 TSP classifications

- Off-street path
- Central City transit/ Pedestrian street
- City walkway
- Pedestrian district, ***all streets in these areas are city walkways***
- Local access
- New connection
- Remove

32201



TSP
Street Design Classifications

Proposed changes

2007 TSP classifications

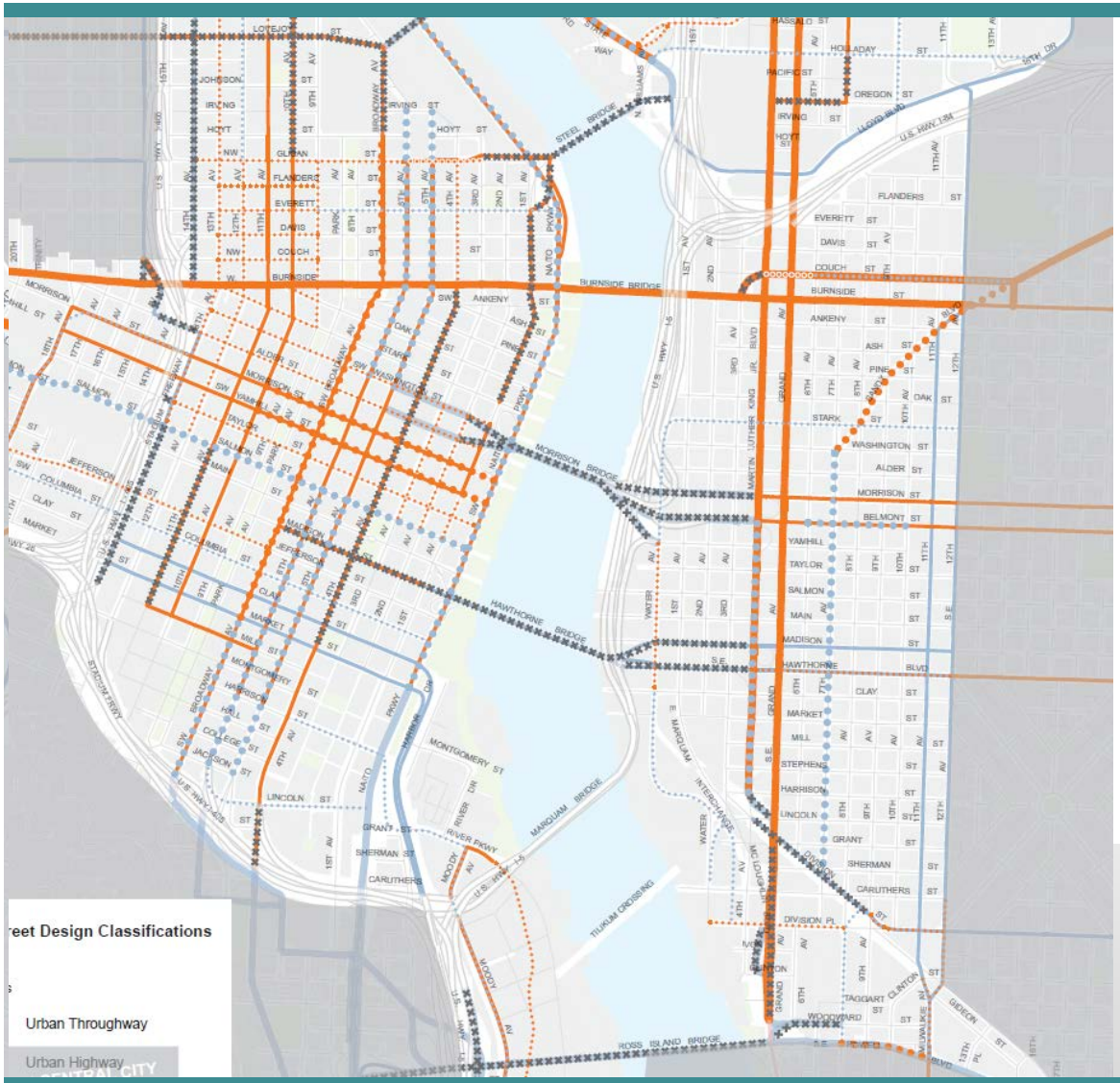
- Urban Throughway
- Urban Highway
- Urban Road

NOT IN CENTRAL CITY

Main Streets
- Civic
- District

Corridors
- Civic
- District

- Remove



TSP
Street Design Classifications

Proposed changes

2007 TSP classifications

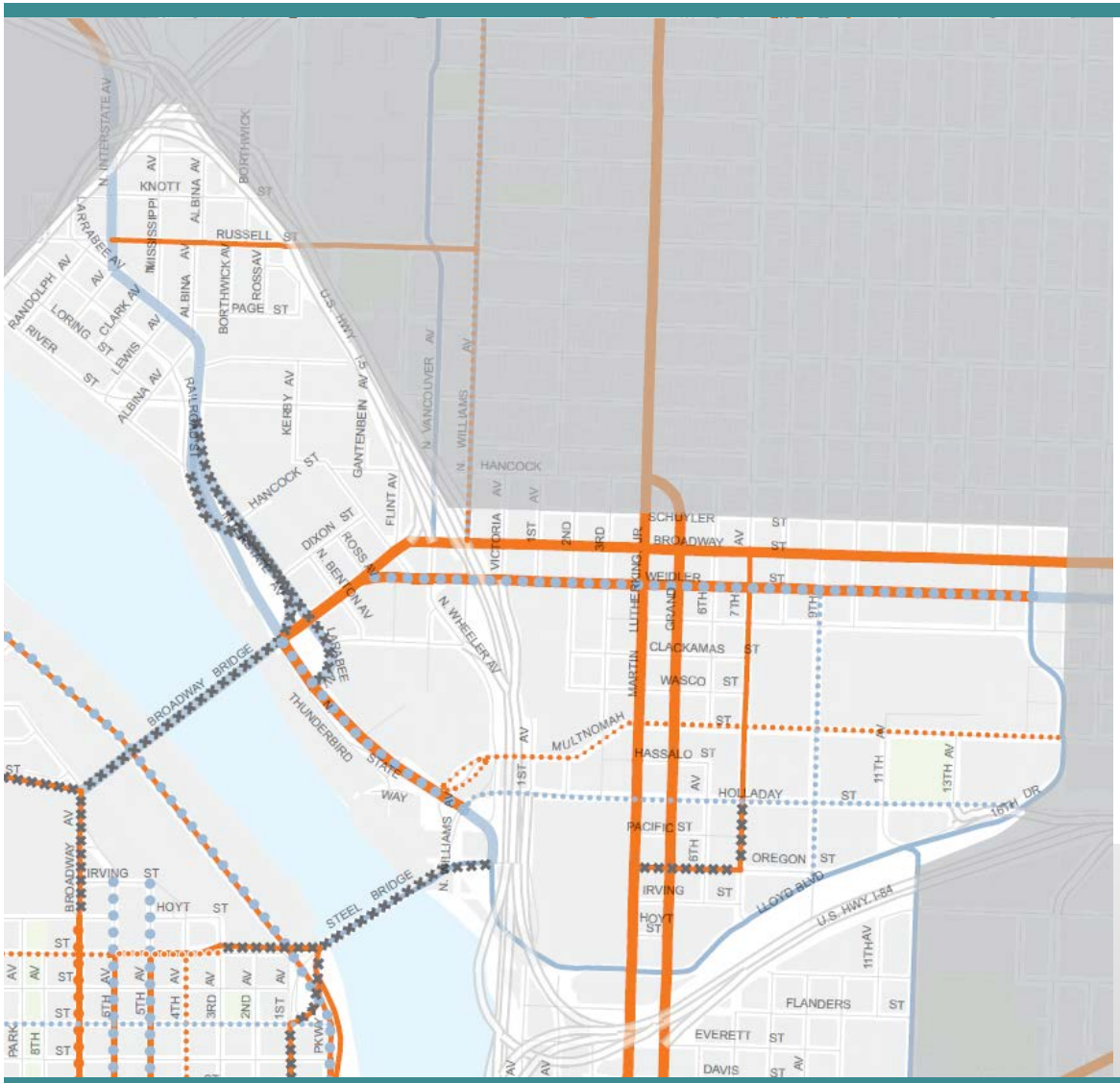
- Urban Throughway
- Urban Highway
- NOT IN CENTRAL CITY
- Urban Road

Main Streets
- Civic
- District

Corridors
- Civic
- District

- Remove

TSP
Street Design Classifications



Proposed changes

2007 TSP classifications

- Urban Throughway
- Urban Highway
- Urban Road

Main Streets
- Civic
- District

Corridors
- Civic
- District

- Remove

Scenic Views/Heights

- Scenic Resources Protection Plan, Inventory see Volume 3:Inventories https://www.portlandoregon.gov/bps/70001
- Proposed Map 510-3 (3 of 3), *Draft Maximum Heights* and Proposed 510-4 (3 of 3), *Draft Maximum Heights including Eligible Height Increases*
- 33.480 *Scenic Resources Zones*

Required Residential Development Area

- Relevant Code section: 33.510.230 *Required Residential Development Areas*
- Relevant map: Proposed Map 510-6 (1 of 2), *Draft Special Residential Use Areas*, hatched areas

Lincoln High School Master Plan

- Relevant Code sections: 33.510.255 *Central City Master Plans* and 33.510.256 *Additional Standards for Sites Requiring Central City Master Plans*
- Relevant map: Proposed Map 510-19 *Required Master Plan Sites* (1 of 2)

The Hollow

- Volume 1: Goals and Policies, see *POLICY 1.GH-1 The Hollow*.

CC2035 Presentation and Discussion: Goose Hollow

30 mins on agenda

1. Introductions **SALLIE**

2. How we got here: Concept Plan and quadrant planning **SALLIE**

3. Overview of Discussion Draft CC2035 Plan organization **NICHOLAS**
    - Vol. 1: Goals and Policies, how organized
    - Vol. 2: Code, 33.510 plus River sections
    - Vol. 3: Inventories
    - Vol. 4: Background materials
    - Vol. 5: work plans, targets and performance measures

4. Highlights of plan content, 4-pager "What does the plan say about …" **NICHOLAS**

5. Goose Hollow-related highlights **KATHRYN**
    - Scenic resource inventory/height limits
    - Required Residential
    - The "Hollow" rename
    - Lincoln High School Master Plan

6. Next steps, public events, schedule **KATHRYN**
    - Comments due March 31

7. Q and A **ALL**


CENTRALCITY
2035
Portland Business Alliance
February 16, 2016
Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

Purpose of the Briefing

- Provide an overview of the multi-volume Discussion Draft CC2035 Plan
- Summarize major code changes by 8 topic areas
- Let you know how you can provide comments
- Answer questions



The CC2035 Discussion Draft

- Updates the 1988 Central City Plan
- Builds on five years of work with over 8,000 Portlanders
- Lays the groundwork for a prosperous healthy, equitable and resilient Central City



Learn more

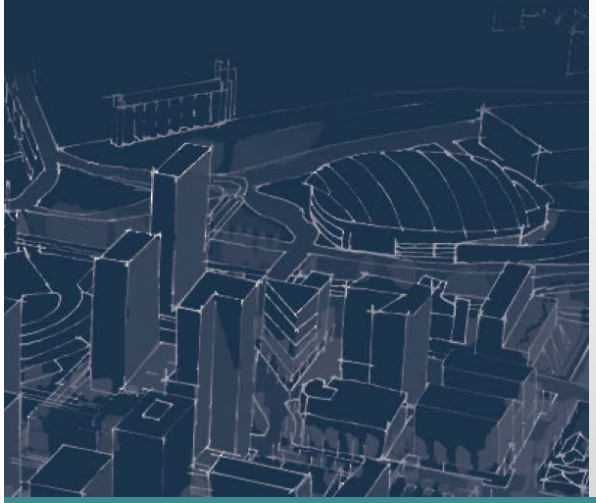
Visit website

Explore Map App

Attend open houses

Stop by during drop in hours

Contact staff



CC2035 Plan

Volume 1: Goals and Policies

Volume 2: Zoning Code and Map Amendments

Volume 3: Inventories

Volume 4: Background Materials

Volume 5: Implementation Plan



LIVABILITY & THE PUBLIC REALM

Code references:

- 33.510.215
- 33.510.220
- 33.510.225
- 33.510.210
- 33.475.210
- 33.510.255



1) New street and development character code *(setbacks, ground floor windows, ground floor active uses, and design guidelines)*
2) New riverfront open space bonus
3) Expand river setback for recreation and habitat
4) Update large site master plan tool
5) Green Loop concept



JOBS

Code references:
- 33.510.119
- Transportation System Plan Updates
- Zoning Map
- 33.510.117

1) Expand industrial office uses in the Central Eastside
2) Clarify and improve freight routes
3) Expand areas zoned mixed use and greater commercial allowances



BONUSES, TRANSFERS & AFFORDABLE HOUSING

Code references:
- 33.510.200
- 33.510.210



1) Overhaul the bonus and transfer system
   - Repeal most existing bonuses and transfers
   - Prioritize affordable housing and seismic/historic preservation, riverfront open space



TRANSPORTATION & PARKING

Code references:

- 33.510.261-262
- 33.808
- Transportation System Plan Updates
- 33.510.260



1) New Transportation System Plan (TSP) policies, maps and projects
2) Simplify parking code, and allow more flexible operation of structured parking
3) Require Transportation Demand Management (TDM) plans for new development
4) Designate the Central City as a Multimodal Mixed-Use Area (MMA)



HEIGHT & VIEWS

Code references:
- 33.510.205
- 33.510.210
- 33.480
- Maps 510-3 & 4
- Map 510-20

1) Maintain most existing height pattern
   - Map 510-3 Maximum Heights
   - Map 510-4 Maximum Heights including bonuses
2) Increase heights along transit mall and bridgeheads
3) Modify height limits in view corridors
4) Earn greater height through bonuses





WILLAMETTE RIVER

Code references:
- 33.475
- 33.510.115

1) Establish new river overlay zoning code to include
   - Increased river setback
   - More flexible landscaping standard
   - New river environmental overlay zone on the river, riverbanks and riparian areas
   - Standards for common development types
2) Establish a new river review and repeal the current greenway review
3) Allow small retail spaces in Gov. Tom McCall Waterfront Park





HISTORIC RESOURCES & SEISMIC UPGRADES

Code references:

- 33.510.200
- Map 510-3
- 33.510.117
- 33.510.119



1) Expand historic transfer and require seismic reinforcement
2) Remove height bonus in historic districts
3) Add flexibility for commercial uses in industrial and residential zones



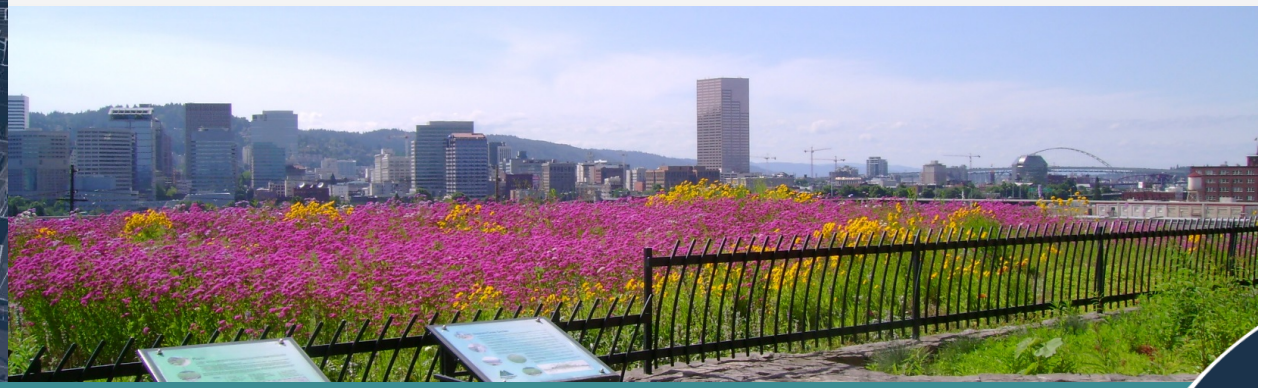
ENVIRONMENT

Code references:

- 33.510.243
- 33.510.244
- 33.475.210

1) Remove Ecoroof bonus and instead require ecoroofs
2) Require registration for LEED Gold
3) Create bird friendly lighting along riverfront
4) Monitor and adapt to climate change and natural hazards





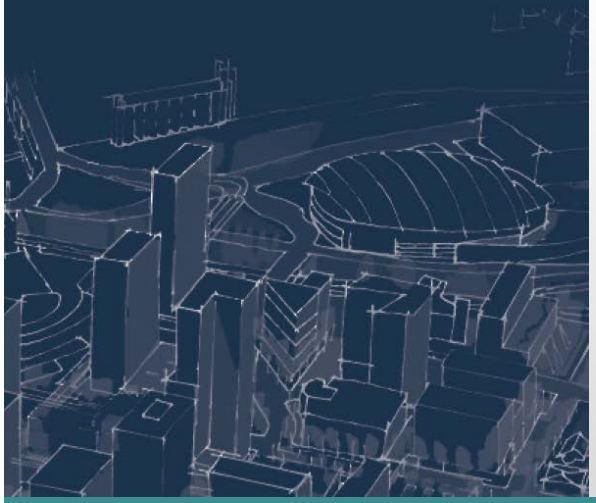
Next Steps

Proposed Draft: May 2016

Planning and Sustainability Commission Hearings: June 2016

Recommended Draft: August 2016

City Council Hearings: Fall 2016



Open Houses

City of Portland Lobby, 1900 SW 4th Ave
Wednesday Feb. 24, 4-7pm

Olympic Mills, 107 SE Washington St
March 2, 4-7pm

Discussion Draft Comments Due:

March 31

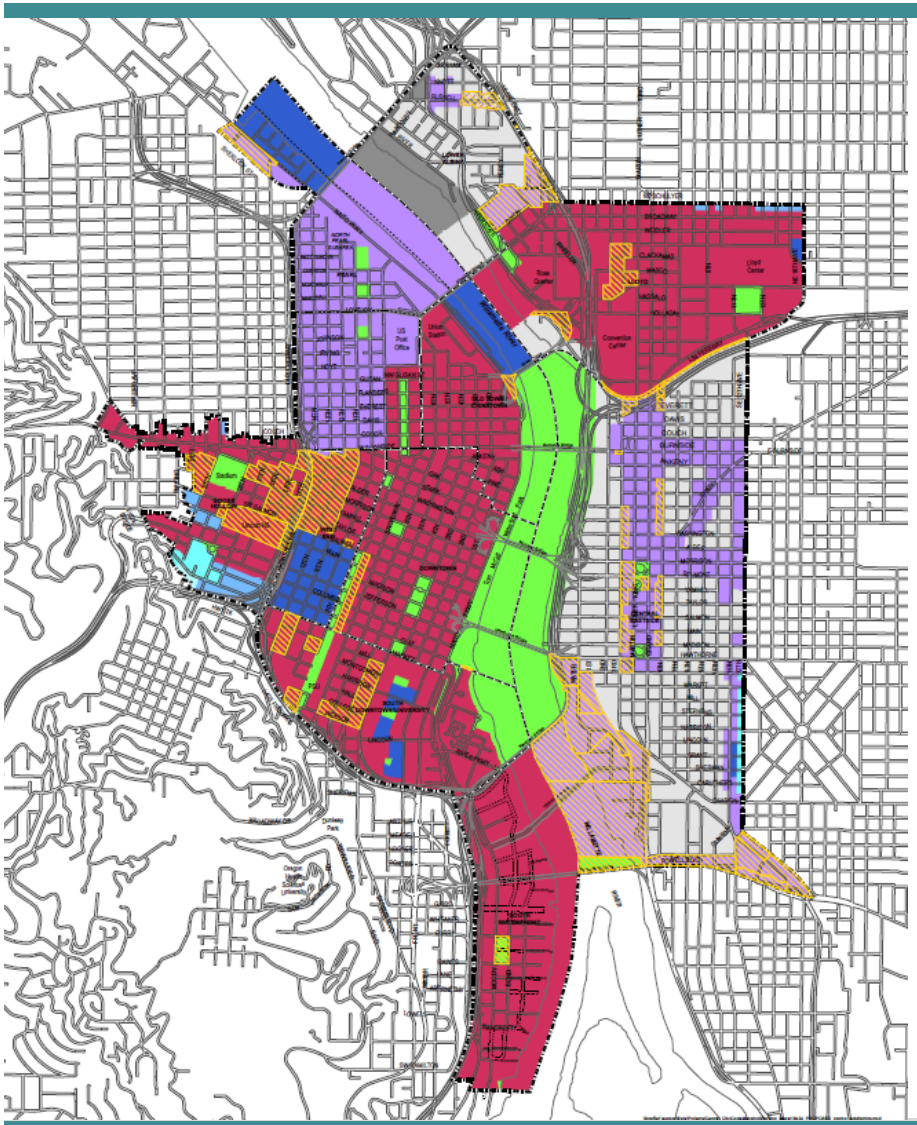
>> Visit: www.portlandoregon.gov/bps/cc2035



Additional Volume 2 Materials

- Height (510-3 and 510-4)
- View Corridors (510-20)
- Maximum FAR (510-2)
- River (e) Overlay
- Top of Bank (475-2)
- Parking Sectors (510-10) and Max. Parking Ratios Table (510-2)
- Required Master Plan Sites (510-19)
- Sample of Transportation System Plan Designation Maps

Proposed Zoning Changes Highlighted



Legend

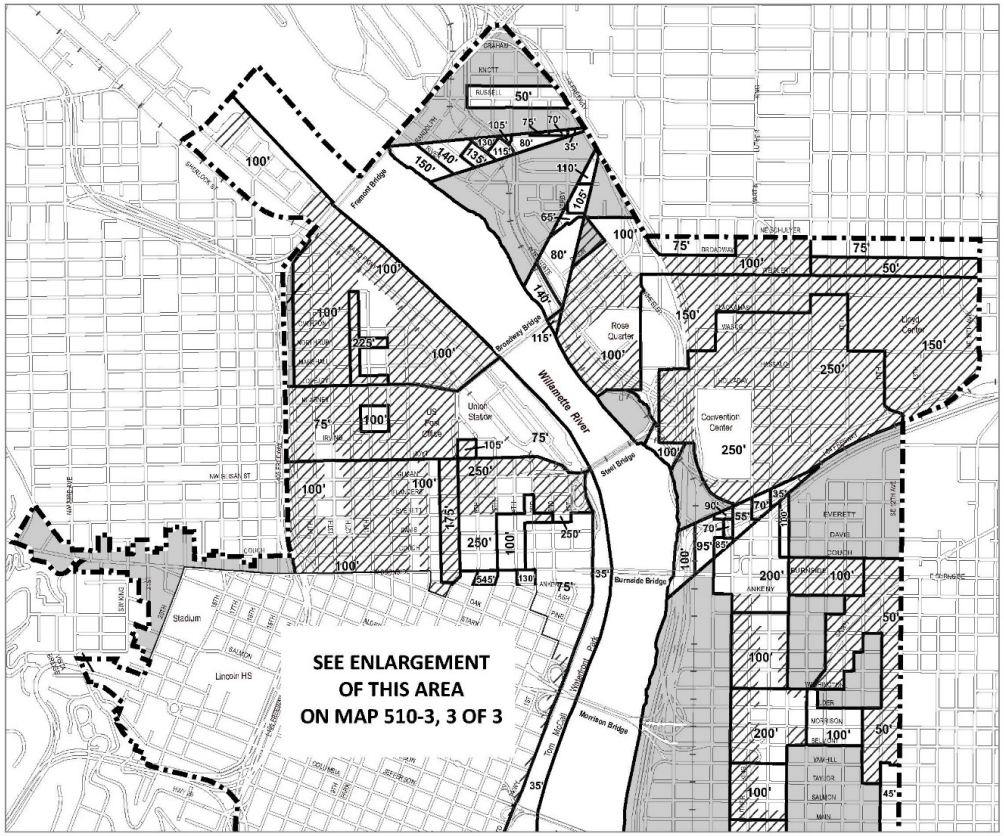
- Central City Plan District
- Subdistrict boundary
- Subarea boundary
- Area of change
- Open Space (OS)
- Low Density Multi-Dwelling Residential 2,000 (R2)
- Medium Density Multi-Dwelling Residential 1,000 (R1)
- High Density Multi-Dwelling Residential (RH)
- Central Multi-Dwelling Residential (RX)
- Central Commercial (CX)
- Central Employment (EX)
- General Industrial 1 (IG1)
- Heavy Industrial (IH)
- IG1(EXd)
- Proposed right-of-way
- Proposed accessways

Draft Maximum Heights

Map 510-3

Map 1 of 3

Map Revised Xxxxx XX, 201X



Legend

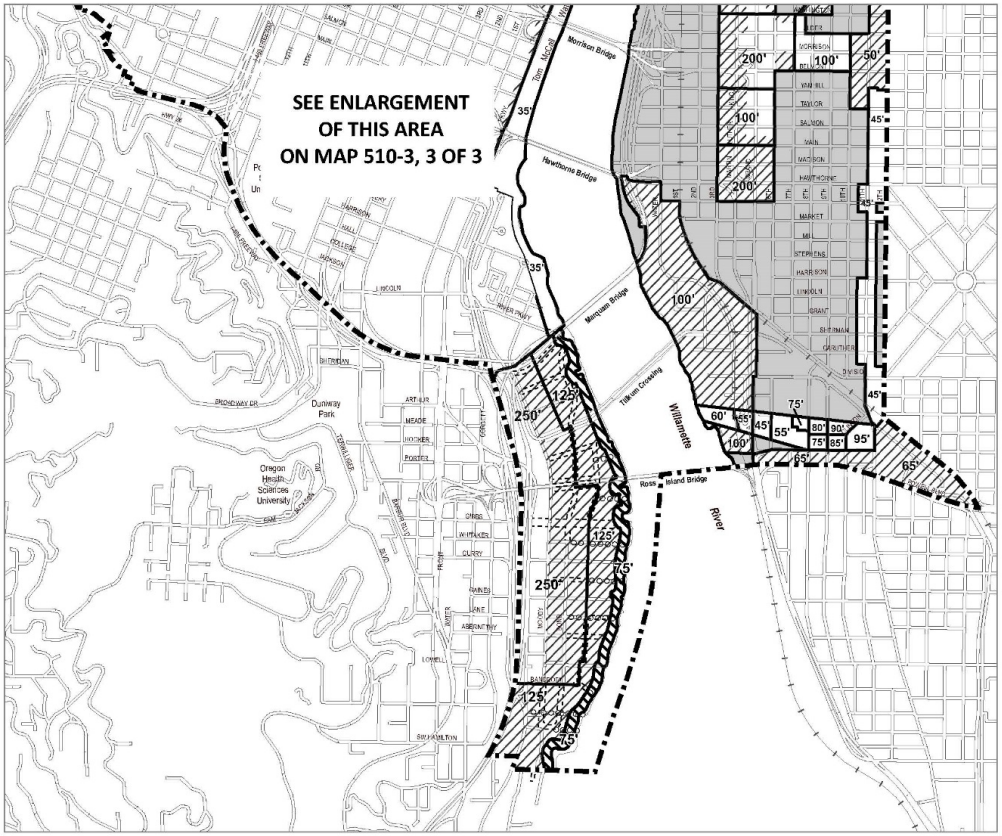
- Central City Plan District boundary
- X' — Maximum building height
- Areas where maximum height is determined by base zone
- Area eligible for height increase
- Maximum height limit of 75' for first 125 feet from top of bank
- Proposed right-of-way
- Proposed accessways

Draft Maximum Heights

Map 510-3

Map 2 of 3

Map Revised Xxxxx XX, 201X



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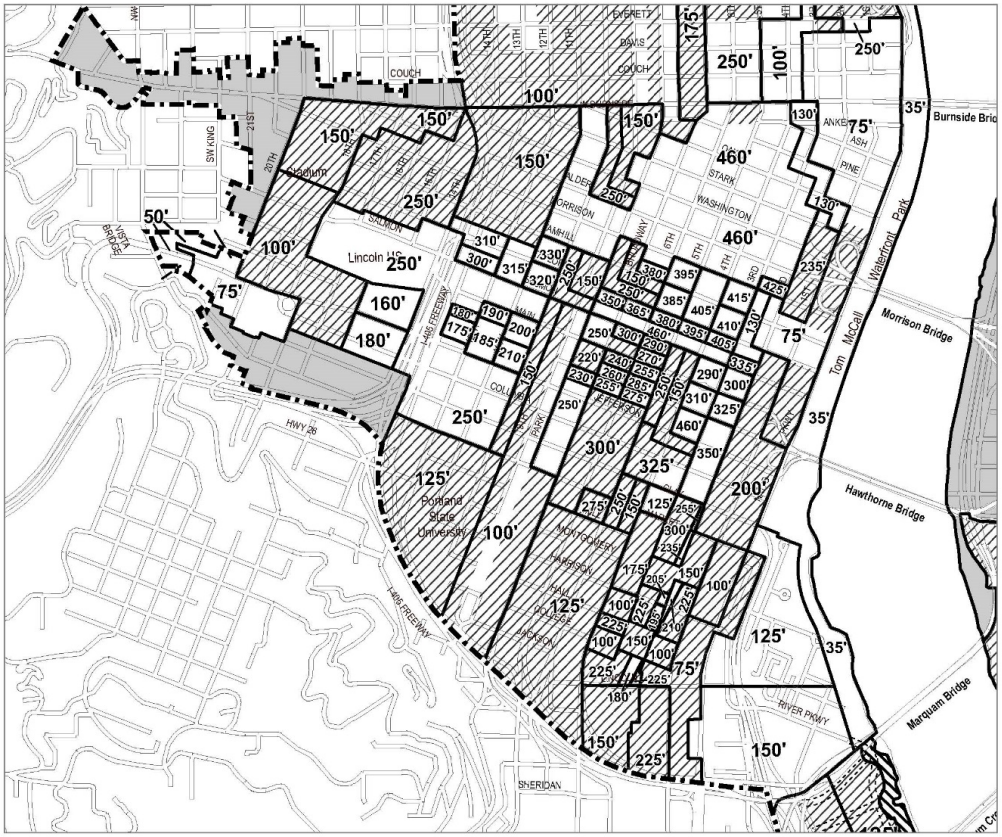
- Proposed right-of-way
- Proposed accessways

Draft Maximum Heights

Map 510-3

Map 3 of 3

Map Revised Xxxxx XX, 201X



Legend

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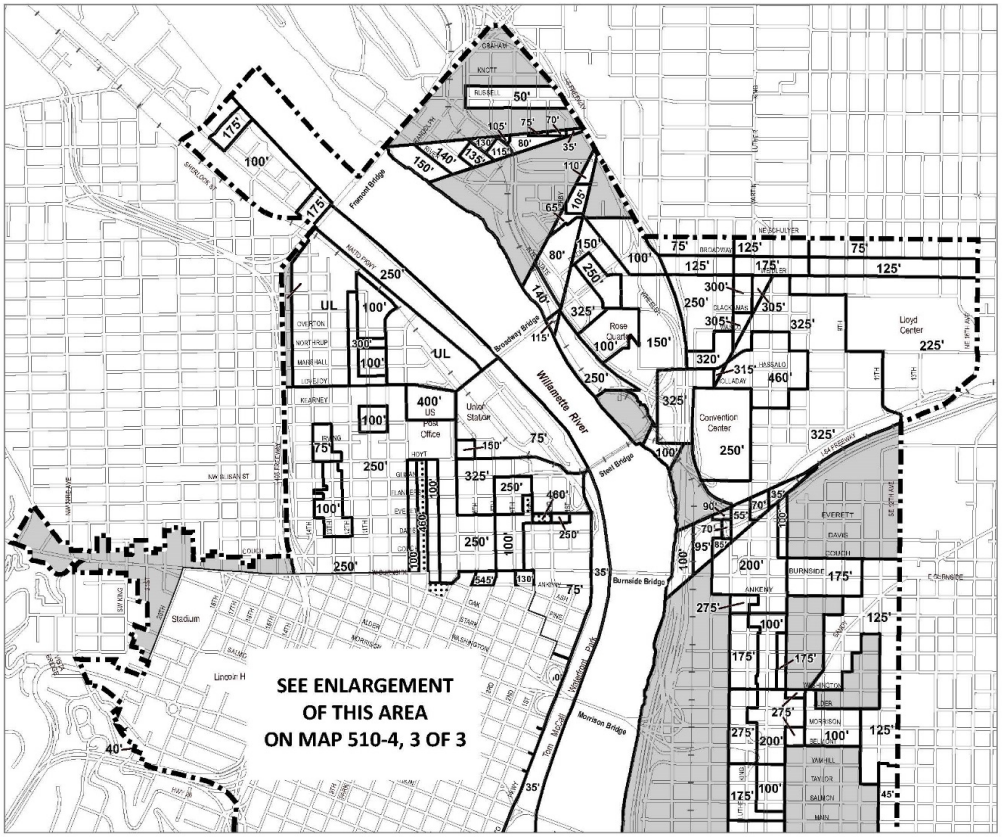
- Proposed right-of-way
- Proposed accessways

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 1 of 3

Map Revised Xxxxx XX, 201X



Legend

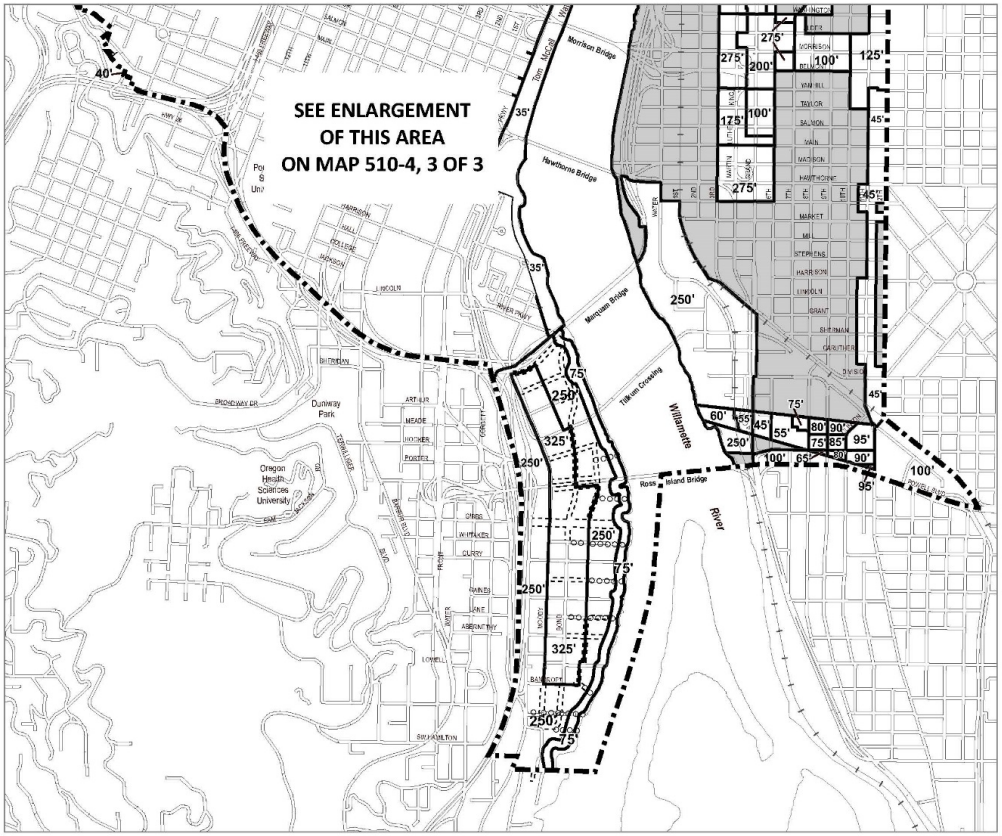
- Central City Plan District boundary
- X' — Maximum building height including eligible height increases
- Areas where maximum height is determined by base zone
- Proposed right-of-way
- Proposed accessways
- Areas where a shadow analysis is required
- UL — Unlimited height allowed

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 2 of 3

Map Revised Xxxxx XX, 201X



Legend

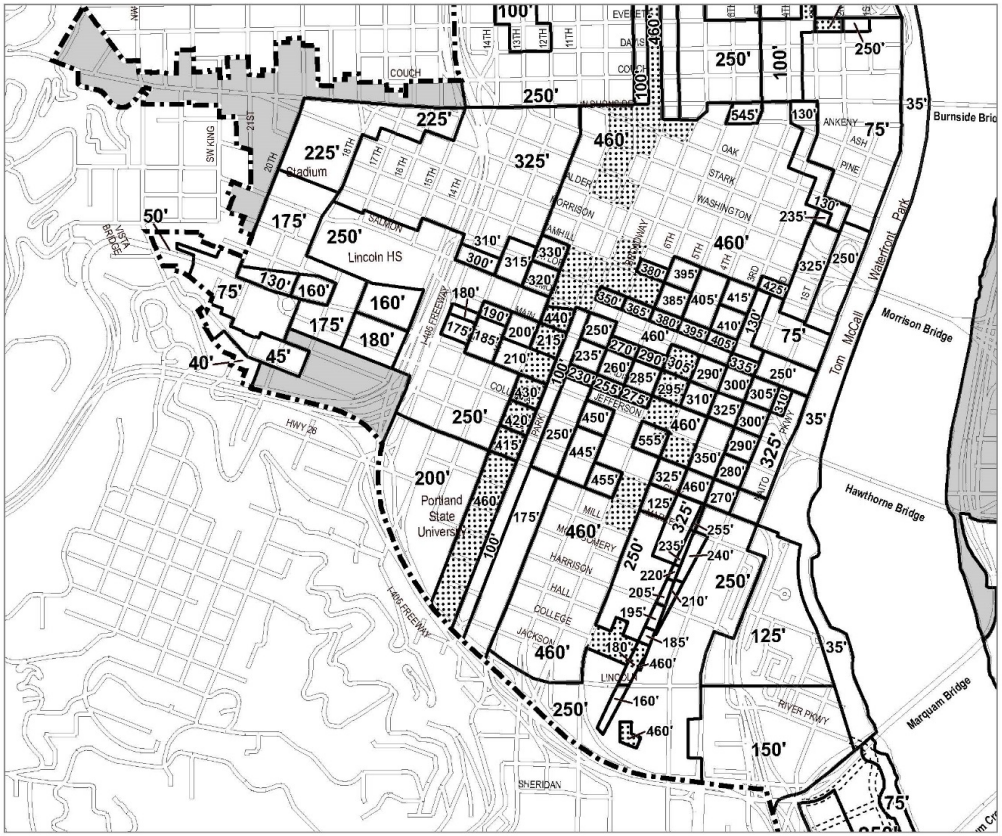
- Central City Plan District boundary
- X' — Maximum building height including eligible height increases
- Areas where maximum height is determined by base zone
- Proposed right-of-way
- Proposed accessways
- Areas where a shadow analysis is required
- UL — Unlimited height allowed

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 3 of 3

Map Revised Xxxxx XX, 201X



Legend

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- Proposed accessways
- Areas where a shadow analysis is required
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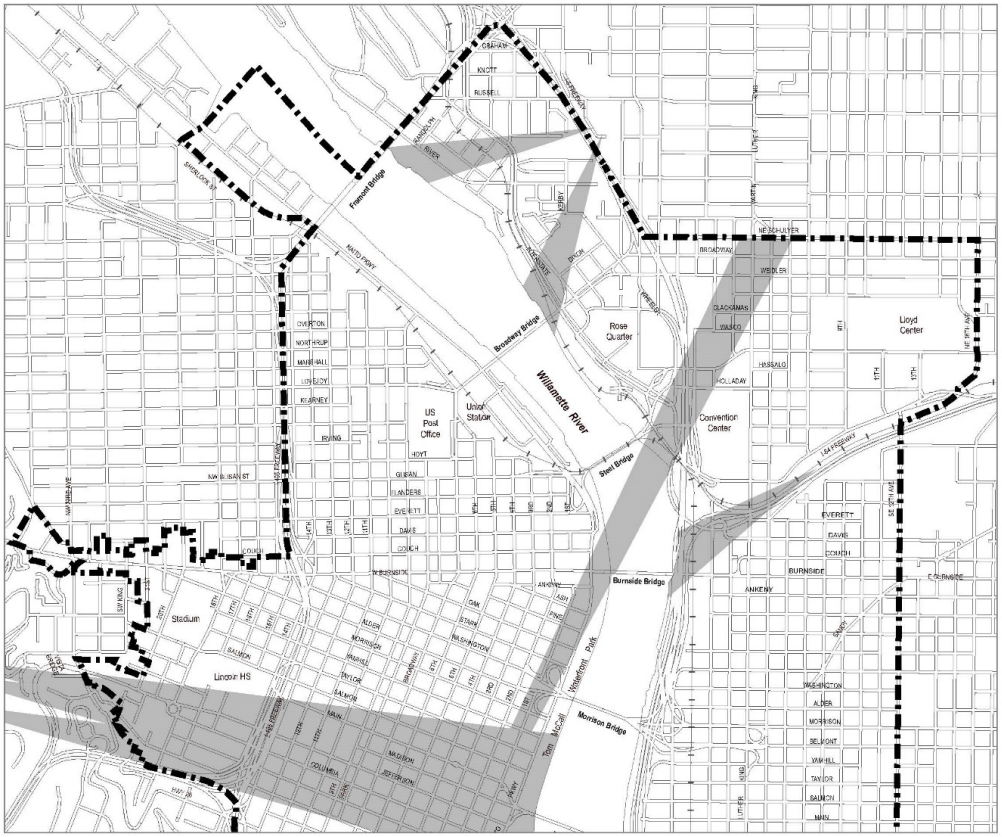
Draft View Corridor Areas

Map 510-20

Map 1 of 2

Map Revised Xxxxx X, 201X



Legend

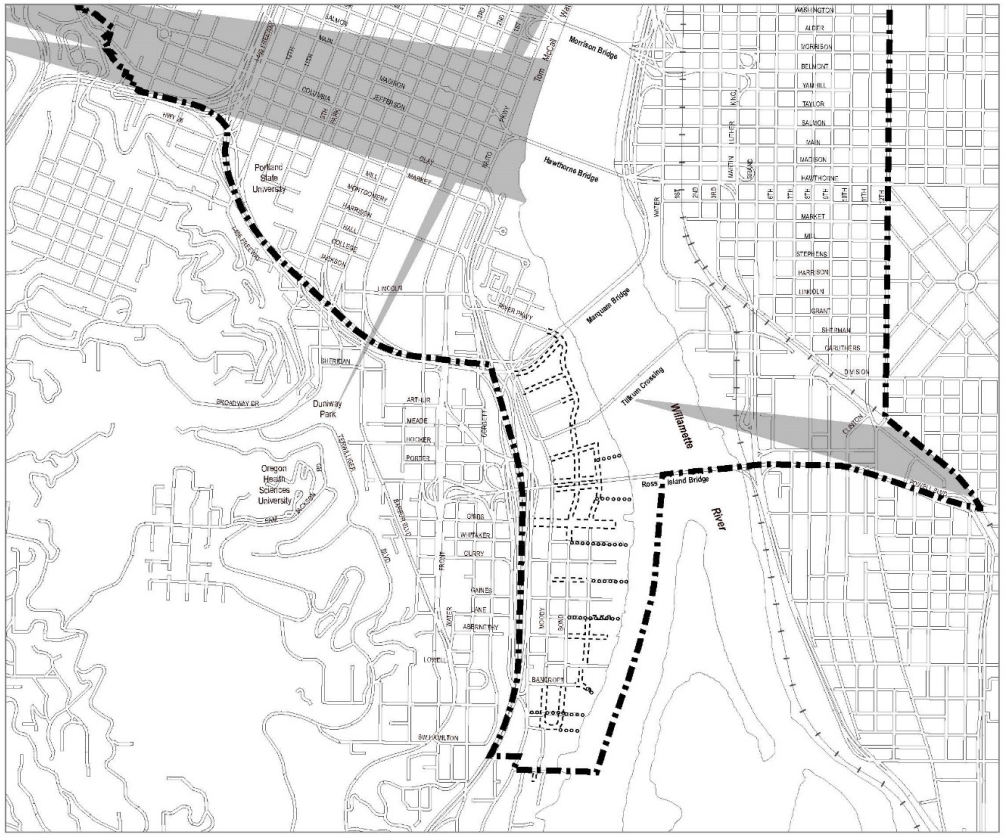
- Central City Plan District boundary
- Areas within Scenic View Corridors
- Proposed right-of-way
- Proposed accessway

Draft View Corridor Areas

Map 510-20

Map 2 of 2

Map Revised Xxxxx X, 201X



Legend

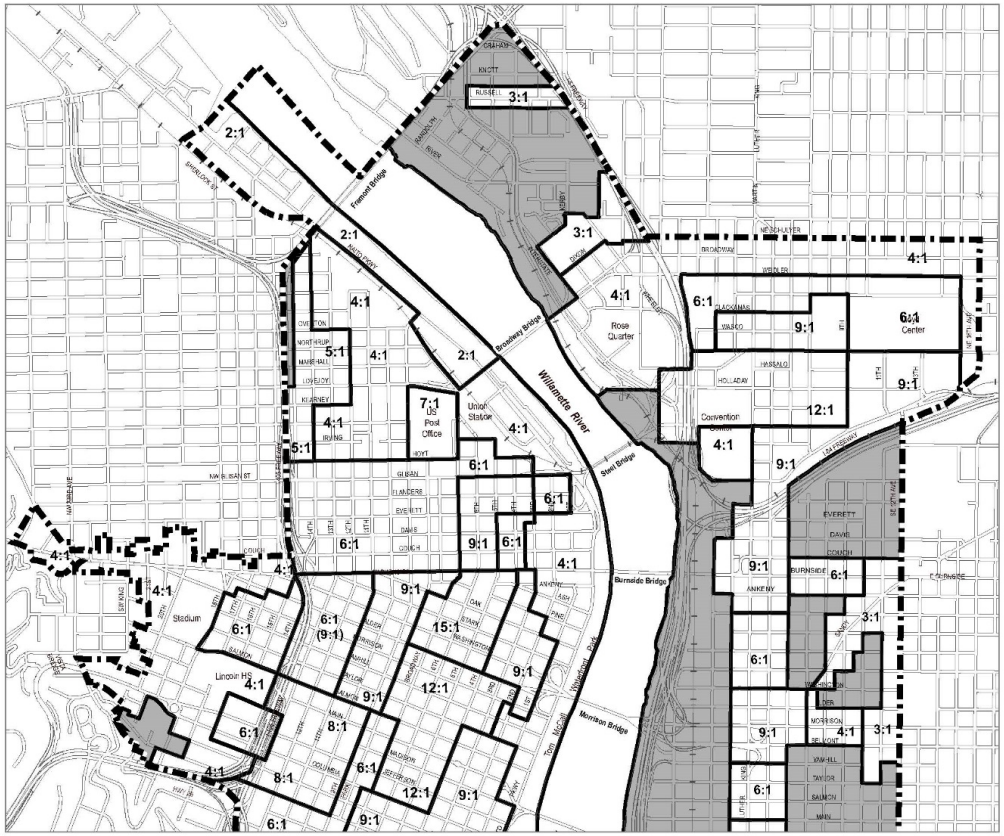
- Central City Plan District boundary
- Areas within Scenic View Corridors
- Proposed right-of-way
- Proposed accessway

Draft Maximum Floor Area Ratios

Map 510-2

Map 1 of 2

Map Revised Xxxx XX, 201X



Legend

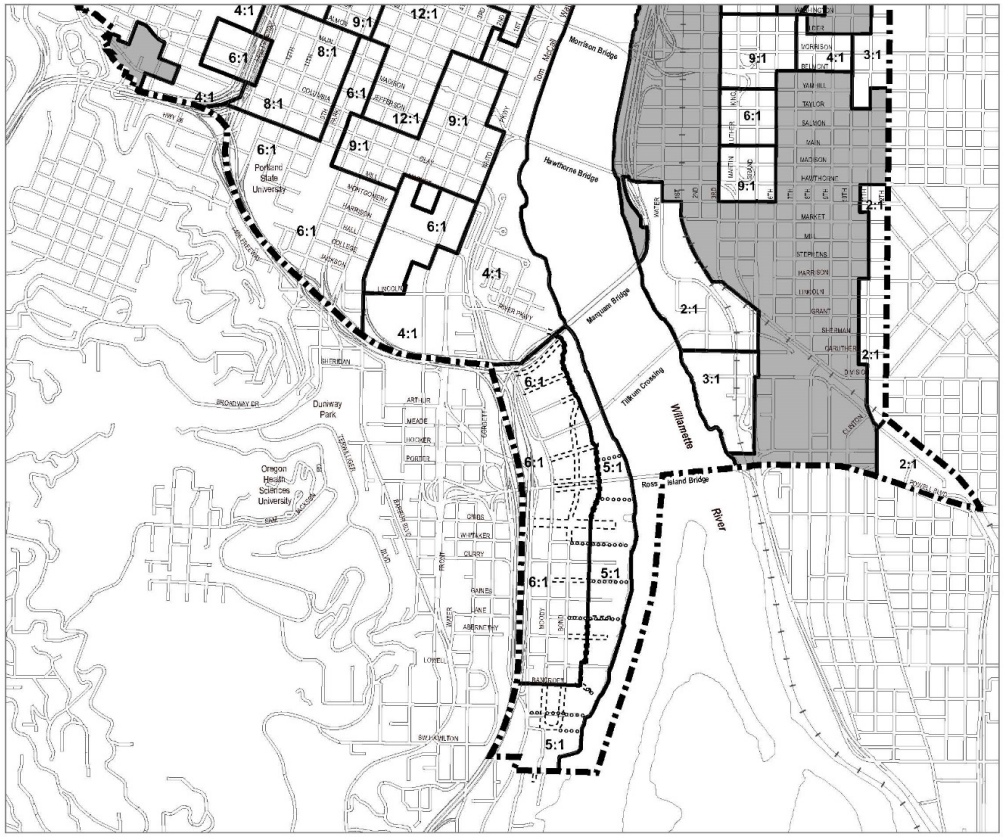
- Central City Plan District boundary
- Maximum FAR area boundary
- Area where floor area ratio (FAR) is determined by base zone
- Proposed right-of-way
- Proposed accessway
- **X:Y** Maximum FAR
  - **X** = Gross square foot of building
  - **Y** = Square foot of site
- **(X:Y)** Residential maximum FAR

Draft Maximum Floor Area Ratios

Map 510-2

Map 2 of 2

Map Revised Xxxx XX, 201X



Legend

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- Proposed accessway
- **X:Y** Maximum FAR
  - **X** = Gross square foot of building
  - **Y** = Square foot of site
- **(X:Y)** Residential maximum FAR

Draft Central Reach River Environmental Overlay Zone

Map 1

February 1, 2016



Draft Central Reach River Environmental Overlay Zone

Map 2

February 1, 2016



Top-of-Bank

DRAFT

Map 475-2

Map 1 of 3

Map Revised Xxxxx X, 2015



Central City Plan District Boundary

Top-of-Bank

Top-of-Bank

DRAFT Map 475-2

Map 2 of 3

Map Revised Xxxxx X, 2015



Central City Plan District Boundary

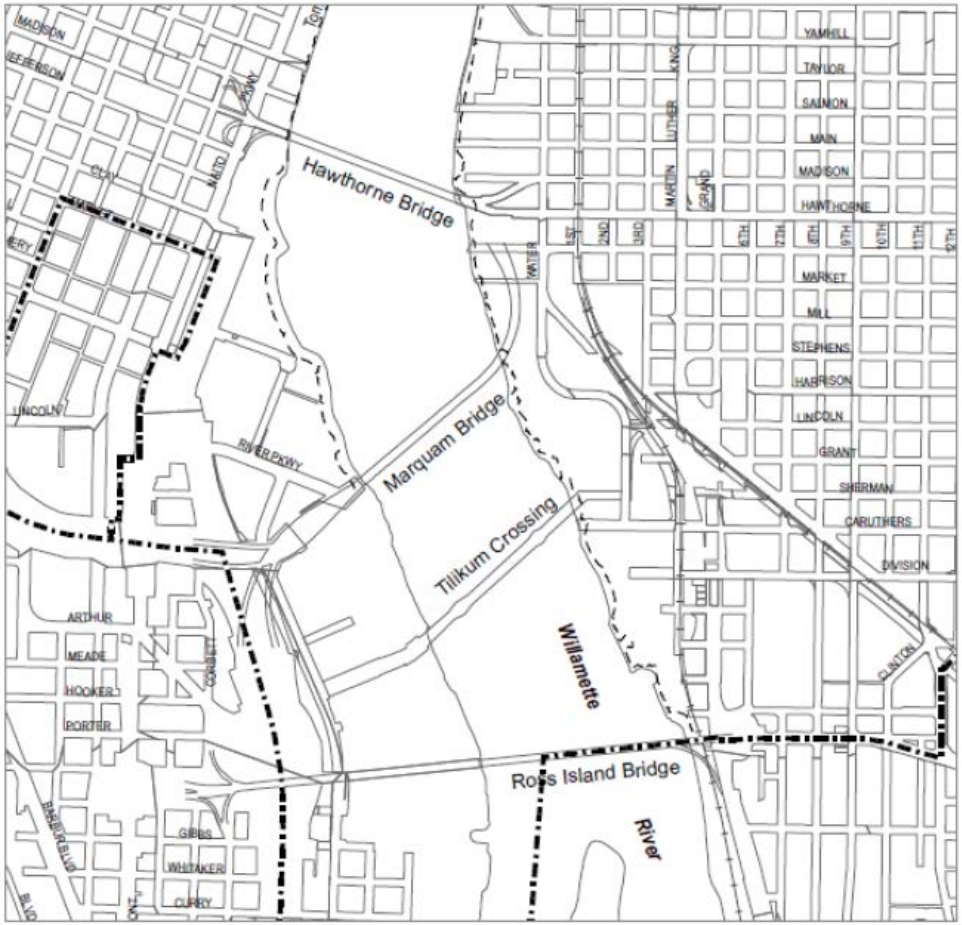
Top-of-Bank

Top-of-Bank

DRAFT Map 475-2

Map 3 of 3

Map Revised Xxxxx X, 2015



Central City Plan District Boundary

Top-of-Bank

Draft Parking Sectors

Map 510-10

Map Revised Xxxxx X, 201X

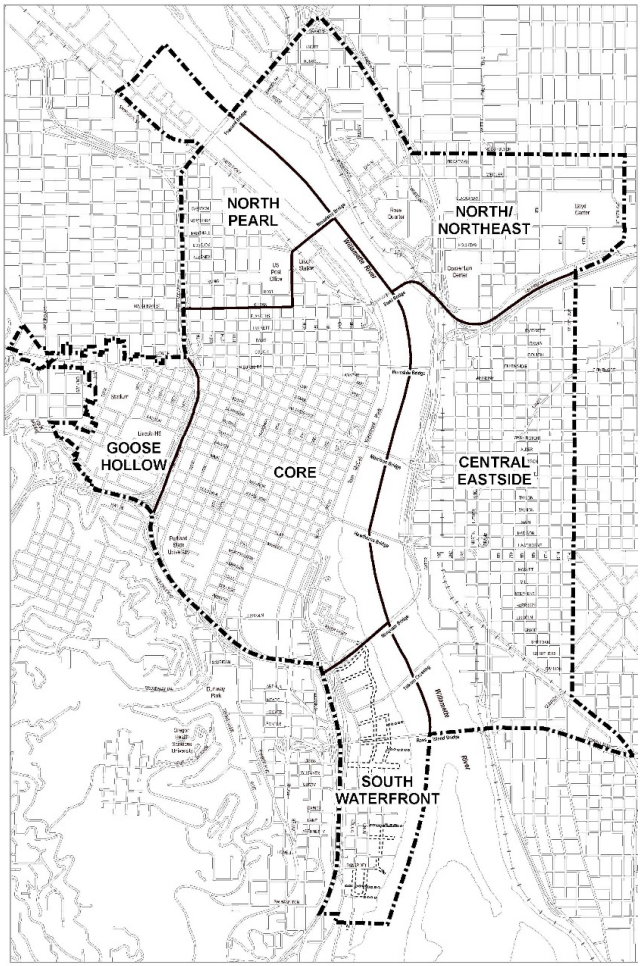


Table 510-2
Maximum Parking Ratios[1]

Uses	Parking Sectors					
	Central Eastside	Core	Goose Hollow	North/Northeast	North Pearl	South Waterfront
Office, Retail Sales/Service, Schools/Colleges	2.0	1.0	1.5	1.35	1.5	2.0
Medical Center	2.0	1.5	1.5	1.35	1.5	2.0
Industrial	2.0	1.0	1.0	2.0	1.0	1.0
Religious/Theater	0.25	0.25	0.25	0.25	0.25	0.25
Residential	1.2	1.2	1.2	1.2	1.2	1.2
Hotels	1.0	1.0	1.0	1.0	1.0	1.0

[1] Maximum ratios are per 1,000 square feet of net building area for non-residential/hotel uses; per dwelling unit or hotel room for residential/hotel uses

Legend

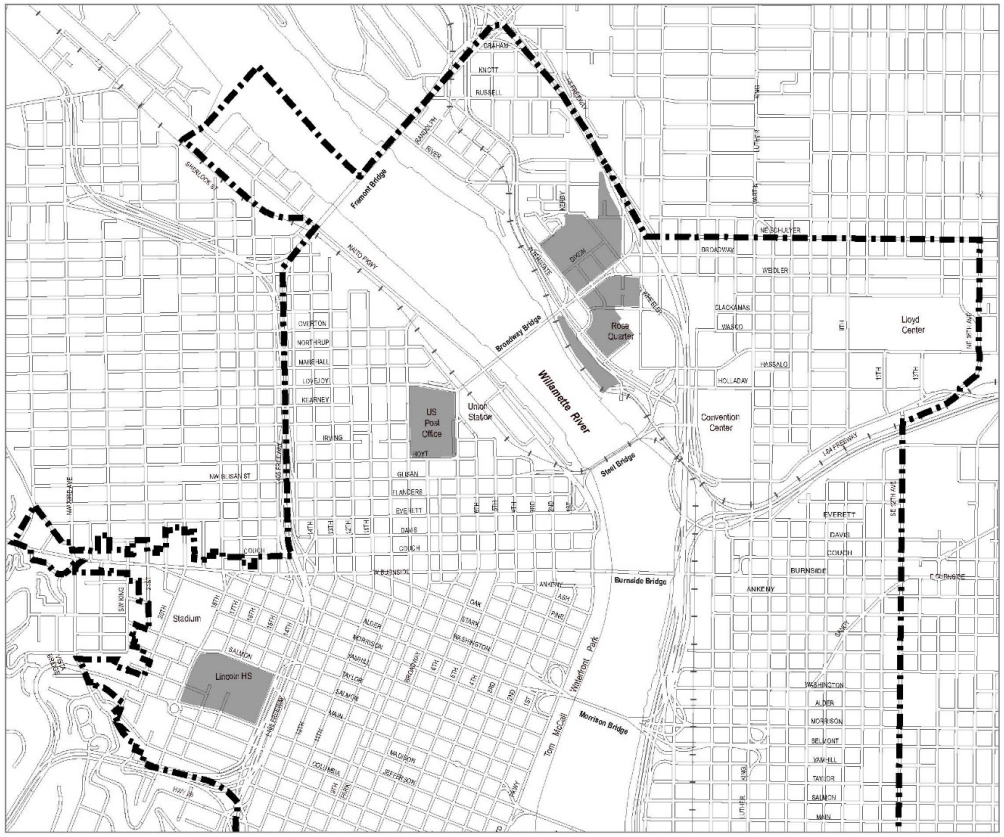
- Central City Plan District boundary
- Sector boundary
- Proposed right-of-way
- Proposed accessway

Draft Required Master Plan Sites

Map 510-19

Map 1 of 2

Map Revised Xxxxx XX 201X



Legend

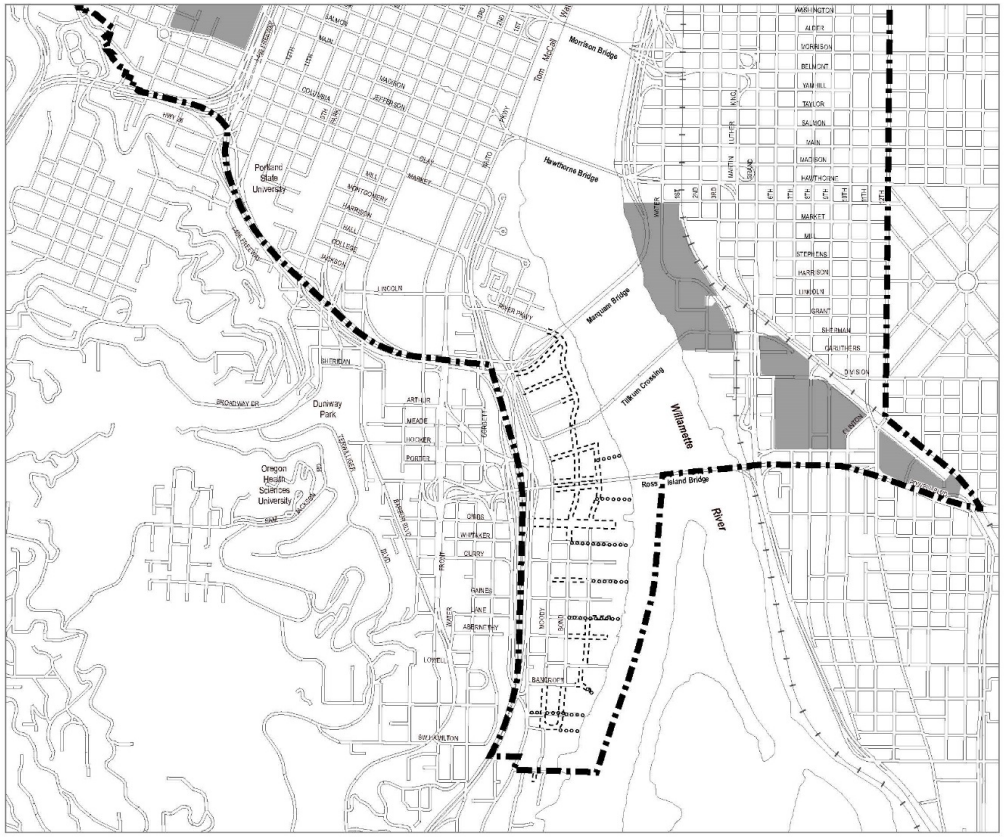
- Central City Plan District boundary
- Required Master Plan Sites
- Proposed right-of-way
- Proposed accessway

Draft Required Master Plan Sites

Map 510-19

Map 2 of 2

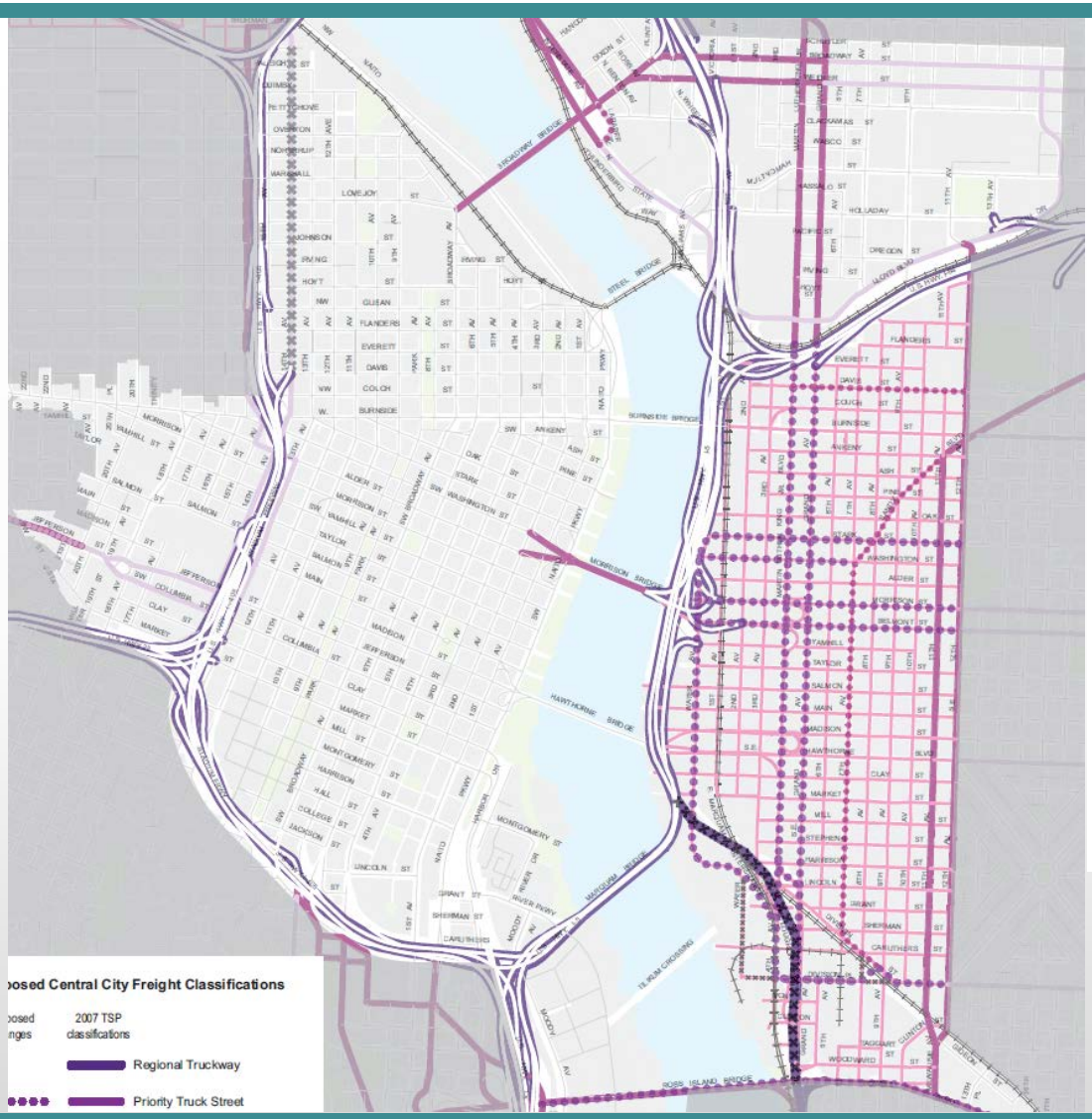
Map Revised Xxxxx XX 201X



Legend

- Central City Plan District boundary
- Required Master Plan Sites
- Proposed right-of-way
- Proposed accessway

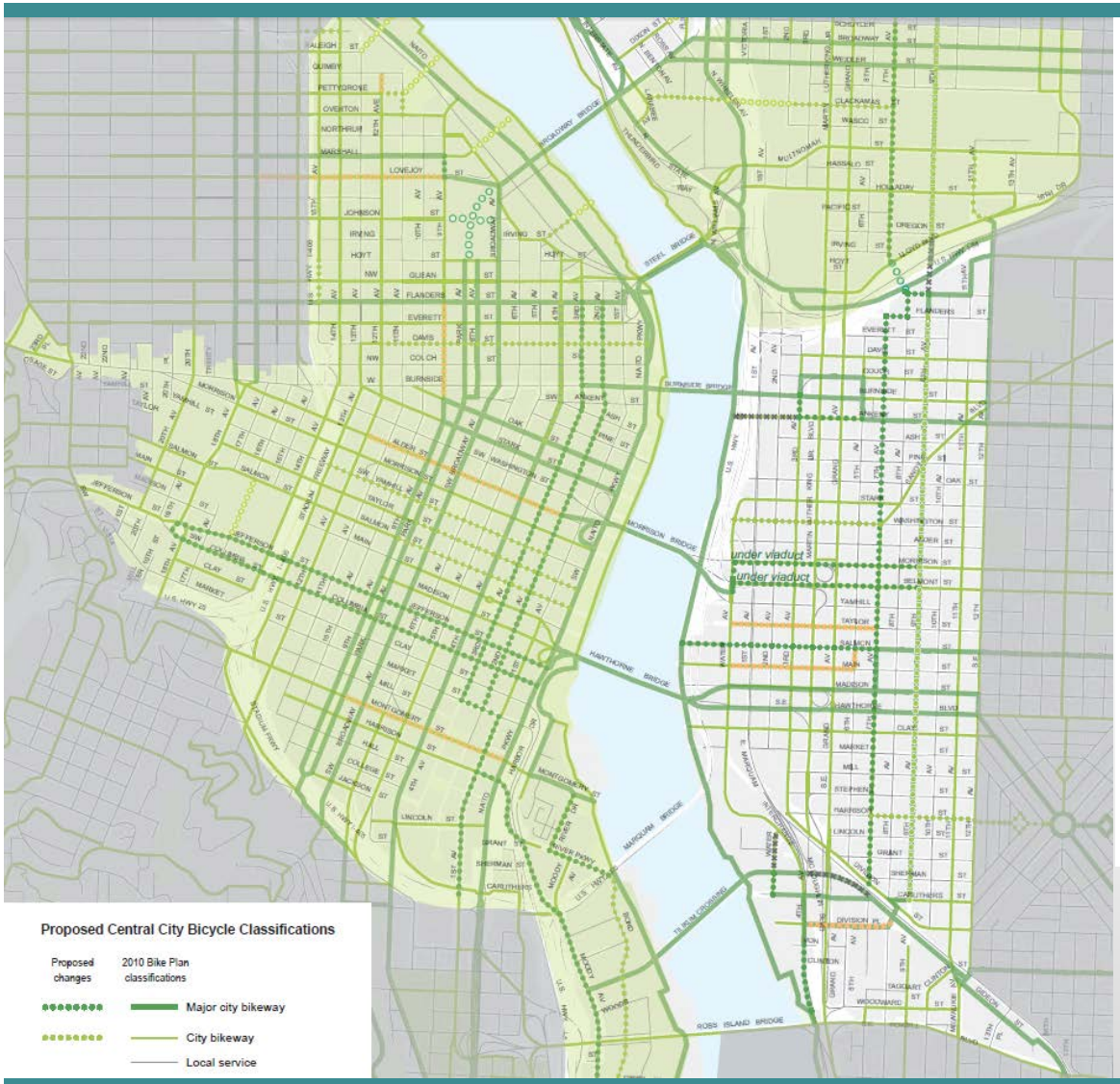
TSP
Freight Classifications



Proposed changes

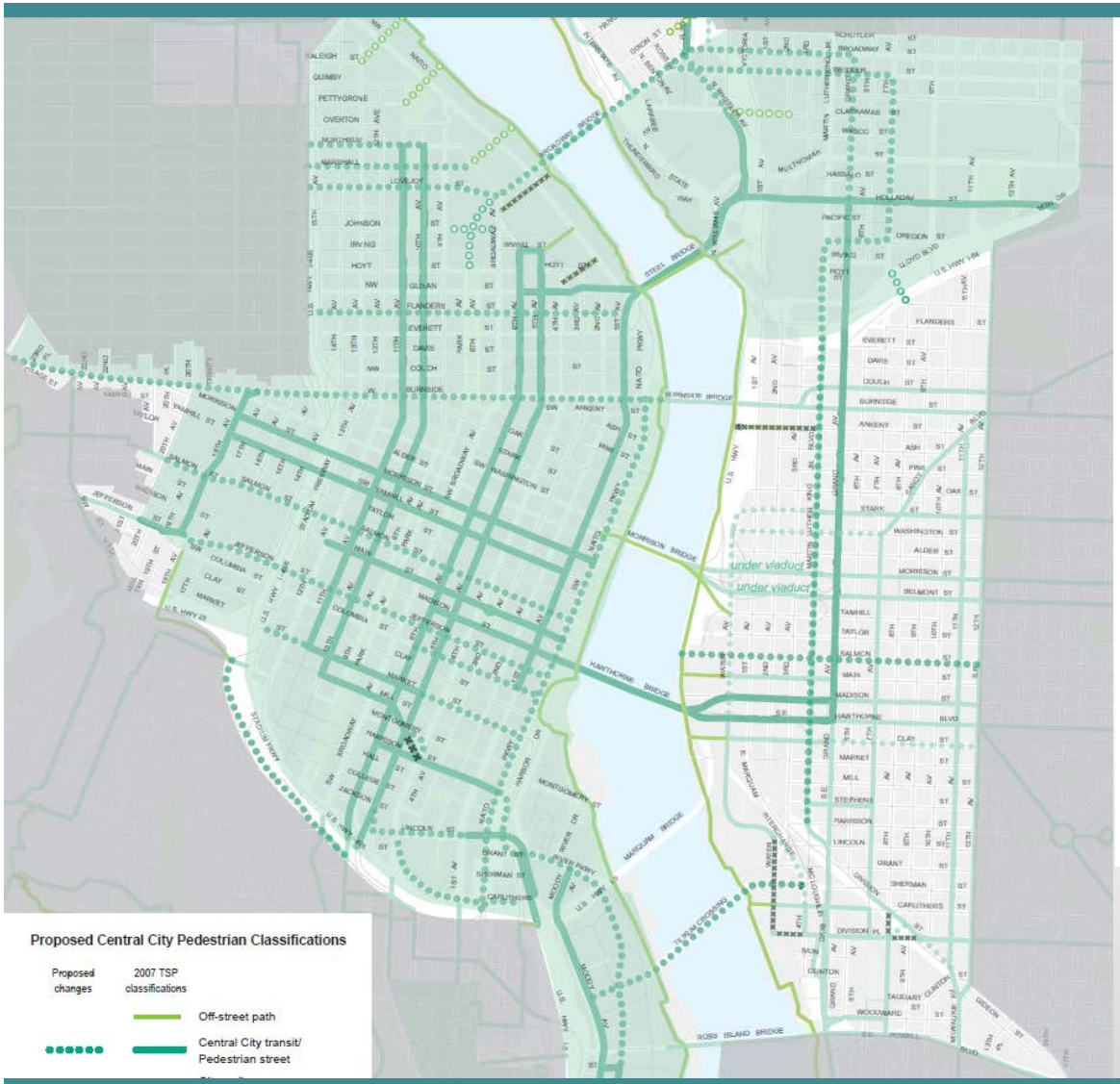
2007 TSP classifications

- Regional Truckway
- Priority Truck Street
- Major Truck Street
- Truck Access Street
- Freight District Street
- Local Service Truck Street
- Railroad Main Line
- Railroad Branch Line
- Remove



TSP
Bicycle Classifications

Proposed changes	2010 Bike Plan classifications
●●●●●●●●	Major city bikeway
●●●●●●●●	City bikeway
	Local service
	Bicycle district
○○○○○○	New connection, e.g. bridge
✕✕✕✕✕✕✕✕	Change to local service
✕✕✕✕✕✕✕✕	Remove



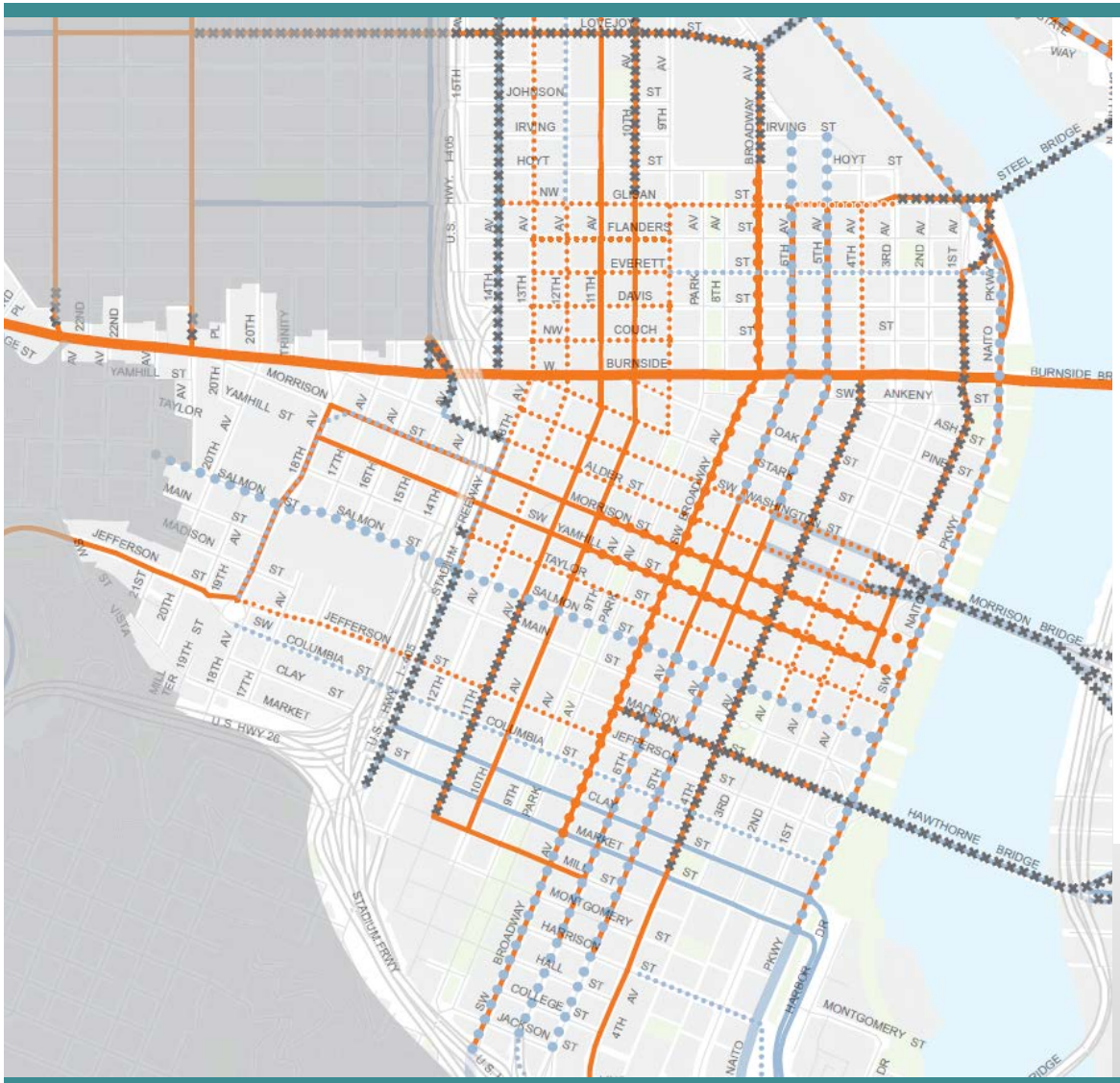
TSP
Pedestrian Classifications

Proposed changes

2007 TSP classifications

- Off-street path
- Central City transit/ Pedestrian street
- City walkway
- Pedestrian district, ***all streets in these areas are city walkways***
- Local access

- New connection
- Remove



TSP
Street Design Classifications

Proposed changes

2007 TSP classifications

- Urban Throughway
- Urban Highway
- Urban Road

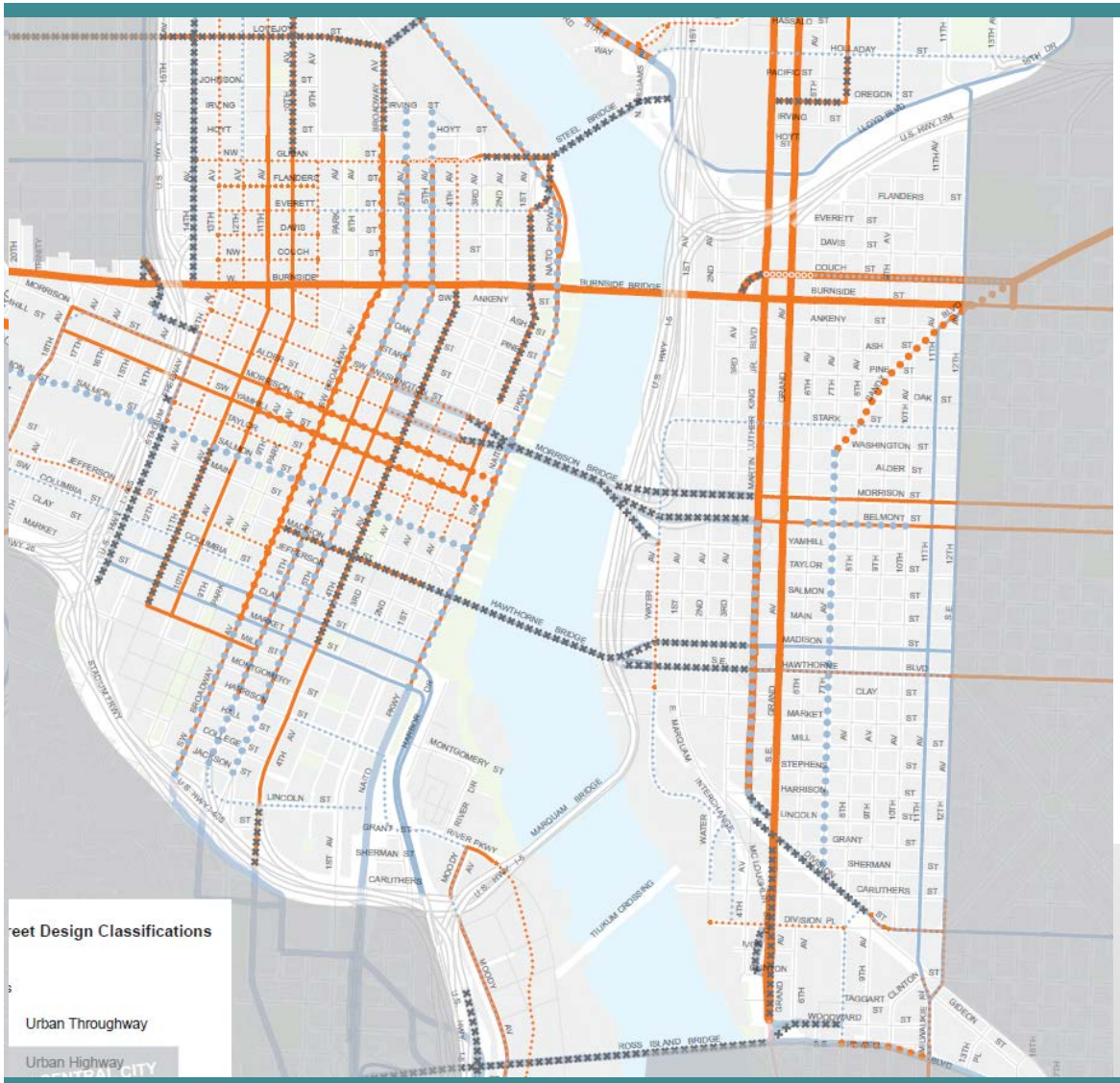
NOT IN CENTRAL CITY

Main Streets
- Civic
- District

Corridors
- Civic
- District

- Remove

TSP
Street Design Classifications



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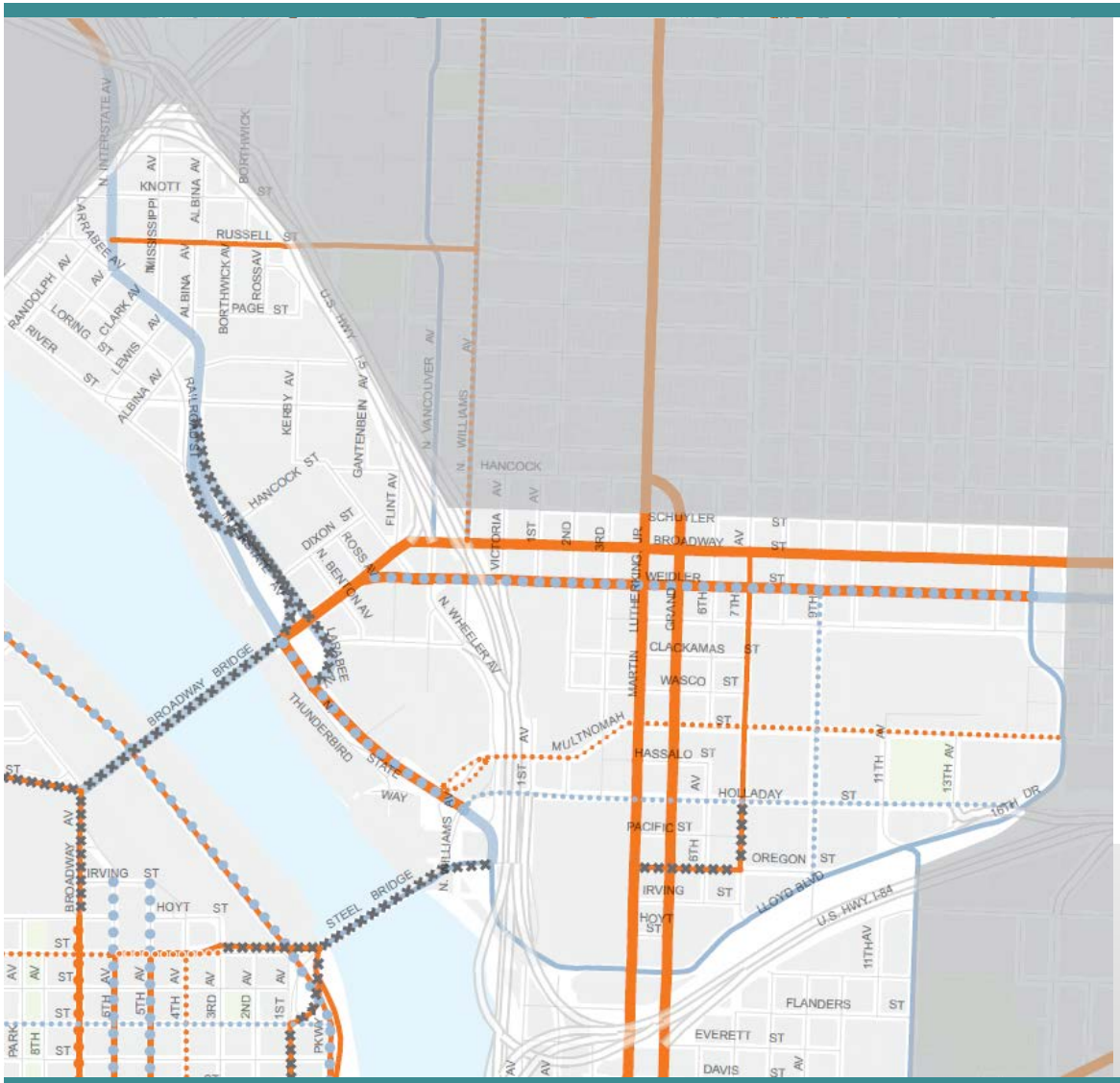

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CC2035 Presentation and Discussion: Old Town/Chinatown Community Association 2/3/16

30 mins on agenda

Outline for 10-15 minute presentation

1. Introductions

2. How we got here: Concept Plan and quadrant planning

3. Overview of Discussion Draft CC2035 Plan organization
   - Vol. 1: Goals and Policies, how organized
   - Vol. 2: Code, 33.510 plus River sections
   - Vol. 3: Inventories
   - Vol. 4: Background materials
   - Vol. 5: work plans, targets and performance measures

4. Highlights of plan content, 4-pager "What does the plan say about …"

5. Old Town/Chinatown-related highlights

6. Next steps, public events, schedule

7. Q and A

What's Happening, When and Decisions to Make

12/17/2015

Invitations went out to all NAs, PBA and CEIC to get on a meeting agenda in Feb or March to present the discussion draft. Only have heard back from Chinatown (Helen Ying) so far. I will schedule these based on the staff assignments for the stakeholder groups (see below).

Schedule two staff for each meeting. Try to identify meetings where management are needed in attendance.

~~Next 2 weeks?~~ → *Send one email as part of Feb 1st DD material release*

Send personalized emails to stakeholder groups using staff assignments. Tell them about the draft release, open houses, info sessions and say they can request a meeting with staff or a presentation. Up to assigned staff to determine the level of involvement sought beyond informing them.

~~NEEDED TODAY: Determine time of day for staff drop-ins at info sessions and topic sessions for open houses.~~ See Open House section below for decisions.

February 1st

- Discussion Draft is released online, prints ordered
- Web content is updated – Convert Vol 1 content to webpages for:
    - Big ideas
    - Policy category splash pages with maps
    - Overviews by subdistrict
    - Overview of code changes that links to Vol 2 material
    - Get the NRI/SRI pages set up and organize other background materials (Quadrant Plans, etc.)
- Map App goes live and allows for comments on proposals
- General updates/releases:
    - Media release
    - Blog post announcing release
    - Social media
    - eNews → Make sure final stakeholder list contacts are added to Emma list
    - Personal emails from staff to their assigned stakeholder groups
    - Send out DD release postcards to property owners and publish ads in select newspapers
    - Other collateral – Posters for NAs, BAs and Coalitions to use at their meetings, sites?

Open Houses – Last week of Feb and first week of March

Drop-ins – Schedule that covers multiple times of day:

- Mondays: 3-5pm
- Tuesdays-Thursdays: 11:30am-1:30pm
- Fridays: 7:30-9:30am

Open house topic sessions – Establish basic categories that allow flexibility based on who attends. General concept is that these sessions use policies as a jumping board to focus on how they are implemented in the plan.

- Land use and built form – 4:30-5:30pm – Base and overlay zones, height, FAR, bonuses and transfers.
- Transportation – 5:30-6pm – Street designations, TSP projects, changes to parking regulations
- Willamette River and Environment – 6-6:30pm – Need list

Week of Feb 22nd

West Side Info Gallery (all week) – Staff drop-ins between 11am and 1:30pm?
Feb 24th, 4-7pm – Open House – 1900 SW 4th Ave
Online open house goes live – What do we want to do for this?

Week of Feb 29th
East Side Info Gallery (all week) – Staff drop-ins between 11am and 1:30pm?
Mar 2nd, 4-7pm – Open House – Eastbank Commerce Center – Going to do walkthrough in next few weeks

Feb and March
Visit NAs and BAs and other groups when invited
Arrange any other topic sessions with stakeholder groups (Native American groups?

Handouts
To provide proposal details and for use by staff at meetings → Need list and then to make assignments and get through Communications Review. Template can be created by Krista and used by Derek/Emily to create the final documents.

Standard PPT
10 mins covering general topics of CC2035 Plan with additional slides that can be added based on who the presentation is to.

Map App

Timeline

- We are editing the text everyone wrote and finalizing as much as possible the maps that will show up in the Map App.
- Need to have final maps, text and panel layout by January 1st in order to have the Map App done by February 1st.
- We would get some time to beta test, but if we have delays, this will probably get eaten up by work.

We have a few decision points:

1. Do we display all content or just where there are changes?
    a. If you did only the changes, you could click and see that there is only one proposal for your property, and not find out what your zoning is.
2. If you showed all materials, it would be consistent with our 510 maps and where the Task 5 projects are headed and put it all there.
    a. Big question would then be do we have "Existing" and "Proposed" for all fields including special provisions or just for a few like zoning, FAR and height? You wouldn't know if a regulation was removed on your property.
3. Two outstanding issues that we need to pin down by January 1st if possible:
    a. E overlay zone.
    b. Height/SRI proposal and how to present the information using FAQ(s) and links.
4. Feedback on the panel

Website

- Curbsider went out last week and we have updated the website (show them how it works).
- Next we will be adding dates of events to the calendar.
- Material we need to finalize and move to the website:
    - Big ideas
    - Subdistrict pages
    - Zoning big moves memo
    - Policy category spreads/splash pages
    - Others needed? More explanation of SRI/height? One-pager on West Quadrant and ethics issue?
- We will also need to prepare for the online open house.

Community Involvement

- Recap of decisions from last meeting and since:
    - We have a stakeholder list, assignments and a generic email template, but staff won't send emails to their groups until early January.
    - eNews will go out in early January.
    - Derek emailing NAs and BAs Thursday to get time on agendas in Feb/Mar and providing 1-pager:
        - Neighborhood Associations:
            - Brooklyn Action Corps
            - Buckman Community Association
            - Downtown Neighborhood Association
            - Eliot Neighborhood Association
            - Goose Hollow Foothills League
            - Hosford-Abernethy Neighborhood District Association
            - Irvington Community Association
            - Kerns Neighborhood Association
            - Lloyd District Community Association
            - Neighbors West/Northwest Coalition (NWNW)
            - Northeast Coalition of Neighborhoods (NECN)
            - Northwest District Association
            - Old Town/Chinatown Community Association
            - Pearl District Neighborhood Association
            - South Portland Neighborhood Association
            - Southeast Uplift District Coalition (SEUL)
            - Southwest Neighbors Inc (SWNI)
            - Sullivan's Gulch Neighborhood Association
        - Business Associations
            - African-American Chamber of Commerce
            - AIA (Urban Design Panel)
            - ~~APA~~
            - Asian Pacific American Chamber of Commerce
            - ~~ASLA~~
            - Central Eastside Industrial Council
            - Columbia Pacific Building Trades Council
            - Greater Portland Inc
            - Hispanic Chamber of Commerce
            - Lower Albina Council
            - N/NE Business Association
            - National Association of Minority Contractors-Oregon (NAMCO)
            - Oregon Association of Minority Entrepreneurs (OAME)
            - Oregon Trucking Association
            - Pearl District Business Association
            - Portland Business Alliance
            - Portland Community Reinvestment Initiatives Inc. (PCRI)
            - ULI
            - Venture Portland
            - Worksystems Inc.
        - CACs
            - Bicycle Advisory Committee
            - Pedestrian Advisory Committee
            - Portland Freight Committee



Central City 2035 Update - May 3, 2016

CENTRAL CITY 2035 PROPOSED DRAFT TO BE RELEASED ON JUNE 20 FOR PUBLIC REVIEW

Planning and Sustainability Commission to hold public hearings in July and August

Originally scheduled to be released on May 10, the Central City 2035 (CC2035) Proposed Draft will now be released on June 20, 2016. Project staff will use the extra time to consider feedback on the Discussion Draft in order to shape the Proposed Draft.

On June 28, staff will present the Proposed Draft to the Planning and Sustainability Commission (PSC) at a briefing. Commissioners will then hear public testimony at two hearings: one on July 26 and the other on August 9.

Portlanders are invited to submit testimony on the Proposed Draft to the PSC in person or in writing, prior to or at the hearings.

Planning and Sustainability Commission Public Hearings
July 26, 2016
6 – 8 p.m.
Portland Building, Room C
1120 SW 5th Ave
(Another PSC hearing is scheduled from 4 – 6 p.m. on this date. Please check the PSC calendar one week prior to the hearing to confirm time and other details.)

August 9, 2016
4 – 7 p.m.
Portland Building, Room C
1120 SW 5th Ave
Check the PSC calendar to confirm time and location prior to each hearing. Then read instructions and tips for testifying.

Next Steps
Following the hearings, the PSC will hold work sessions on September 27, October 25 and November 9 to formulate its recommendation on the CC2035 Plan. The project will then go

before the Portland City Council for consideration and adoption. The CC2035 Plan will be the first amendment to Portland's Comprehensive Plan. Specific recommendations contained within the plan are expected to become effective in early 2018.

About the Central City 2035 Plan
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www.portlandoregon.gov/bps/cc2035/
Questions? Call the Central City Helpline at 503-823-4286 or email us at cc2035@portlandoregon.gov.

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Central City 2035 Update - March 25, 2016

Reminder: Deadline for comments on the Discussion Draft is March 31!

CENTRAL CITY 2035 OPEN HOUSE RECAP

Events on the west and east sides offered choices for community members

People talked about bike improvements, the Green Loop, new height limits, parking, the river and more.

REVIEW TRANSPORTATION AND PARKING PROPOSALS FOR THE CENTRAL CITY

Help shape the future of transportation in the Central City

Components of Portland's Transportation System Plan for the Central City are included in the Central City 2035 Plan. Read the Discussion Draft and comment by March 31.

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Central City 2035 Update - March 1, 2016

CENTRAL CITY 2035 OPEN HOUSE TOMORROW EVENING

Second open house event at the Olympic Mills Building in Central Eastside

If you missed last week's open house on the west side, you can still attend a second and final open house event tomorrow night on the east side of the river.
Can't make it to the event? Visit the displays in the Olympic Mills lobby any time this week, talk to staff from 11 a.m. to 1 p.m. each day, or click on the Learn More button below to view the online open house.

CC2035 Open House and Drop-in Hours
Olympic Mills Building, 107 SE Washington St
Open house and topic sessions: Wednesday, March 2, 4 – 7 p.m.
Lobby displays (staffed 11 a.m. – 1 p.m.): February 29 – March 4

TRANSPORTATION AND PARKING PROPOSALS FOR THE CENTRAL CITY RELEASED

Care about parking, cycling or walking in Portland's urban core? Learn more and get involved

Portland's Bureau of Transportation (PBOT) is updating much of the Central City's transportation plans and zoning code. Work with stakeholders over the last year has resulted in a set of important new proposals, including:

- New parking code
- New street classifications
- New transportation projects list
- Designating the entire Central City as a Multimodal Mixed-Use Area (MMA)
- Establishing a new Transportation Demand Management (TDM) program

These proposals are part of the larger Central City 2035 Plan update.

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Central City 2035 Update — February 12, 2016

IT'S HERE AND READY FOR YOUR REVIEW: THE DISCUSSION DRAFT CC2035 PLAN

Read the Plan, attend public events starting this month, give us your feedback

The CC2035 Plan Discussion Draft is the culmination of more than five years of planning that involved more than 8,000 Portlanders. This is the first draft of a new plan for a vibrant and sustainable urban core built upon the visionary work of Portlanders before us.
The plan can be downloaded on the project site, so take a look and join the conversation.

You're invited to learn more at open houses and staff drop-in hours

Over the next few months, the City will be holding a series of events for the public to learn more about the CC2035 Plan and provide feedback.

West Side Events - City of Portland Building, 1900 SW 4th Ave
Open house and topic sessions: Wednesday, February, 24, 4 – 7 p.m.
Lobby displays (staffed 11 a.m. – 1 p.m.): February 22 – 26

East Side Events - Olympic Mills Building, 107 SE Washington St
Open house and topic sessions: Wednesday, March 2, 4 – 7 p.m.
Lobby displays (staffed 11 a.m. – 1 p.m.): February 29 – March 4

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Central City 2035

THE DISCUSSION DRAFT CENTRAL CITY 2035 PLAN is now available for public review and comment. Five years of planning with community groups, businesses and nonprofits have resulted in a first draft of this important plan. **You are receiving this notice because you are a property owner in the Central City.**

GET INVOLVED

1. Review the Plan, additional materials and provide comments: **www.portlandoregon.gov/bps/cc2035**
2. Attend public events:

	CITY OF PORTLAND 1900 SW 4th Ave	OLYMPIC MILLS BLDG 107 SE Washington St
Lobby displays (staffed 11am–1pm)	2/22 – 2/26	2/29 – 3/4
Open houses & topic sessions	2/24, 4 – 7pm	3/2, 4 – 7pm

3. Contact a planner: **503-823-4286** or **cc2035@portlandoregon.gov**
4. Testify at public hearings: Planning & Sustainability Commission in June, City Council in early fall.

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4. Testify at public hearings: Planning & Sustainability Commission in June, City Council in early fall.

The Bureau of Planning and Sustainability is committed to providing equal a
need special accommodation, interpretation or translation, please call 503-
the TTY at 503-823-6868 or the Oregon Relay Service at 1-800-735-2900

PROPERTY OWNER
11901 BURNET RD
AUSTIN TX 78758

NIXIE 787 DE 1 0002/23/16
RETURN TO SENDER
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UNABLE TO FORWARD
BC: 97201538075 *2489-03746-19-42

97201@5380
78758*2901 C013

City of Portland, Oregon
Bureau of Planning and Sustainability
1900 SW 4th Avenue, Suite 7100
Portland, Oregon 97201-5380 P276

Central City 2035

THE DISCUSSION DRAFT CENTRAL CITY 2035 PLAN is now available for public review and comment. Five years of planning with community groups, businesses and nonprofits have resulted in a first draft of this important plan. **You are receiving this notice because you are a property owner in the Central City.**

GET INVOLVED

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2. Attend public events:

	CITY OF PORTLAND 1900 SW 4th Ave	OLYMPIC MILLS BLDG 107 SE Washington St
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PROPERTY OWNER
109 SW WESTWINDS RD
WHITE SALMON WA 98672

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Portland, Oregon 97201-5380 P276

Central City 2035

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the TTY at 503-823-6868 or the Oregon Relay Service at 1-800-735-2900

PROPERTY OWNER
9370 NW 9TH AVE
VANCOUVER WA 98665

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the TTY at 503-823-6868 or the Oregon Relay Service at 1-800-735-2900

PROPERTY OWNER
0145 SW MONTGOMERY ST
PORTLAND OR 97201

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PORTLAND OR 97228-5668

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97201@5350

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Central City 2035

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PROPERTY OWNER
293 GREY WHALE
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Portland, Oregon 97201-5380 P276

Central City 2035

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Portland, Oregon 97201-5380 P276

Central City 2035

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Central City 2035

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798 NW 11TH AVE
PORTLAND OR 97209-3205

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Central City 2035

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PROPERTY OWNER
2929 SW MONTGOMERY DR
PORTLAND OR 97201

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Central City 2035

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PROPERTY OWNER
1601 N WILLAMETTE BLVD
PORTLAND OR 97217

NIXIE 970 DE 1 0002/23/16
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Bureau of Planning and Sustainability
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Central City 2035

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143 S CARR ST
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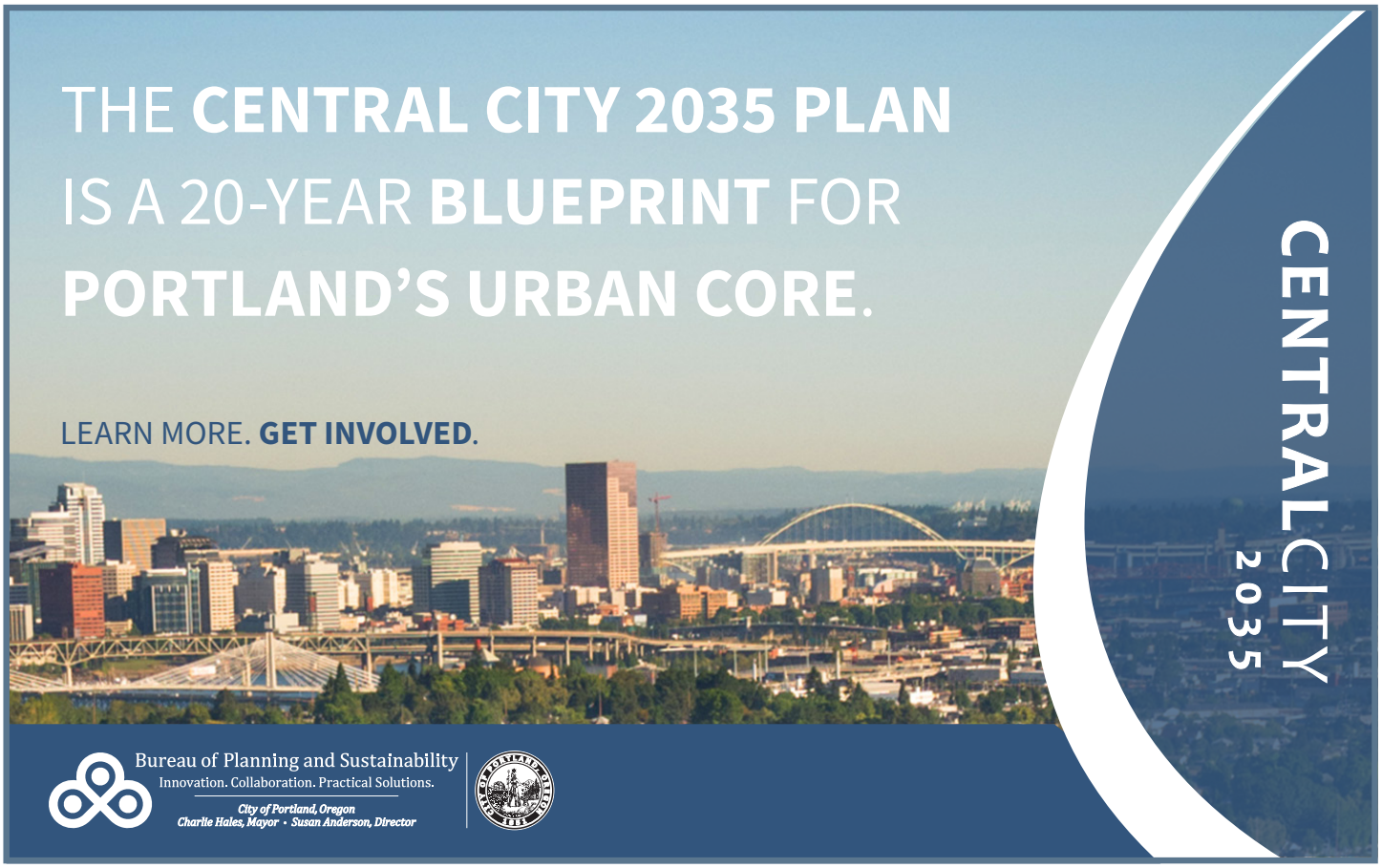

THE DISCUSSION DRAFT CENTRAL CITY 2035 PLAN is now available for public review and comment. Portland's Central City is the business, cultural, educational and recreational hub of the city and the region — with iconic places like the Park Blocks, Transit Mall, Director Park and Pioneer Square. Five years of planning with community groups, property owners, businesses and nonprofits have resulted in a first draft of this important plan.

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Discussion Draft Postcard Mailing List 2/10/18

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1S1E03CA 1100	0150 SW MONTGOMERY INVESTMENTS LLC-70% & 8805 ORION INVESTMENTS LLC-30%	9 SE 3RD AVE #100	PORTLAND OR	97214-1026
1N1E35CA 5900	1001 EAST BURNSIDE L L C % IPM REINGOLD,JEFF	721 SW OAK ST #100	PORTLAND OR	97205
1S1E02CA 16200	1016-1040 HAWTHORNE LLC	1016 SE HAWTHONE BLVD	PORTLAND OR	97214
1S1E04AA 2700	1022 SW SALMON LLC % HARSCH INVESTMENT PROPERTIES MANAGEMENT TAX DEPT	1121 SW SALMON ST	PORTLAND OR	97205
1S1E02BC 1200	1024 SE GRAND AVENUE LLC %7-ELEVEN INC AV TAX	PO BOX 711	DALLAS TX	75221-0711
1N1E34BC 40340	1030 NW JOHNSON LLC	5 PHEASANT LN	WOODBURY NY	11797
1S1E02BD 2200	1035 SE 12TH APARTMENTS LLC % MCLAWHORN,CHRISTINE A	23913 MCMULLIN CIR	PLAINFIELD IL	60544
1N1E34BC 5200	1039 BUILDING LLC	PO BOX 10067	PORTLAND OR	97296-0067
1N1E34CA 8000	105 INVESTMENT LLC	10940 SW BARNES RD	PORTLAND OR	97225
1S1E02BA 4300	10TH STREET PROPERTIES LLC	927 SE 10TH AVE	PORTLAND OR	97214
1S1E02BD 6200	11 MAIN VENTURE LLC-50% & SUMPTER HOLDINGS LLC-50%	PO BOX 513	WILSONVILLE OR	97070-0513
1N1E33DA 100	1100 BUILDING LLC	PO BOX 10067	PORTLAND OR	97296-0067
1S1E11BA 6400	1100 SE DIVISION LLC ATTN TEVIS,MICHAEL	530 OAK GROVE AVE #201	MENLO PARK CA	94025-3255
1S1E03AD 2300	1101 SE 3RD LLC TO NEW ERA PARTNERSHIP % SPAHR,STEVE	1101 SE 3RD AVE	PORTLAND OR	97214-3343
1N1E35CA 4400	111 NE 12TH LLC	819 SE MORRISON ST #110	PORTLAND OR	97214-6308
1N1E34CD 80001	111 SW 5TH AVENUE INVESTORS LLC % RYAN LLC / DOWLING,MEGAN	PO BOX 1368	CARLSBAD CA	92018-1368
1S1E03CB 70059	111 SW HARRISON 8G LLC	PO BOX 5938	PORTLAND OR	97228
1N1E33AD 3200	1115 NW GLISAN LLC	4905 SW SCHOLLS FERRY RD	PORTLAND OR	97225
1S1E04AA 5700	1115 SW 11TH AVENUE LP %HOME FORWARD ATTN ASSET MANAGEMENT	135 SW ASH ST	PORTLAND OR	97204-3540
1S1E02CD 16800	1121 SE LINCOLN LLC % REALTY MANAGEMENT ADVISORS	2835 NE BROADWAY	PORTLAND OR	97232
1N1E34CC 5100	1122 STARK INVESTMENT LLC	2455 NW MARSHALL ST #1	PORTLAND OR	97210
1N1E33DD 1900	1122 STARK INVESTMENT LLC %COURTYARD PROPERTIES	2455 NW MARSHALL ST #1	PORTLAND OR	97210
1S1E02CD 8400	1125 SE DIVISION STREET LLC	233 WILSHIRE BLVD #515	SANTA MONICA CA	90401
1S1E11BA 6300	1126 SE DIVISION LLC	530 OAK GROVE AVE #201	MENLO PARK CA	94025
1S1E04AB 1800	1130 SW 17TH AVENUE LLC	111 SW COLUMBIA ST #1380	PORTLAND OR	97201
1S1E02BD 3200	1135 SALMON LLC	1135 SE SALMON ST	PORTLAND OR	97214
1S1E02CA 15500	1137-1139 SE MARKET ST LLC	1911 SE LADD AVE	PORTLAND OR	97214
1N1E34DB 1200	115 NW FIRST HOLDINGS II LLC	111 SW COLUMBIA ST #1380	PORTLAND OR	97201
1N1E34DB 1100	115 NW FIRST HOLDINGS LLC	111 SW COLUMBIA ST #1380	PORTLAND OR	97201
1N1E35CB 4600	116 NE 6TH AVENUE LLC	116 NE 6TH AVE #400	PORTLAND OR	97232-2904
1N1E34CB 2900	11TH & EVERETT LLC	920 SW 6TH AVE #223	PORTLAND OR	97204
1S1E02BA 7200	11TH AVENUE INVESTMENT LLC	11730 SE SOLOMON CT	HAPPY VALLEY OR	97086
1N1E34CB 60075	11TH AVENUE LLC	820 NW CULPEPPER TER	PORTLAND OR	97210
1S1E03DA 1800	120 CLAY DEVELOPMENT LLC %KILLIAN PACIFIC LLC	500 E BROADWAY #110	VANCOUVER WA	98660
1S1E04AA 5400	1217 SW 11TH LLC	721 SW OAK ST #100	PORTLAND OR	97205-2822
1N1E35CC 5100	122 SE 8TH AVE LLC	2131 BELAIR DR	ANCHORAGE AK	99517-1364
1N1E33AD 4100	1230 HOYT LLC ATTN: BROWN,MARTIN E	155 SANSOME ST #850	SAN FRANCISCO CA	94104-3610
1N1E33DD 3400	1232W LLC ET AL % GOODMAN,GREGORY J	920 SW 6TH AVE #223	PORTLAND OR	97204-1207
1N1E33DD 1200	1234 BUILDING LLC	1532 SW MORRISON ST #1000	PORTLAND OR	97205
1N1E33AA 1500	1261 NW OVERTON STREET APARTMENTS INVESTORS LLC % RYAN LLC	PO BOX 1368	CARLSBAD CA	92018-1368
1N1E33AA 1700	12TH & NORTHRUP LLC % UNICO INVESTMENT GROUP LLC	1215 4TH AVE #600	SEATTLE WA	98161-1084
1N1E33DD 1000	12W RPO LLC	1477 NW EVERETT ST	PORTLAND OR	97209
1N1E26CD 9900	1301 BROADWAY LLC % GOODMAN-CHERRIER,EDWARD E	1515 SW FLOWER ST	PORTLAND OR	97239
1S1E10AC 90588	1302 LLC % CRUMPACKER,ELIZABETH A	02107 SW GREENWOOD RD	PORTLAND OR	97219-8362
1N1E33AD 4300	1306 LLC % MICHAELSON,PETER	906 NW 23RD AVE	PORTLAND OR	97210-3006

1S1E04AA 8300	1316 SW 13TH LLC %TEASDALE PROPERTIES	1316 SW 13TH AVE	PORTLAND OR	97201
1N1E26CD 12900	1316-1320 NE BROADWAY LLC	1631 NE BROADWAY #735	PORTLAND OR	97232-1425
1S1E04AA 7400	1318 HONEYMAN HOUSE LLC	1318 SW 12TH AVE	PORTLAND OR	97201-3367
1S1E03BC 2000	1320 BROADWAY LLC % URBAN RENAISSANCE PROPERTY COMPANY LLC	1425 4TH AVE #500	SEATTLE WA	98101-2264
1N1E33DA 90005	1325 FLANDERS CORP % BRYER-ABEEL	1325 NW FLANDERS ST	PORTLAND OR	97209-2619
1S1E02BC 5500	1339 LLC	706 SE MAIN ST	PORTLAND OR	97214-3422
1N1E35CB 4400	134 NE 6TH AVENUE LLC	116 NE 6TH AVE #400	PORTLAND OR	97232
1N1E33AA 2700	14M LLC %CAMBRIDGE REAL ESTATE SERVICES	P O BOX 2968	PORTLAND OR	97208-2968
1N1E33DA 1900	14TH & EVERETT RPO LLC % GERDING/EDLEN DEVELOPMENT COMPANY LLC	1477 NW EVERETT ST	PORTLAND OR	97209
1N1E34CD 1000	14TH & IRVING LLC-66% & GERG LLC-17% & MARPH LLC-17%	920 SW 6TH AVE #223	PORTLAND OR	97204
1S1E04AD 80101	1501 SW BROADWAY LLC	6700 N NEW YORK AVE	PORTLAND OR	97203
1S1E04AB 2300	1515 JEFFERSON LLC	721 SW OAK ST #100	PORTLAND OR	97205-2822
1S1E02CB 100	1535 SE 9TH LLC % NEW ERA VENTURES LLC	1101 SE 3RD AVE	PORTLAND OR	97214-3343
1S1E04AD 3800	158TH BASELINE L L C ATTN: JULIE LEUVREY	1800 SW 1ST AVE #600	PORTLAND OR	97204
1N1E33AD 40351	1593445 ALBERTA INC	733 23RD AVE NW	CALGARY AB	T2M 1T1 CA
1S1E02CA 15100	1612 SE 11TH AVENUE LLC	1911 SE LADD AVE	PORTLAND OR	97214
1N1E28DD 1600	1637 LLC	420 NW 11TH AVE #802	PORTLAND OR	97209-2966
1N1E33DC 80002	1705 HOLDINGS LLC % MELVIN MARK COMPANIES ATTN PETRUSICH,DAN	111 SW COLUMBIA ST #1380	PORTLAND OR	97201-5845
1N1E33DC 400	1710 W BURNSIDE LLC	1121 SW SALMON ST #300	PORTLAND OR	97205
1S1E02CA 13100	1737 SE 12TH AVE LLC %BRANDERHORST,FRANK	19315 NW CLEETWOOD AVE	PORTLAND OR	97231
1S1E03BA 6300	1750 FIFTH AVE LLC	1770 4TH AVE	SAN DIEGO CA	92101
1S1E04BA 9300	18TH STREET LLC % GALICK,JACK & GALICK,MARY JO	670 NW TORREYVIEW DR	PORTLAND OR	97229
1S1E03BB 2700	1922 SOVEREIGN LLC	2 CENTERPOINTE DR #210	LAKE OSWEGO OR	97035-8627
1N1E34CA 10100	2 B WELL INC	5935 WILLOW LN	LAKE OSWEGO OR	97035
1S1E04AA 80001	2003 TMA #1 LLC-56% & MB LLC-44% %TARGET MANAGEMENT ASSOC LLC	14601 NE 24TH AVE	VANCOUVER WA	98686
1N1E33CD 9100	2020 BUILDING OWNER LLC	PO BOX 14955	PORTLAND OR	97293-0955
1N1E33CD 100	2021 MORRISON LLC	0425 SW IOWA ST	PORTLAND OR	97239
1S1E02CD 16900	2021 SE 12TH AVEUNUE LLC %REALTY MANAGEMENT ADVISORS	2835 NE BROADWAY	PORTLAND OR	97232
1N1E34CD 8400	204 SW STARK LLC	332 PINE ST PENTHOUSE	SAN FRANCISCO CA	94104
1N1E34DA 900	205 NE MLK LLC	205 NE M L KING BLVD	PORTLAND OR	97232
1N1E27CA 8500	2108 N INTERSTATE LLC % T L TUCKER ENTERPRISES LLC	PO BOX 3933	PORTLAND OR	97208
1S1E03CC 200	2112 SW FIRST LLC	2112 SW 1ST AVE #200	PORTLAND OR	97201
1N1E35CB 4301	2125 ARIZONA LP	528 ARIZONA AVE #316	SANTA MONICA CA	90401
1N1E33CA 5800	2157 BURNSIDE LLC	721 SW OAK ST #100	PORTLAND OR	97205-2822
1N1E34CA 4900	219-227 NW 3RD LLC % OKA,SHIGEO & OKA,MAY	1521 NE 148TH PL	PORTLAND OR	97230
1N1E34CB 7000	221 GROUP LLC ATTN: NICK KHOURY	850 NE FLORAL PL	PORTLAND OR	97232
1S1E03AA 2800	222 SE ALDER ST LLC	PO BOX 14218	PORTLAND OR	97293-0218
1N1E27CA 6600	2250ALBINA LLC	809 N RUSSELL ST #201	PORTLAND OR	97227-1731
1N1E33CB 1200	2275 W BURNSIDE LLC % DINIHANIAN,VAHAN M JR	15005 NW CORNELL RD	BEAVERTON OR	97006
1N1E27DD 10000	228 BROADWAY INVESTMENTS LLC-7 & LIZANN-BROADWAY LLC-25%	9 SE 3RD AVE #100	PORTLAND OR	97214
1N1E34CC 5200	23RD & KEARNEY ST LLC-67.4% & BURNSIDE & KING LLC-32.6%	812 SW WASHINGTON ST #850	PORTLAND OR	97205
1S1E03DA 1900	240 CLAY DEVELOPMENT LLC ATTN: MANAGER	500 EAST BROADWAY #110	VANCOUVER WA	98660
1S1E02CD 9500	2410 BUILDING LLC	PO BOX 175	FAIRVIEW OR	97024
1N1E27DC 2600	265 HANCOCK LLC % FISCO,THAD	265 N HANCOCK ST #100	PORTLAND OR	97227-1972
1S1E11BB 3801	2715 LLC % MICHAEL L TEVIS	530 OAK GROVE AVE #201	MENLO PARK CA	94025-3255
1N1E33DD 5100	3 J'S LLC %IVAN KARMEL LAW OFFICES	1023 SW YAMHILL ST	PORTLAND OR	97205
1N1E33DA 2100	300 PARTNERS LLC	2855 SW RUTLAND TER	PORTLAND OR	97205-5855

1S1E10 400	3030 PROPERTY LLC	3121 SW MOODY AVE	PORTLAND OR	97239
1S1E04AD 90017	307 LLC	420 NW 11TH AVE #712	PORTLAND OR	97209
1N1E34CD 5800	310 SW 4TH LLC % NEW URBAN PROPERTIES LLC ATTN: THOMAS R OWENS	332 PINE ST PENTHOUSE	SAN FRANCISCO CA	94104
1N1E34DA 1000	321 NE DAVIS STREET LLC-50% & LUCAS BITAR LIMITED PARTNERSHIP-50%	9828 E BURNSIDE ST #200	PORTLAND OR	97216-2363
1N1E35CC 8600	324 SE GRAND LLC % SOOSIE BURRIS	324 SE GRAND AVE	PORTLAND OR	97214
1N1E34CA 5300	331 DAVIS LLC	621 SW ALDER ST #800	PORTLAND OR	97205
1N1E33CA 13600	35 NW 20TH PLACE LLC	19415 NE BROOKS LN	NEWBERG OR	97132
1N1E33DA 2700	350 NW 12TH LLC	2775 SW OLD ORCHARD RD	PORTLAND OR	97201
1S1E02BB 2600	3934 CORBETT LLC	619 SE 6TH AVE	PORTLAND OR	97214-2202
1N1E34BC 5100	3-D INVESTMENTS LLC	402 NW 13TH AVE	PORTLAND OR	97209-2930
1S1E03AD 3100	3MB LLC	9935 SW COMMERCE CIR	WILSONVILLE OR	97070
1N1E34CC 4000	400 SIXTH AVE LLC ATTN: FELTON,MATTHEW J	520 SW 6TH AVE #610	PORTLAND OR	97204
1S1E04AD 90018	401 LLC	420 NW 11TH AVE #712	PORTLAND OR	97209
1N1E33DA 300	403 NW 11TH AVENUE LLC % JOSEFSBERG,STEVEN K	403 NW 11TH AVE	PORTLAND OR	97209
1N1E34CA 900	406-433 NW GLISAN LLC % DAN SELAH	110 S 2ND ST	CAMPBELL CA	95008
1S1E11BB 6300	407 LLC	909 NW 19TH AVE #B	PORTLAND OR	97209
1N1E34CB 1500	410 BUILDING LLC	8309 N BURRAGE AVE	PORTLAND OR	97217-6317
1N1E34BB 80364	411 BRIDGEPORT OREGON LLC	1028 POLK AVE	SUNNYVALE CA	94086-7440
1N1E33DA 80001	415 BUILDING LLC %CHRIS ELSENBACH	415 NW 11TH AVE	PORTLAND OR	97209
1N1E34BC 70022	424 HOLDINGS LLC	2002 NW 36TH ST	LINCOLN CITY OR	97367
1N1E34BB 90369	424 STREETCAR OREGON LLC	1028 POLK AVE	SUNNYVALE CA	94086-7440
1N1E34CB 1800	425 GLISAN LLC	621 SW ALDER ST #605	PORTLAND OR	97205
1S1E10CD 500	4310 BUILDING LLC % COMPA,GARY P	520 SW YAMHILL ST #600	PORTLAND OR	97204-1329
1N1E27DB 9000	433 & 555 N THOMPSON LLC %TUCKER,THOMAS	PO BOX 3933	PORTLAND OR	97208-3933
1S1E10DC 700	4330 BUILDING LLC	PO BOX 42135	PORTLAND OR	97242-0135
1N1E34CC 7600	506 WILCOX BUILDING LLC % MENASHE,R BARRY	621 SW ALDER ST #800	PORTLAND OR	97205
1N1E27DB 8200	508 TILLAMOOK LLC	4365 NW TAM-O-SHANTER WAY	PORTLAND OR	97229
1S1E04AA 70148	511 LLC % HAAKE,MARY J	420 NW 11TH AVE #712	PORTLAND OR	97209-2964
1N1E34CC 5800	511 SW 10TH LLC	621 SW ALDER ST #800	PORTLAND OR	97205
1S1E02BC 1100	521 SE TAYLOR STREET LLC % CALDWELL,BARBARA L	16181 NW CANTERWOOD WAY	PORTLAND OR	97229-7847
1N1E27DB 8100	524 N TILLAMOOK LLC % FOSTER & ASSOCIATES CPA LLC	9011 SW BVTN HILLSDALE HWY #1A	PORTLAND OR	97225-2452
1N1E35CC 8900	525 LLC	1120 NW COUCH ST 10TH FLR	PORTLAND OR	97210
1S1E03AD 3400	55 MAIN STREET LLC	5611 NE COLUMBIA BLVD	PORTLAND OR	97218
1N1E34CA 3000	5TH AVE COMMONS LLC ET AL % MENASHE,MICHAEL E	333 NW 9TH AVE #1504	PORTLAND OR	97209
1S1E02CB 3900	600 BLOCK LLC	614 SE HAWTHORNE BLVD	PORTLAND OR	97214
1N1E35BC 1400	600 HOLLADAY LIMITED PARTNERSH % ASHFORTH PACIFIC INC ATTN GEBO,WENDY	1211 SW 5TH AVE STE 2230	PORTLAND OR	97204
1N1E34CC 8200	610 BROADWAY LLC % MENASHE,R BARRY	621 SW ALDER ST #800	PORTLAND OR	97205
1N1E26CC 10300	612 BUILDING LLC %REIG	2839 SW 2ND AVE	PORTLAND OR	97201
1N1E34CA 2100	618 NW GLISAN LLC	610 SW ALDER ST #1221	PORTLAND OR	97205
1N1E33DD 4900	620 ASSOCIATES LLC % ROCK ASSET MANAGEMENT	9777 WILSHIRE BLVD #500	BEVERLY HILLS CA	90212
1N1E35BC 2800	630 MLK LLC % ARNSBERG,STEPHEN M	7270 SW ASHDALE DR	TIGARD OR	97223-9385
1S1E02BC 600	630 S E YAMHILL L L C % IPM	721 SW OAK ST #100	PORTLAND OR	97205
1N1E33AD 70258	632 LLC %HAAKE,MARY J	420 NW 11TH AVE #712	PORTLAND OR	97209
1S1E03AA 4000	66 SE MORRISON LLC & MONTGOMERY HOLDINGS LLC % THE GUISTI BUILDING	9414 SW BARBUR BLVD #150	PORTLAND OR	97219-5486
1S1E02CC 1400	6TH & LINCOLN LLC	16997 SE BLANTON ST	MILWAUKIE OR	97267
1N1E35CB 7300	701 EAST BURNSIDE LLC	PO BOX 90953	PORTLAND OR	97290
1N1E35CC 600	711 ANKENY LLC % ELLIOTT ASSOCIATES INC	901 NE GLISAN ST	PORTLAND OR	97232

1S1E02BB 5400	711 SE GRAND LLC % HUDSON,GEORGE	711 SE GRAND AVE	PORTLAND OR	97214
1N1E34CC 1300	721 SW OAK STREET LLC % REINGOLD,JEFF	721 SW OAK ST	PORTLAND OR	97205
1S1E02BB 4600	726 6TH AVE LLC % ELLIOTT ASSOCIATES INC	901 NE GLISAN ST	PORTLAND OR	97232
1S1E02CB 3300	732 SE HAWTHORNE LLC	732 SE HAWTHORNE BLVD	PORTLAND OR	97214
1N1E33CD 3800	735 ST CLAIR LLC	1331 NW LOVEJOY ST #775	PORTLAND OR	97209
1N1E35BC 2600	736 MLK LLC % MENASHE,R BARRY	621 SW ALDER ST #800	PORTLAND OR	97205
1N1E34CC 300	7TH AND OAK LLC-95% & BROADWAY & OAK LLC-5%	920 SW 6TH AVE #223	PORTLAND OR	97204
1N1E26CC 10600	7TH AND WEIDLER LLC	4480 NE ALAMEDA ST	PORTLAND OR	97213-1245
1N1E35CC 900	7TH BURNSIDE LLC	5845 JEAN RD	LAKE OSWEGO OR	97035-5384
1N1E34CB 10100	8 NW 8TH LIMITED PARTNERSHIP % HARRIS,RICHARD L	232 NW 6TH AVE	PORTLAND OR	97209
1S1E03AD 6400	80 SE MADISON LLC	819 SE MORRISON ST #110	PORTLAND OR	97214-6308
1S1E02CB 200	800 SE HAWTHORNE LLC-1/2 & SPAHR,D LORRAINE-1/2 %NEW ERA VENTURES LLC/SPAHR,S	1101 SE 3RD AVE	PORTLAND OR	97214-3343
1S1E02BC 6200	801 HAWTHORNE INVESTMENTS LLC	801 SE HAWTHORNE BLVD	PORTLAND OR	97214
1S1E03AA 5800	81 YAMHILL INVESTORS LLC	75 SE YAMHILL ST #200	PORTLAND OR	97214
1N1E35CB 6700	811 BURNSIDE LLC % ELLIOTT ASSOCIATES INC	901 NE GLISAN ST	PORTLAND OR	97232
1N1E35CC 10800	811 STARK LLC	75 SE YAMHILL ST #201	PORTLAND OR	97214
1N1E35CC 10900	820 SE SANDY LLC	6549 SE SCOTT DR	PORTLAND OR	97215-2017
1N1E34CB 60087	822 LLC %ATLAS INVESTMENTS LLC	333 NW 9TH AVE #1009	PORTLAND OR	97209
1N1E34DD 4200	87 STARK STREET LLC % TAX DEPARTMENT	1121 SW SALMON ST 5TH FLR	PORTLAND OR	97205-2022
1S1E03AA 1000	88 WATER AVENUE LLC % TAX DEPARTMENT	PO BOX 2708	PORTLAND OR	97208-2708
1N1E34DB 200	8L LLC % GERDING/EDLEN DEVELOPMENT COMPANY LLC	1477 NW EVERETT ST	PORTLAND OR	97209-2617
1S1E02CC 100	8TH AVENUE PARTNERS LLC 55% MANDEL,ERIC G TR 45%	2236 SE BELMONT ST	PORTLAND OR	97214-2817
1S1E02CA 17400	900 HAWTHORNE LLC	PO BOX 14953	PORTLAND OR	97293
1N1E26CD 13600	905 HALSEY LLC % BANK OF THE WEST	PO BOX 5155	SAN RAMON CA	94583
1S1E02CD 19600	906 SE HARRISON LLC % CHRIS SHEPARD	2830 NW 29TH AVE	PORTLAND OR	97210-1704
1S1E02BA 4400	909 YAMHILL LLC-1/2 & LIBATION ALLEY BLDG LLC-1/2	PO BOX 14907	PORTLAND OR	97293
1N1E34CC 1800	917 OAK LIMITED PARTNERSHIP	906 NW 23RD AVE	PORTLAND OR	97210-3006
1S1E02CD 10600	920 SE CARUTHERS LLC	920 SE CARUTHERS ST	PORTLAND OR	97214
1S1E03BB 5900	925 PARK AVENUE ASSOC L L C	808 SW TAYLOR ST	PORTLAND OR	97205
1N1E35CD 8700	930 SANDY INVESTORS LLC	111 SW 5TH AVE #1001	PORTLAND OR	97204-3634
1S1E02BA 4700	935 BELMONT COMPANY LLC	6770 SW 111TH AVE	BEAVERTON OR	97008
1N1E34CB 99110	935 THE ELIZABETH LLC	949 NW OVERTON ST #301	PORTLAND OR	97209
1N1E34BC 88001	937 GROUP LLC	3330 NW YEON AVE #210	PORTLAND OR	97210-1533
1N1E34BC 88357	937 NW GLISAN LLC	27777 FRANKLIN RD #2500	SOUTHFIELD MI	48034
1S1E02BD 10800	940 SE MADISON LLC % WEITZ,JEFFREY	2155 BRIDLE WAY	WEST LINN OR	97068
1N1E27DD 8500	A&M BROADWAY LLC	600 MADISON AVE 8TH FL	NEW YORK NY	10022
1N1E33DD 90001	A&M CARSON LLC % M&G PROPERTY INVESTMENTS LLC ATTN MARSAL,MICHAEL M	600 MADISON AVE 8TH FL	NEW YORK NY	10022-1758
1N1E35CC 11400	AAA OREGON/IDAHO % NSHE OAK LLC	600 SW MARKET ST	PORTLAND OR	97201-5295
1N1E34BC 99211	AARON,KENNETH D	922 NW 11TH AVE #105	PORTLAND OR	97209
1N1E35BB 90001	AAT LLOYD DISTRICT LLC	11455 EL CAMINO REAL #200	SAN DIEGO CA	92130-2047
1S1E03BD 600	AAT OREGON OFFICE I LLC % AMERICAN ASSETS TRUST ATTN: BARTON,ROBERT F	11455 EL CAMINO REAL #200	SAN DIEGO CA	92130-2047
1S1E03BD 2900	AB/DCP PORTLAND HOTEL PROPERTY OWNER LLC % DINAPOLI CAPITAL PARTNERS	3021 CITRUS CIRCLE #130	WALNUT CREEK CA	94598
1S1E03CC 90311	ABATE,SUSAN & LARSENNOT,MARY J	2221 SW 1ST AVE #2124	PORTLAND OR	97201
1S1E03BB 1800	ABB PORTLAND LLC % SKB LLC	810 NW MARSHALL ST #300	PORTLAND OR	97209
1S1E03CD 90209	ABBOTT,AMIE E & MILLS,MICHAEL P	1930 SW RIVER DR #506	PORTLAND OR	97201-8055
1S1E02CD 9400	ABBOTT,NANCY	2405 SE 11TH AVE	PORTLAND OR	97214
1N1E33DA 90003	ABEEL,NEILSON TOP FLOOR	1325 NW FLANDERS ST	PORTLAND OR	97209-2619

1N1E34BC 40260	ABEL,DAVID E & ABEL,ALISON J R	726 NW 11TH AVE #510	PORTLAND OR	97209-3239
1N1E33AD 40321	ABEL,PAUL L & CECILE M	1625 SCOTT PL	ENCINITAS CA	92024-2465
1N1E34CB 600	ABERNATHY,MARGARET A	439 NW BROADWAY	PORTLAND OR	97209
1N1E28DD 710	ABIGAIL HOUSING ASSOCIATES LP ATTN:HLEBASKO,REBECCA	600 CALIFORNIA ST #900	SAN FRANCISCO CA	94108
1N1E26CD 90009	ABISH,SHEILA K	1718 NE 11TH AVE #201	PORTLAND OR	97212
1S1E03CC 90614	ABITZ,JAMES	2309 SW 1ST AVE #2243	PORTLAND OR	97201-5009
1N1E34BB 80053	ABOUAF,MICHAEL	1130 NW 12TH AVE #216	PORTLAND OR	97209-2855
1N1E34BB 90177	ABOUAF,STEPHEN D	76363 VIA MONTELENA	INDIAN WELLS CA	92210
1N1E35CD 12100	ABOUND PROPERTIES LLC	1526 NE ALBERTA ST #120	PORTLAND OR	97211-5046
1N1E34BB 50066	ABRAHAM,ALLISON	1001 NW LOVEJOY ST #603	PORTLAND OR	97209-3569
1S1E03BC 80102	ABRAMOWITZ,ROY & ABRAMOWITZ,KAY B	1500 SW 5TH AVE #505	PORTLAND OR	97201-5419
1N1E34BC 80017	ABRAMS,JONATHAN M	1009 NW HOYT ST #216	PORTLAND OR	97209
1N1E33CD 99029	ABSALAN,SASAN	2020 SW MAIN ST UN 605	PORTLAND OR	97205
1S1E10DB 80201	ABU DHABI SUPPLIES AND COMMERCIAL SERVICES EST 102 AL FARDAU TOWER	PO BOX 768 HAMDAN ST	ABU DHABI	UAE
1S1E04DA 4500	ACC OP (SW COLLEGE STREET) LLC	PO BOX 530292	BIRMINGHAM AL	35253-0292
1N1E34CB 60028	ACCORNERO,WILLIAM L & JANET M	420 NW 11TH AVE #605	PORTLAND OR	97209
1N1E33AD 80105	ACE,MARK J	1314 NW IRVING ST #607	PORTLAND OR	97209-2726
1N1E33AD 80020	ACE,MEGAN	1314 NW IRVING ST #607	PORTLAND OR	97209-2726
1N1E34CB 80049	ACHENBACH,JAMES R TR	3384 MAPLEWOOD CT	THE VILLAGE FL	32163
1N1E33AD 40397	ACHESON,KENDALL	1400 NW IRVING ST #619	PORTLAND OR	97209
1N1E27DC 2300	ACKERLEY COMMUNICATIONS OF THE NORTHWEST INC	3601 6TH AVE S	SEATTLE WA	98134
1N1E27CB 100	ACKERLEY COMMUNICATIONS INC % CLEAR CHANNEL OUTDOOR INC	200 E BASSE RD	SAN ANTONIO TX	78209
1N1E35BB 80068	ACKERMAN,BRAD	10040 E HAPPY VALLEY RD #1016	SCOTTSDALE AZ	85255-8402
1S1E04AA 70539	ACKLEY,TIMOTHY & ACKLEY,SUSAN	1221 SW 10TH AVE #206	PORTLAND OR	97205-2428
1N1E34BD 90235	ACUNA MONTANA,KATHYA S	810 NW NAITO PKWY #F-21	PORTLAND OR	97209
1N1E35CD 1500	ADAMIDOV,REVEKKA TR	4048 SW CULLEN BLVD	PORTLAND OR	97221-3532
1S1E04AD 80080	ADAMS,BRUCE TR (BRUCE ADAMS LIVING TRUST)	1500 SW PARK AVE #113	PORTLAND OR	97201-3472
1N1E34CA 80077	ADAMS,DAVID O	411 NW FLANDERS ST #305	PORTLAND OR	97209
1N1E33DC 90037	ADAMS,JANE	709 SW 16TH AVE #404	PORTLAND OR	97205
1S1E03BC 80028	ADAMS,JULIE E	1500 SW 5TH AVE #501	PORTLAND OR	97201
1N1E34BB 50117	ADAMS,MICHAEL R TR	1001 NW LOVEJOY ST #1308	PORTLAND OR	97209
1N1E33DA 60061	ADAMS,RAMONA V	210 ARBOR GLEN DR	EULESS TX	76039
1N1E35CA 2700	ADAMS,STANLEY R	10462 SE HILLSIDE CT	HAPPY VALLEY OR	97086-2181
1N1E35CB 6300	ADAMS,STANLEY R & SHERYL L	10462 SE HILLSIDE CT	HAPPY VALLEY OR	97086-2181
1S1E03CD 90105	ADAMSAK,PETER A TR & ADAMSAK,GEORGIA R TR	1900 SW RIVER RD #N405	PORTLAND OR	97201
1N1E34BB 80320	ADDY,THOMAS E	1130 NW 12TH AVE #608	PORTLAND OR	97209-2859
1N1E33DA 70072	ADELMAN,PAUL D & ADELMAN,JULIE M	416 NW 13TH AVE #314	PORTLAND OR	97209
1N1E34BB 88115	ADKISSON,BELINDA L	1310 NW NAITO PKWY #601	PORTLAND OR	97209-3160
1S1E10AC 90058	ADLER,JUDITH A	27 HILLSHIRE DR	LAKE OSWEGO OR	97034
1N1E34DD 4300	ADMO LLC ET AL % COAST AUTO SUPPLY CO ATTN BARRY RUSSELL	125 SE STARK ST	PORTLAND OR	97214-1019
1S1E10AA 200	ADVENTURE HOLDING LLC	426 SE GRAND AVE	PORTLAND OR	97214
1N1E34AB 200	AEGEAN CORP	1 CENTER CT #200	PORTLAND OR	97227
1N1E34AB 400	AEGEAN CORP % LINDA GLASSER	1 CENTER CT #200	PORTLAND OR	97227
1S1E03CB 80057	AERNI,LARRY	255 SW HARRISON ST #8F	PORTLAND OR	97201
1S1E03CB 80242	AETO,MALAETIA J & DOROTHY I	255 SW HARRISON ST #4D	PORTLAND OR	97201
1N1E33DA 2100	AGFA CORPORATION % TAX DEPARTMENT	200 BALLARDVALE ST	WILMINGTON MA	1887
1N1E34BC 88234	AGINSKY HOLDINGS LLC	937 NW GLISAN ST #1231	PORTLAND OR	97209-3266

1N1E34BB 40397	AGINSKY,JANE	949 NW OVERTON ST #607	PORTLAND OR	97209
1S1E04AD 60309	AGUERO,MARCIA AUDREY & AGUERO,DAVID MENDIOLA	1500 SW 11TH AVE UNIT 405	PORTLAND OR	97201
1N1E34BB 70205	AGUILAR,CHRISTOPHER	1255 NW 9TH AVE #611	PORTLAND OR	97209-2895
1S1E10DB 90101	AGUIRRE,ANTHONY C	1319 NE PARKSIDE DR	HILLSBORO OR	97124
1N1E34BD 90470	AHLGRIM,RAYMOND J II & AHLGRIM,GLORIA J	186C ARROYO HONDO RD	SANTA FE NM	87508
1S1E04AD 80014	AHN,BRIAN & AHN,HONGYI	1500 SW PARK AVE #425	PORTLAND OR	97201
1N1E26CD 90043	AHRENDT,KELSEY M	1718 NE 11TH AVE #411	PORTLAND OR	97212
1N1E34CB 60064	AHRENS-GRAY,PAUL	420 NW 11TH AVE #721	PORTLAND OR	97209
1N1E34BB 90287	AIELLO,LISA	1030 NW 12TH AVE #110	PORTLAND OR	97209
1N1E33AA 2800	AIRGAS-NOR PAC INC	3737 WORSHAM AVE	LONG BEACH CA	90808
1S1E03CC 90688	AIZAWA,JOSEPH Y	2309 SW 1ST AVE #1043	PORTLAND OR	97201
1N1E34BB 88601	AJA,DANIEL S	1260 NW NAITO PKWY #605	PORTLAND OR	97209
1N1E33DC 70020	AJANOVIC,JASMIN TR & LUK,BETTY KA BIK TR (AJANOVIC-LUK LIVING TRUST)	250 KING ST #730	SAN FRANCISCO CA	94107-5475
1N1E27CB 100	AK MEDIA/NW	3601 6TH AVE S	SEATTLE WA	98134
1S1E04BA 80016	AKAR,ARMAGAN	1132 SW 19TH AVE #209	PORTLAND OR	97205
1S1E04AD 80221	AKHRIEV,ZAUR B ET AL	1930 SW RIVER DR #107	PORTLAND OR	97201-8054
1S1E10DB 700	ALAMO MANHATTAN BLOCK 43 LLC	3012 FAIRMOUNT ST #100	DALLAS TX	75201
1N1E34BD 90319	ALBANO,ANTOINETTE	720 NW NAITO PKWY #D-19	PORTLAND OR	97209
1N1E26DC 13600	ALBERS ASSOCIATES LLC	4800 SW MACADAM AVE #120	PORTLAND OR	97239
1N1E34BA 100	ALBERS MILL BUILDING LLC % BILL NAITO COMPANY	2701 NW VAUGHN ST #390	PORTLAND OR	97210
1N1E34BA 100	ALBERS MILL BUILDING PARTNERSH	5 NW FRONT AVE	PORTLAND OR	97209-4013
1N1E34BA 200	ALBERS MILL HOLDING LLC % FAZIO,MARC	2701 NW VAUGHN ST #390	PORTLAND OR	97210-5355
1N1E28D 80070	ALBERT,JOHN E TR & ALBERT,JUANITA R TR	1830 NW RIVERSCAPE ST #801	PORTLAND OR	97209-1841
1S1E02CD 17500	ALBERT,JOSEPH & CHASE,CYNTHIA A	2916 NE 7TH AVE	PORTLAND OR	97212
1N1E34CA 80128	ALBERTS,MICHAEL & ALBERTS,MICHELLE	7109 SE 31ST AVE	PORTLAND OR	97202
1N1E34BB 90080	ALBERTSON,PILAR	1030 NW 12TH AVE #505	PORTLAND OR	97209
1N1E34BB 90415	ALBERTSON,SCOTT L & ALBERTSON,PILAR	1030 NW 12TH AVE #505	PORTLAND OR	97209-2849
1N1E34BC 40124	ALBERTY,ROGER E & BARBARA L	1030 NW JOHNSON ST #322	PORTLAND OR	97209
1S1E10AC 90097	ALBRAHIM,JABER & ALBRAHIM,LORNA	0851 SW PENNOYER ST #TH-B	PORTLAND OR	97239
1N1E34CA 80055	ALBRAHIM,LORNA	0851 SW PENNOYER ST	PORTLAND OR	97239
1N1E33DA 60112	ALBRIGHT,CHAD A	5723 SE LEXINGTON ST	PORTLAND OR	97206-8101
1N1E34BC 60319	ALBRIGHT,RONALD & ALBRIGHT,JULIE	821 NW 11TH AVE #505	PORTLAND OR	97209
1N1E34CB 60035	ALBRITTON,ANGELA J	2860 CLINTON ST	DENVER CO	80238-2958
1N1E34BD 1500	ALCO INVESTMENT COMPANY	PO BOX 3546	SEATTLE WA	98124-3546
1N1E33DA 70089	ALDEN,JEFFREY M	416 NW 13TH AVE #415	PORTLAND OR	97209
1N1E34CC 9000	ALDER PARK INVESTMENTS LLC	333 NW 9TH AVE #1010	PORTLAND OR	97209
1N1E33AD 70298	ALEGRIA,LOREN & JOHRI,SONIKA	1420 NW LOVEJOY ST #303	PORTLAND OR	97209-2736
1S1E10DB 90539	ALEKSIC,NEBOJSA	11926 SW 12TH PL	PORTLAND OR	97219
1N1E34BD 90568	ALEXANDER,BRIAN A TR & ALEXANDER,DARIKA TR (ALEXANDER FAMILY TRUST)	3580 SE CARUTHERS ST	PORTLAND OR	97214
1N1E34CB 80078	ALEXANDER,DARCY K	300 NW 8TH AVE #302	PORTLAND OR	97209-3555
1N1E34BD 90204	ALEXANDER,DARIKA & ALEXANDER,BRIAN	1040 NW NAITO PKWY #O-11	PORTLAND OR	97209
1S1E03DD 1000	ALEXANDRA PROPERTIES LLC	PO BOX 15069	PORTLAND OR	97293-5069
1S1E03CD 90341	ALEXOV,IVAN	1920 SW RIVER DR #E305	PORTLAND OR	97201
1N1E34CB 40213	ALFERES,JOHN JR & SHANNON,MARY T	1025 NW COUCH ST #812	PORTLAND OR	97209
1N1E34BB 70383	ALFORD,ROBERT & CHANCE,MARJORY	4603 SE MADISON ST	PORTLAND OR	97215
1N1E34BB 80137	ALKIRE,MELANIE L & ALKIRE,JOHN J	1133 NW 11TH AVE #211	PORTLAND OR	97209-3012
1N1E34BC 70040	ALLADA,GOPAL	618 NW 12TH AVE #402	PORTLAND OR	97209

1S1E02CD 9200	ALLAN,JAMES R TR & ALLAN,MARILYN M TR	2770 NW IMPERIAL TER	PORTLAND OR	97210-3316
1N1E33DA 80098	ALLEN,BARBARA A & BATZER,JAMES H	408 NW 12TH AVE #214	PORTLAND OR	97209
1S1E10DB 80622	ALLEN,BRIGID W TR (BRIGID W ALLEN REVOCABLE TRUST DTD 8/28/12)	0841 SW GAINES ST #1400	PORTLAND OR	97239
1N1E34CB 40197	ALLEN,DARYL & ALLEN,STEPHANIE	2316 HALIFAX PLACE	EL DORADO HILLS CA	95762
1N1E34CB 90006	ALLEN,ELIOT & YOUNG,ROBERTA	8835 SW CANYON LN #404B	PORTLAND OR	97225
1S1E03CA 90319	ALLEN,ELISA J	205 SW MONTGOMERY ST #303	PORTLAND OR	97201
1N1E33DC 90020	ALLEN,KAREN S	2350 NW SAVIER ST #340	PORTLAND OR	97210
1S1E03BC 80076	ALLEN,KIRBY L TR & ALLEN,AMELIA E TR	1500 SW 5TH AVE #2103	PORTLAND OR	97201
1N1E28D 80041	ALLEN,ROBERT G & ALLEN,CAROLYN	1830 NW RIVERSCAPE ST #411	PORTLAND OR	97209
1S1E04AA 70531	ALLEN,ROBERT J & JANE B	PO BOX 948	BETHEL AK	99559-0948
1N1E34BD 90637	ALLEN,RONALD C & ALLEN,CHRISTY S	12878 SW KILLPACK LN	BEAVERTON OR	97005-0874
1S1E03CB 80053	ALLEN,SHERRY L	255 SW HARRISON ST #8B	PORTLAND OR	97201
1N1E33AD 70295	ALLEN,TIMOTHY J & KATHLEEN A	1420 NW LOVEJOY ST #308	PORTLAND OR	97209
1N1E27CA 8200	ALLIANCE DEVELOPMENT GROUP LLC	PO BOX 1682	LAKE OSWEGO OR	97035
1N1E35CB 8100	ALLIED SAFE & VAULT CO %R VAN HALDEREN	425 W 2ND AVE	SPOKANE WA	99201
1N1E33AD 70347	ALLINGHAM,MICHAEL S TR & BAKER,CAROL J TR	15517 134TH PL NE	WOODINVILLE WA	98072-5509
1N1E33AD 4500	ALLPORT,MICHAEL TR & ALLPORT,JULIE TR & KENILWORTH PROPERTIES LLC	2627 NE THOMPSON ST	PORTLAND OR	97212
1N1E34BB 50170	ALLTUCKER,IRENE L & ALLTUCKER,KEVIN W	1314 E 21ST AVE	EUGENE OR	97403
1S1E04DA 1800	ALMAHALAWY,HASSAN	420 SW COLLEGE ST	PORTLAND OR	97201
1N1E34CB 60063	ALMAR PROPERTIES LLC	1025 SW MYRTLE DR	PORTLAND OR	97201
1S1E10DB 80125	ALMUKHTAR,MOHAMMED	0841 SW GAINES ST #1000	PORTLAND OR	97239
1S1E04AA 70156	ALPERT,STEPHEN M	100 WATERING POND RD	GUILFORD CT	06437-1660
1S1E04AA 7200	ALPROP L L C %PROPERTY ADMINISTRATION	4905 SW GRIFFITH DR #205	BEAVERTON OR	97005-8724
1S1E03BA 700	ALPROP LLC %PROPERTY ADMINISTRATION	4905 SW GRIFFITH DR #205	BEAVERTON OR	97005-8724
1S1E03CB 80034	ALSOGHAEIR,MOUDHI	255 SW HARRISON ST #5G	PORTLAND OR	97201
1N1E34BB 50394	ALT,KONRAD S TR & KENNEDY,MAUREEN A TR	312 PACIFIC AVE	PIEDMONT CA	94611
1N1E34BB 40128	ALT,KONRAD S TR & KENNEDY,MAUREEN A TR (ALT-KENNEDY FAMILY TRUST)	312 PACIFIC AVE	PIEDMONT CA	94611-3433
1N1E26CC 11400	ALTA HOME PROPERTIES LLC	4047 SW GREENHILLS WAY	PORTLAND OR	97221
1N1E35BB 1000	ALTA HOME PROPERTIES LLC % WENDY INTERNATIONAL ATTN: TAX DEPARTMENT	PO BOX 256	DUBLIN OH	43017-0256
1N1E26CC 11000	ALTA HOME PROPERTIES LLC % YUM! BRANDS INC ATTN REAL ESTATE TAX DEPT	PO BOX 35370	LOUISVILLE KY	40232-5370
1N1E26CC 12000	ALTA HOME PROPERTIES LLC %QDOBA MEXICAN GRILL	15800 BOONES FERRY RD #C301	LAKE OSWEGO OR	97035
1N1E33DA 60034	ALTENHOFEN,FRANK & ALTENHOFEN,VICTORIA	20 NW 16TH AVE #206	PORTLAND OR	97209
1N1E34CB 60090	ALTER,CLINT	420 NW 11TH AVE #903	PORTLAND OR	97209-2969
1N1E28D 90054	ALTER,DEBRA & MINK,DAVID	1638 NW RIVERSCAPE ST	PORTLAND OR	97209
1N1E34BC 40261	ALTER,HARVEY & NANCY	777 S BROAD ST #535	PHILADELPHIA PA	19147-2513
1N1E33DA 60025	ALTMAN,AMY	20 NW 16TH AVE #114	PORTLAND OR	97209
1S1E03CB 70200	ALTOWAIJRI,MOATH	111 SW HARRISON ST #16E	PORTLAND OR	97219-5382
1S1E04BA 8300	ALTSTADT APARTMENTS LLC % ZAKOCS,EDWARD MANAGER	PO BOX 336	YAMHILL OR	97148-0336
1N1E34CB 40244	ALVAREZ,MICHAEL J TR	1025 NW COUCH ST #1017	PORTLAND OR	97209
1N1E33DC 70118	AMANO,RICHARD M	7712 PALACIO DR	CARLSBAD CA	92009-8522
1S1E03BA 7000	AMATO BROTHERS ENTERPRISES INC % ELLIOT ASSOCIATES INC	901 NE GLISAN ST	PORTLAND OR	97232
1S1E03BA 7700	AMATO BROTHERS ENTERPRISES INC % ELLIOTT ASSOCIATES INC	901 NE GLISAN ST	PORTLAND OR	97232
1N1E27DD 11600	AMATO,FRANK J & AMATO,SUSAN P-3/9 OF 25% & WALSH,MARY B TR-3/9 OF 25% ET	827 LAKE ST #107	KIRKLAND WA	98033
1S1E02CD 13000	AMATO,JULIA M ET AL	4039 SE LICYNTRA LN	MILWAUKIE OR	97222
1S1E03CA 90150	AMBURGEY,LARRY K	16211 NE 164TH CT	BRUSH PRAIRIE WA	98606-6318
1N1E33DA 4500	AMC III LLC	PO BOX 2720	PORTLAND OR	97208-2720
1S1E03CB 300	AMCO-PORTLAND INC %WYSE INVESTMENT SERVICES CO	810 SE BELMONT ST #100	PORTLAND OR	97214

1S1E10DB 90749	AMERI,DARIUS A-50% & AMERI,SHERWIN A-50%	5335 SW MEADOWS RD #190	LAKE OSWEGO OR	97035-3152
1N1E35CB 4600	AMERICAN BRUSH CO /AMERICAN POWER BRUSH MANUF IN ATTN: ACCOUNTING	756 S BYRNE RD STE 1	TOLEDO OH	43609-1062
1S1E03DA 400	AMERICAN METAL PRODUCTS CO	PO BOX 14891	PORTLAND OR	97293-0891
1S1E03CC 90000	AMERICAN PLAZA TOWERS CONDOMINIUM OWNERS ASSN	2211 SW 1ST AVE	PORTLAND OR	97201
1S1E03DD 700	AMERICAN WATERWAYS INC	110 SE CARUTHERS ST	PORTLAND OR	97214-4513
1S1E03DD 800	AMERICAN WATERWAYS INC ATTN: YATES,DANIEL H	110 SE CARUTHERS ST	PORTLAND OR	97214-4513
1N1E33AD 4900	AMES,ROBERT & PUCKETT,JAMES E	P O BOX 3531	PORTLAND OR	97208-3531
1N1E34CB 5400	AMES-HELDFOND LLC	3936 CLAY ST	SAN FRANCISCO CA	94118
1S1E03CA 90391	AMO,KEITH R TR & AMO,CHRISTINE M TR	1730 SW HARBOR WAY #403	PORTLAND OR	97201-5100
1S1E03CC 90514	AMOR,HELLA B H	2309 SW 1ST AVE #G42	PORTLAND OR	97201
1N1E34CB 40144	AMOTH,KURT & AMOTH,LARA C PO BOX 1362	109 SW WESTWINDS RD	WHITE SALMON WA	98672
1N1E28D 80168	AMRI,CHRISTINA M	1830 NW RIVERSCAPE ST #107	PORTLAND OR	97209
1N1E34BC 60028	AMSDEN,WILLIAM M & ONO,MICHIKO	4310 SW 48TH PL	PORTLAND OR	97221-3742
1S1E03CA 90287	AMUNDSON,ROBERT G	1616 SW HARBOR WAY #403	PORTLAND OR	97201-5165
1N1E34DC 1900	AMW PROPERTIES LLC ET AL	7215 SW MONTCLAIR DR	PORTLAND OR	97225-1517
1N1E34BB 60353	ANALEAH LLC % YORKSTON,JAMES M & YORKSTON,CAROLINE L	2808 HUNTINGTON ST	BELLINGHAM WA	98226
1N1E34CC 3000	ANCHOR PROPERTIES INC	4121 NE WISTARIA DR	PORTLAND OR	97212-2965
1S1E03CC 90008	ANCKAITIS,ROBERT T & JEANNINE D	106 CORNELL AVE	SWARTHMORE PA	19081-1930
1N1E33DC 70083	ANDAM,ERROL	1926 W BURNSIDE ST #611	PORTLAND OR	97209
1N1E33DC 70404	ANDERS,COURTNEY & AUGUST,NATHANIEL	1812 NE 48TH AVE	PORTLAND OR	97213
1S1E03CB 80030	ANDERS,MICHAEL W	4260 GALEWOOD ST #B	LAKE OSWEGO OR	97035-2609
1N1E33AD 70432	ANDERSEN,BETH & PEREAU,KEVIN	1420 NW LOVEJOY ST #708	PORTLAND OR	97209
1S1E04AD 60061	ANDERSON,ALAN M	1500 SW 11TH AVE #1005	PORTLAND OR	97201-3539
1N1E34CB 99397	ANDERSON,ANDREAS A	51 DANIEL RD	WASHOUGAL WA	98671
1N1E34CB 60065	ANDERSON,CINDY A	PO BOX 1426	CANNON BEACH OR	97110
1S1E03BC 80120	ANDERSON,DANIEL S & STRAND,JOY D	1930 NW IRVING ST #504	PORTLAND OR	97209-1268
1S1E03BC 90008	ANDERSON,DARWIN K & DORIS B %SUSAN E TEPPOLA	13301 NE KUEHNE RD	CARLTON OR	97111
1S1E03CA 90321	ANDERSON,DAVID	937 NW GLISAN ST #1430	PORTLAND OR	97209-3267
1N1E34BC 88344	ANDERSON,DAVID J	937 NW GLISAN ST #1430	PORTLAND OR	97209-3267
1N1E34BD 90472	ANDERSON,ED	7830 NE SCHUYLER ST	PORTLAND OR	97213
1S1E04AD 90012	ANDERSON,ED TR	7830 NE SCHUYLER ST	PORTLAND OR	97213
1N1E34BD 90349	ANDERSON,EDDIE B TR & ANDERSON,PETRA TR	7830 NE SCHUYLER ST	PORTLAND OR	97213
1N1E33DC 70202	ANDERSON,ERIC S	1926 W BURNSIDE ST #1304	PORTLAND OR	97209
1N1E34BB 80379	ANDERSON,JAMES C & ANDERSON,PATRICIA C	1133 NW 11TH AVE #601	PORTLAND OR	97209
1S1E04AA 70381	ANDERSON,JAMIE E TR & ANDERSON,MICHAEL C TR	1221 SW 10TH AVE #1801	PORTLAND OR	97205
1N1E33DC 70065	ANDERSON,JANELL R	1926 W BURNSIDE ST #511	PORTLAND OR	97209-2071
1S1E03CD 90039	ANDERSON,JANET R TR & ANDERSON,BRADBURY TR	13675 VANDERBILT DR #1008	NAPLES FL	34110-6122
1S1E10AC 90102	ANDERSON,JOHN W & ANDERSON,MARTHA K	0831 SW PENNOYER ST #TH-G	PORTLAND OR	97239
1S1E04BA 80052	ANDERSON,JUDITH B	1801 E ROCKWOOD BLVD	SPOKANE WA	99203
1N1E34BD 90261	ANDERSON,MARISSA P	937 NW GLISAN ST #1435	PORTLAND OR	97209
1N1E34BB 60260	ANDERSON,MATT W	1125 NW 9TH AVE #419	PORTLAND OR	97209-2869
1S1E10DB 80257	ANDERSON,NEIL TR & ANDERSON,SHARON TR	0841 SW GAINES ST #1208	PORTLAND OR	97239-3102
1S1E03CC 90317	ANDERSON,PERRY E & CASTELLANO,CATHY M	2221 SW 1ST AVE #2225	PORTLAND OR	97201
1S1E04AD 70022	ANDERSON,PETRA	1236 SE 55TH AVE	PORTLAND OR	97215
1S1E03BC 80119	ANDERSON,RICHARD TR & ANDERSON,BARBARA TR	1500 SW 5TH AVE #2505	PORTLAND OR	97201-5438
1N1E34BB 70189	ANDERSON,ROBERT E	225 4TH AVE #201	VENICE CA	90291-8607
1N1E34BC 60374	ANDERSON,SCOTT F & ANDERSON,RACHEL A	821 NW 11TH AVE #211	PORTLAND OR	97209

1N1E34BC 60098	ANDERSON,SCOTT F TR & ANDERSON,RACHAEL A TR (ANDERSON FAMILY TRUST)	821 NW 11TH AVE #211E	PORTLAND OR	97209
1S1E03BC 80085	ANDERSON,SCOTT H & ANDERSON,SOHEE LEE	1500 SW 5TH AVE #804	PORTLAND OR	97201-5422
1N1E34BD 90583	ANDERSON,TAIT	606 NW NAITO PKWY #A16	PORTLAND OR	97209
1N1E34CB 90005	ANDERSON,WILLIAM F TR & LINN,LAVALLE S TR	725 NW FLANDERS ST #203	PORTLAND OR	97209
1S1E04AB 60103	ANDIDEH,SHIDEH L & ANDIDEH,EBRAHIM	1234 SW 18TH AVE #207	PORTLAND OR	97205
1N1E34BC 40106	ANDRE,KATHLEEN J TR (KATHLEEN J ANDRE TRUST)	1030 NW JOHNSON ST #321	PORTLAND OR	97209-3075
1N1E34CB 99047	ANDRE,PHILIPPE & MCALPINE,JILL L	333 NW 9TH AVE #1216	PORTLAND OR	97209
1N1E34CB 90024	ANDREWS,CHRISTOPHER R & ANDREWS,JULIE W	725 NW FLANDERS ST #408	PORTLAND OR	97209
1S1E03CB 80312	ANDREWS,PAUL B TR & ANDREWS,LUELLA TR % ANDREWS,DARRYL	255 SW HARRISON ST #4E	PORTLAND OR	97201-5339
1N1E34BC 88130	ANDREWS,SONA K	937 NW GLISAN ST #831	PORTLAND OR	97209
1S1E10DB 80063	ANGELOS,GERALDINE TR (GERALDINE ANGELOS TRUST)	0841 SW GAINES ST #411	PORTLAND OR	97239-3062
1N1E35CB 5600	ANGUSGROUP LLC	807 NE COUCH ST	PORTLAND OR	97232
1N1E34BB 88138	ANJOS,ANDRE & ANJOS,ELIZABETH	1310 NW NAITO PKWY #705	PORTLAND OR	97209
1S1E10AC 90207	ANKELE,BRIAN S & ABBOTT,JOSEPH W	3570 SW RIVER PKWY #1703	PORTLAND OR	97239
1S1E03CD 90451	ANKROM,STEWART H TR & ANKROM,SANDRA J TR	1900 SW RIVER DR #702	PORTLAND OR	97201
1S1E03AD 5300	ANMA LLC	11415 SW AVENTINE CIRCUS	PORTLAND OR	97219
1N1E34BB 50340	ANORGA-COOK,IRIS	1001 NW LOVEJOY ST #409	PORTLAND OR	97209-3568
1S1E03CC 900	ANR LLC % WYSE,AL	3701 7TH AVE S	SEATTLE WA	98134
1N1E33DA 70022	ANTEPARRA-NAUJOCK,MARCELO & ANTEPARRA-NAUJOCK,BETH	416 NW 13TH AVE #505	PORTLAND OR	97209
1N1E33DA 70105	ANTEPARRA-NAUJOCK,MARCELO & ANTEPARRA-NAUJOCK,ELIZABETH	416 NW 13TH AVE #504	PORTLAND OR	97209
1N1E34BC 99121	ANTON,MICHAEL & ANTON,MARGARET	922 NW 11TH AVE #807	PORTLAND OR	97209
1N1E33AD 40350	ANTONI,PAMELA L	11505 NE YACHT HARBOR DR #C517	PORTLAND OR	97217
1S1E03CB 70054	ANTONIUS,ERIN H	2244 SE CARUTHERS ST	PORTLAND OR	97214
1S1E02CD 12100	ANUNSEN,JOHN F S	P O BOX 68276	PORTLAND OR	97268
1S1E04AA 70535	ANZALDO,GINA E	1221 SW 10TH AVE UN 216	PORTLAND OR	97205
1S1E04AD 80199	AOKI,KASUMI	1500 SW PARK AVE #230	PORTLAND OR	97201
1N1E27DC 5700	AOR REAL ESTATE INC %RYAN LLC ATTN PROPERTY TAX	2800 POST OAK BLVD #4200	HOUSTON TX	77056
1S1E03BA 8200	AP&J CORP-50% & EM GEE LLC-50%	920 SW 6TH AVE #223	PORTLAND OR	97205
1N1E33DD 4000	AP&J CORP-95% & 12TH AND ALDER LLC-5%	920 SW 6TH AVE #223	PORTLAND OR	97204-1207
1N1E34CB 9000	AP&J CORP-95% & 8TH & COUCH LLC-5%	920 SW 6TH AVE #223	PORTLAND OR	97204-1207
1N1E34AA 2300	API PROPERTIES 1047 LLC MERRICK ATTN CFO	1900 S NORFOLK ST #150	SAN MATEO CA	94403
1N1E34BC 7200	API PROPERTIES 1048 LLC % CFO	1900 S NORFOLK ST #150	SAN MATEO CA	94403
1N1E34BB 60145	APLET,LEONARD A & APLET,BRENDA A	PO BOX 1047	SCAPPOOSE OR	97056
1N1E28D 308	APOLLO DEVELOPMENT INC % APOLLO HOMES INC	931 SW KING AVE	PORTLAND OR	97205-1321
1N1E34AA 1100	APPLEGATE,RONALD & APPLEGATE,JANINE	1317 NE 3RD AVE	PORTLAND OR	97232-1102
1S1E03CA 90238	ARAGON,ROBERT P & ARAGON,VIRGINIA M	1616 SW HARBOR WAY #406	PORTLAND OR	97201-5165
1N1E34BB 50441	ARAGONES,TERESA L	1001 NW LOVEJOY ST #712	PORTLAND OR	97209
1S1E03CD 90133	ARANA,CLARA I	1900 SW RIVER DR #N903	PORTLAND OR	97201
1N1E34BC 60364	ARBANAS,DAVID P TR & ARBANAS,JENNIFER G TR	02004 SW MILITARY RD	PORTLAND OR	97219
1S1E03BC 90016	ARBAUGH,WILLIAM C TR & ARBAUGH,SANDRA L TR	1209 SW 6TH AVE #406	PORTLAND OR	97204-1089
1S1E04AA 80023	ARBOGAST,TIM & YVONNE	1806 MARKHAM RD	HOOD RIVER OR	97031
1S1E04BA 70000	ARBOR VISTA CONDOMINIUM ASSN	P O BOX 6469	PORTLAND OR	97228
1S1E04BA 70028	ARBOR VISTA HOMEOWNERS ASSOCIATION %NOAH & ASSOCIATES	12550 SE 93RD AVE #260	CLACKAMAS OR	97015
1S1E02CB 7500	ARCHER,KATHLEEN M	621 SE HARRISON ST	PORTLAND OR	97214-4528
1S1E10DB 80316	ARCHIE,PETER B & ARCHIE,KATHRYN K	0841 SW GAINES ST #109	PORTLAND OR	97239-3062
1N1E27CA 7000	AREA 62 LLC	2050 S BEAVERCREEK RD #322	OREGON CITY OR	97045-4301
1S1E04AB 60046	ARENDT,STEVEN J & ARENDT,DIANE S	1234 SW 18TH AVE #508	PORTLAND OR	97205

1N1E33DC 70588	ARGUEA,DIEGO F	1926 W BURNSIDE ST #617	PORTLAND OR	97209
1N1E34DD 2300	ARISTON,DEMETRA	3404 NE 32ND AVE	PORTLAND OR	97212
1N1E34CB 99345	ARKELL,RICHARD C	333 NW 9TH AVE #613	PORTLAND OR	97209-3337
1S1E04BA 7600	ARKES,ROBERT B & JANE L	1905 SW MARKET STREET DR	PORTLAND OR	97201
1S1E03BB 6000	ARLINGTON CLUB	811 SW SALMON ST	PORTLAND OR	97205-3013
1N1E34BB 80107	ARMAN,REBEKA	1130 NW 12TH AVE #506	PORTLAND OR	97209-2858
1N1E34CB 7501	ARMORY THEATER FUND % PORTLAND CENTER STAGE ATTN FINANCE DIRECTOR	128 NW 11TH AVE	PORTLAND OR	97209-4160
1N1E34BC 99183	ARMOUR,GERALD I TR & ARMOUR,JANE A TR	PO BOX 2096	PARADISE CA	95967
1N1E26CC 9100	ARMSTRONG INVESTMENTS LLC % ARMSTRONG,JIM	633 NE BROADWAY	PORTLAND OR	97232
1S1E03BC 90019	ARMSTRONG,JEANNE T TR (JEANNE T ARMSTRONG 1994 TRUST	1209 SW 6TH AVE #304	PORTLAND OR	97204-1025
1S1E04AD 80274	ARMSTRONG,JOAN E TR	6645 NW BURGUNDY DR	CORVALLIS OR	97330
1N1E34BC 60021	ARMSTRONG,MEFFIE TR-48.37 & ARMSTRONG,DAVID-51.624	821 NW 11TH AVE #103	PORTLAND OR	97209
1N1E33AD 40424	ARMSTRONG,PETER S & MILLER,LINDA W	1400 NW IRVING ST #716	PORTLAND OR	97209-2260
1S1E04AD 80214	ARNDT,BYRON C & ARNDT,COLLEEN P	6 N MODOC AVE	MEDFORD OR	97504-6921
1N1E34BC 60325	ARNDT,JAMES A	821 NW 11TH AVE #609	PORTLAND OR	97209
1S1E03CA 90464	ARNOLD,JAMES R TR & ARNOLD,PATTI A TR	214 RIO VISTA DR	WHITE SALMON WA	98672-8938
1N1E34CA 80097	ARNOLD,LARRY & ESTELLE	1491 WELBURN AVE	GILROY CA	95020
1N1E34CA 80059	ARNOLD,LARRY D & ESTELLE A	1491 WELBURN AVE	GILROY CA	95020
1S1E03CC 90036	ARNOLD,LINDA P	2211 SW 1ST AVE #703	PORTLAND OR	97201-5060
1N1E34CB 60036	ARNOLD,NOEL	420 NW 11TH AVE #613	PORTLAND OR	97209-2961
1N1E34CB 99375	ARNTZ,RICKEE & ARNTZ,WILLIAM D	333 NW 9TH AVE #804	PORTLAND OR	97209
1N1E34BB 88494	ARONSON,DAVID A	1310 NW NAITO PKWY #306	PORTLAND OR	97209
1N1E33DC 70070	ARORA,HARSH & ARORA,NUTAN	9770 SW 169TH PL	BEAVERTON OR	97007
1S1E03CA 90356	ARPAN,ROBERTA A TR	11013 E CHESTNUT DR	SUN LAKES AZ	85248
1S1E10DB 90223	ARREDONDO,MICHAEL M	3601 SW RIVER PKWY #2002	PORTLAND OR	97239
1N1E26CD 90029	ARRINGTON,MICHAEL B & ARRINGTON,ELIZABETH F	1718 NE 11TH AVE #310	PORTLAND OR	97212
1N1E34CB 88006	ART/PARK LLC % JAMES WINKLER	210 SW MORRISON ST, #600	PORTLAND OR	97204
1N1E33AD 40066	ARTHUR BURK HOLDINGS LLC	1409 51ST ST	SACRAMENTO CA	95819
1N1E34BD 90326	ARTHUR,KELLY	730 NW NAITO PKWY #E17	PORTLAND OR	97209
1N1E33DC 1700	ARTISTS REPERTORY THEATRE	1515 SW MORRISON ST	PORTLAND OR	97205-1814
1N1E34CB 88000	ART-PARK CONDOMINIUM OWNERS ASSOCIATION % WINKLER DEVELOPMENT CORP	210 SW MORRISON ST #600	PORTLAND OR	97204-3150
1S1E03BA 1500	ARUM INVESTMENT CO LP	PO BOX 871538	VANCOUVER WA	98687
1S1E04AA 4900	AS REALTY LLC % ATTN: TAX DEPT	1121 SW SALMON ST #500	PORTLAND OR	97205
1N1E33AA 3200	ASA FLATS LLC % INVESCO ADVISERS INC	2001 ROSS AVE #3400	DALLAS TX	75240
1S1E03CB 80040	ASCH,MARY E TR	255 SW HARRISON ST #6E	PORTLAND OR	97201
1N1E33DC 70490	ASERON,PAOLO	1422 NE REDSPIRE LN	HILLSBORO OR	97124
1S1E03BA 4500	ASETT LLC % NORRIS & STEVENS	621 SW MORRISON ST STE 800	PORTLAND OR	97205-3825
1N1E34DD 2700	ASH STREET DEVELOPMENT LLC % NORTHPOINT HOUSING INC ATTN: HLEBASKO,REBECCA V	600 CALIFORNIA ST #900	SAN FRANCISCO CA	94103
1N1E35CC 6900	ASH STREET PROJECT LLC	3280 NE IRVING ST	PORTLAND OR	97232-2537
1N1E34CD 2800	ASHFORD PH PARTNERS LP % ASHFORD HOSPITALITY LP ATTN: GENERAL COUNSEL	14185 DALLAS PKWY #1100	DALLAS TX	75254-4308
1N1E34BC 4500	ASHLEY,SALLY R TR	613 NW 11TH AVE	PORTLAND OR	97209
1S1E03BC5 80145	ASHMANN,WARREN H TR % FREEDMAN,STEPHANIE	320 SW OAK ST #450	PORTLAND OR	97204-2734
1N1E33DA 60033	ASHORI,MOHAMMAD	20 NW 16TH AVE #205	PORTLAND OR	97209
1S1E03BC 90004	ASHTON,RICHARD	2820 HOPE AVE #E	CARLSBAD CA	92008
1N1E34BB 50414	ASHWORTH,BRENDA K & WELCH,DONALD F	4214 BUCKSKIN WOOD DR	ELLICOTT CITY MD	21042
1N1E34CA 80057	ASHWORTH,MARY A	411 NW FLANDERS ST #504	PORTLAND OR	97209
1N1E27DC 5100	ASM INVEST LLC	PO BOX 56150	PORTLAND OR	97238-6150

1N1E34CC 6700	ASPEN ALDER LLC	333 NW 9TH AVE #1010	PORTLAND OR	97209
1N1E34CC 4400	ASPEN IMPERIAL LLC	400 SW BROADWAY	PORTLAND OR	97205-3501
1N1E33DC 2000	ASPEN MALLORY HOLDINGS LLC % MALLORY HOTEL	729 SW 15TH AVE	PORTLAND OR	97205-1906
1N1E33DD 7200	ASPEN MALLORY PARK LLC	111 SW 15TH AVE #1001	PORTLAND OR	97204-3634
1N1E34CB 80129	ASSIS,PHILLIP	300 NW 8TH AVE #904	PORTLAND OR	97209-3562
1S1E04AB 7700	ASSN OF WESTERN PULP & PAPER W	P O BOX 4566	PORTLAND OR	97208-4566
1N1E34BC 99000	ASSOCIATION OF PARK PLACE CONDOMINIUMS IN THE PEARL	809 NW 11TH AVE	PORTLAND OR	97209
1N1E26CD 90000	ASSOCIATION OF UNIT OWNERS OF	621 SW ALDER ST STE 605	PORTLAND OR	97205
1S1E03BC 90000	ASSOCIATION OF UNIT OWNERS OF AMBASSADOR CONDOMINIUM	1211 SW 6TH AVE	PORTLAND OR	97204-1001
1N1E35BB 80000	ASSOCIATION OF UNIT OWNERS OF CASCADIAN COURT CONDOMINIUM	9701 SE JOHNSON CREEK BLVD	HAPPY VALLEY OR	97086
1N1E33DC 70000	ASSOCIATION OF UNIT OWNERS OF CIVIC CONDOMINIUM	1120 NW COUCH ST #600	PORTLAND OR	97209
1N1E33DC 70671	ASSOCIATION OF UNIT OWNERS OF CIVIC CONDOMINIUM % BPM HOA MANAGEMENT	1800 SW 1ST AVE #1	PORTLAND OR	97201-5321
1S1E04AB 70000	ASSOCIATION OF UNIT OWNERS OF CLAY STREET COMMONS, A CONDOMINIUM	5335 SW MEADOWS RD #190	LAKE OSWEGO OR	97035
1S1E04AB 90000	ASSOCIATION OF UNIT OWNERS OF CLAYBORN CONDOMINIUM	1441 SW CLAY ST	PORTLAND OR	97201
1N1E35CC 90000	ASSOCIATION OF UNIT OWNERS OF EASTSIDE LOFTS CONDOMINIUM	P O BOX 25058	PORTLAND OR	97298
1S1E02CA 70000	ASSOCIATION OF UNIT OWNERS OF ELEVENTH AVENUE CONDOMINIUM	6401 NE 33RD AVE	PORTLAND OR	97211
1S1E04AD 70000	ASSOCIATION OF UNIT OWNERS OF ELEVENTH AVENUE LOFTS, A CONDOMINIUM	84 NORWOOD AVENUE	KENSINGTON CA	94797
1N1E34CA 90000	ASSOCIATION OF UNIT OWNERS OF FACA CONDOMINIUM C/O KALBERER HOTEL SUPPLY CO	234 NW 5TH AVE	PORTLAND OR	97209-3812
1N1E33CD 99000	ASSOCIATION OF UNIT OWNERS OF FOUR SEASONS CONDOMINIUMS KAPPES MILLER MANGMT LLC, %MIK	50 SW PINE ST #400	PORTLAND OR	97204
1N1E33DC 90000	ASSOCIATION OF UNIT OWNERS OF HAMILTON ARMS CONDOMINIUMS	1600 SW 4TH AVE #870	PORTLAND OR	97201
1S1E03BB 80000	ASSOCIATION OF UNIT OWNERS OF HILTON MARK-TAYLOR CONDOMINIUM	111 SW COLUMBIA ST	PORTLAND OR	97201
1N1E33AD 80000	ASSOCIATION OF UNIT OWNERS OF IRVING STREET LOFTS	1314 NW IRVING ST	PORTLAND OR	97209
1S1E04BA 80000	ASSOCIATION OF UNIT OWNERS OF LEGENDS CONDOMINIUMS	1132 SW 19TH AVE UN101	PORTLAND OR	97205
1S1E04BA 80036	ASSOCIATION OF UNIT OWNERS OF LEGENDS CONDOMINIUMS INC	1132 SW 19TH AVE	PORTLAND OR	97205
1N1E26CD 50000	ASSOCIATION OF UNIT OWNERS OF LLOYD PARK CONDOMINIUM % THE REAL ESTATE FIRM	2722 NE 33RD AVE	PORTLAND OR	97212
1S1E04AB 80000	ASSOCIATION OF UNIT OWNERS OF MORRIS CONDOMINIUM	1523 SW 17TH AVE	PORTLAND OR	97201
1N1E34CB 80000	ASSOCIATION OF UNIT OWNERS OF NORTH PARK LOFTS CONDOMINIUM C/O NORTH PARK LOFTS LLC	650 NE HOLLADAY ST #1125	PORTLAND OR	97232-2045
1N1E34CD 80000	ASSOCIATION OF UNIT OWNERS OF ONE ELEVEN TOWER CONDOMINIUM	111 SW 5TH AVE	PORTLAND OR	97204
1S1E03BB 90000	ASSOCIATION OF UNIT OWNERS OF PIONEER PLACE CONDO	700 SW 5TH AVE	PORTLAND OR	97204
1N1E33DC 80000	ASSOCIATION OF UNIT OWNERS OF SEVENTEENTH & TAYLOR CONDOMINI	7935 SW BROADMOOR TER	PORTLAND OR	97225
1N1E34CB 50000	ASSOCIATION OF UNIT OWNERS OF WILSON CONDOMINIUMS	405A NW 9TH AVE	PORTLAND OR	97209-3308
1N1E33AA 100	ASTOR AREP-II THE PARKER LLC % BALL,ROBERT	1500 NW 18TH AVE #111	PORTLAND OR	97209
1N1E34CC 1600	AT&T COMMUNICATIONS OF THE PACIFIC NORTHWEST INC % PUBLIC AFFAIRS MANAGER	PO BOX 7207	BEDMINSTER NJ	07921-7207
1S1E03CA 90304	ATER,LYNDA L & FREEDMAN,PETER	1710 SW HARBOR WAY APT 303	PORTLAND OR	97201-5154
1N1E34BD 90360	ATKINSON,ANTONY	720 NW NAITO PKWY #D7	PORTLAND OR	97209
1S1E04AA 90041	ATKINSON,BRIAN T	3015 SW 1ST AVE	PORTLAND OR	97201-4707
1N1E33AD 80063	ATKINSON,RYAN D	1314 NW IRVING ST #413	PORTLAND OR	97209
1N1E33CB 6700	ATLAS UPTOWN-APARTMENTS LLC	333 NW 9TH AVE	PORTLAND OR	97209
1N1E33CB 50111	ATLAS UPTOWN-RETAIL LLC	333 NW 9TH AVE #1009	PORTLAND OR	97209
1N1E33CB 50006	ATLAS UPTOWN-WESTERLY LLC % ATLAS INVESTMENTS	333 NW 9TH AVE #1009	PORTLAND OR	97209
1S1E04AB 70075	ATOR,ROBIN A	1535 SW CLAY ST #207	PORTLAND OR	97201
1S1E03BC 80040	ATTAR,GHASSAN O	PO BOX 7811	JEDDAH 21672	SAUDI ARAB
1N1E33DC 70806	ATTEBERRY,THOMAS H TR & SHEFF,MARLENE J TR	1926 W BURNSIDE ST #1605	PORTLAND OR	97209-2084
1S1E10DB 80000	ATWATER PLACE CONDOMINIUMS OWNERS ASSOCIATION %GERDING/EDLEN DEVELOPMENT	1120 NW COUCH ST #1500	PORTLAND OR	97209-4125
1S1E10AC 90696	ATWOOD,J A	33 SW 3RD AVE	PORTLAND OR	97204
1S1E10AC 90423	ATWOOD,J A & ATWOOD,DANA R	33 SW 3RD AVE	PORTLAND OR	97204
1N1E34CA 9900	ATWOOD,J A-1/2 & ABERNATHY,MARGARET-1/2	33 SW 3RD AVE	PORTLAND OR	97204

1N1E34CA 9800	ATWOOD,JIM	33 SW 3RD AVE	PORTLAND OR	97204
1N1E34CD 5300	ATWOOD,JIM ET AL BY J A ATWOOD CORP	33 SW 3RD AVE	PORTLAND OR	97204-2703
1S1E04AA 70056	AU YEUNG,ALOYSIUS T C TR & AU,MAE E TR	PO BOX 4161	BELLEVUE WA	98009-4161
1S1E10DB 90031	AU,ANGELA LIM & AU,YING-HAO	01232 SW PALATINE HILL RD	PORTLAND OR	97219-8341
1S1E03CC 90692	AUBORN,JAMES TR & AUBORN,KAREN TR	PO BOX 1272	PORT ORFORD OR	97465-1272
1N1E34BB 70316	AUDE,CHARLES B	4435 NE 47TH AVE	PORTLAND OR	97218
1S1E04BA 90009	AUEL,RAY B TR-1/2 & AUEL,JEAN M TR-1/2	2020 SW MARKET STREET DR #102	PORTLAND OR	97201
1N1E34CB 80021	AUGUST,ANITA	300 NW 8TH AVE #707	PORTLAND OR	97209-3560
1N1E34BB 88243	AUGUSTINE,RENEE D	1310 NW NAITO PKWY #609	PORTLAND OR	97209-3161
1S1E10DB 80154	AUSE,WANITA M TR-50% & AUSE,ORVAL L TR-50%	0841 SW GAINES ST #1402	PORTLAND OR	97239
1N1E34BD 90355	AUSJES INVESTMENT SERVICES LIMITED PARTNERSHIP LLLP % EMERGING MARKETS	2850 E CAMELBACK RD #300	PHOENIX AZ	85016-4367
1S1E03CD 90484	AUSTIN,BARBARA J & AUSTIN,BARRY M	1900 SW RIVER DR #N904	PORTLAND OR	97201
1S1E04AD 80030	AUSTIN,EDWIN N & AUSTIN,CHERYL M & AUSTIN,ALYSON P	2685 HOLIDAY DR S	SALEM OR	97302-5830
1N1E34BB 50268	AUSTIN,IAN G & AUSTIN,P JANE	1001 NW LOVEJOY ST #802	PORTLAND OR	97209-3571
1S1E03CB 70126	AUSTIN,JESSE	111 SW HARRISON ST #18B	PORTLAND OR	97201-5319
1N1E34BB 70128	AUSTRIA,NATHAN M & SARAH	11356 SW ARTESA CT	PORTLAND OR	97225-4423
1S1E04AD 7700	AUTOMOBILE CLUB OF OREGON	600 SW MARKET ST	PORTLAND OR	97201-5218
1N1E35BC 2200	AUTOMOBILE DEALERS ASSOCIATION OF PORTLAND	777 NE 7TH AVE	PORTLAND OR	97232
1N1E35BC 2100	AUTOMOBILE DEALERS' ASSOCIATION OF PORTLAND	777 NE 7TH AVE	PORTLAND OR	97232-2101
1S1E10DB 80342	AUXIER,DAVID & AUXIER,KATHERINE	0841 SW GAINES ST #2004	PORTLAND OR	97239
1S1E15BA 200	AVALON HOTEL PARTNERS LLC (LSD AVALON PENTHOUSES LLC) ATTN WILSON,MARK	4380 SW MACADAM AVE #295	PORTLAND OR	97201
1N1E33AD 40280	AVENUE LOFTS CONDOMINIUMS HOMEOWNERS ASSOCIATION %CMI	2105 SE 9TH AVE	PORTLAND OR	97214
1N1E33AD 40000	AVENUE LOFTS CONDOMINIUMS OWNERS' ASSOCIATION	1001 NW 14TH AVE	PORTLAND OR	97209
1N1E34BC 80020	AWADA,JOANN & AWADA,MICHAEL J	1009 NW HOYT ST #213	PORTLAND OR	97209
1N1E34BB 40406	AXON,DARREN W	949 NW OVERTON ST #1009	PORTLAND OR	97209
1N1E34BB 40252	AXON,GARY L TR & AXON,JOAN M TR (GARY & JOAN AXON TRUST)	PO BOX 190	ASHLAND OR	97520
1N1E34BD 90561	AYABE,MARIHITO & ISHIKAWA,NAMIKO	620 NW NAITO PKWY #B10	PORTLAND OR	97209
1N1E34CD 5500	AYLSWORTH & POPICK MEN'S WEAR	304 SW 3RD AVE	PORTLAND OR	97204
1N1E34BB 50345	AZAR,KHALIL C & AZAR,VENUS A	14351 SE KING RD	HAPPY VALLEY OR	97086-6032
1N1E34BC 80023	AZIZ,IRFAN TR & AZIZ,SHEHLA DAR TR	10270 SW EGRET PL	BEAVERTON OR	97007-8417
1S1E03CC 90500	AZIZI,ROHINA	2221 SW 1ST AVE #2121	PORTLAND OR	97201
1S1E04AC 2200	AZURE PORTLAND LLC % MCCOURRY OLDAKER,SANDRA L	3200 E 38TH AVE	EUGENE OR	97405-5877
1N1E33DB 6901	B&R LLC	1806 NW COUCH ST	PORTLAND OR	97209
1S1E03BA 3700	B13 INVESTORS LLC % MELVIN MARK BROKERAGE CO	111 SW COLUMBIA ST #1380	PORTLAND OR	97201
1S1E02BD 6101	BA HAWTHORNE LLC-50% & DA HAWTHORNE LLC-50%	1230 MADRONA DR	OREGON CITY OR	97045
1S1E10DB 80066	BAARSCH,RICK & BAARSCH,MICHELLE L	0841 SW GAINES ST #417	PORTLAND OR	97239
1N1E34BB 80037	BABAR,AZAM B TR & BABAR,MARY ANN TR	18400 NE 207TH AVE	BRUSH PRAIRIE WA	98606-9751
1N1E34BB 88559	BABBITT,KAREN V	1310 NW NAITO PKWY #200	PORTLAND OR	97209-3163
1N1E34BB 70339	BABENER,JEREMY	1255 NW 9TH AVE #1110	PORTLAND OR	97209
1N1E33DC 90036	BACA,TESSIE	709 SW 16TH AVE #403	PORTLAND OR	97205
1S1E02CB 8800	BACCHUS INVESTORS LLC-50% & BEARCAT INVESTMENTS PROPERTIES LLC-50%	1800 SW 1ST AVE #650	PORTLAND OR	97201
1S1E10DB 80552	BACH,GEORGE II & BACH,ERICA L	0841 SW GAINES ST #1700	PORTLAND OR	97239
1N1E34BB 40345	BACHWANI,REKHA	949 NW OVERTON ST #1304	PORTLAND OR	97209
1S1E04BA 80070	BACKLUND,HELEN M TR	8 BAYVIEW AVE	BELVEDERE CA	94920
1N1E33AD 70012	BACKSTRAND,BARBARA J TR	1420 NW LOVEJOY ST #205	PORTLAND OR	97209-2735
1S1E02BC 6300	BACKYARD LLC	1416 SE 8TH AVE	PORTLAND OR	97214-3573
1S1E02CB 9700	BADER FAMILY LLC	4207 SE WOODSTOCK BLVD PMB 429	PORTLAND OR	97206

1S1E03AD 2900	BADER FAMILY LLC %JASON BADER	6324 SE 28TH AVE	PORTLAND OR	97202
1N1E33AD 40213	BAECHLER,EVAN V	1400 NW IRVING ST #514	PORTLAND OR	97209
1N1E34BC 80001	BAECKL,TRENT T	1009 NW HOYT ST #108	PORTLAND OR	97209
1N1E28D 90049	BAGLEY HOUSING LLC	1628 NW RIVERSCAPE ST	PORTLAND OR	97209-1834
1N1E33DC 70536	BAGLEY,WILLIAM R & BAGLEY,JANET M	272 ISLAND POINTE DR	MEDFORD OR	97504
1N1E34BB 40062	BAGNALL,WILLIAM E III TR-50% & ALVARENGA,CLAYTON G TR-50%	949 NW OVERTON ST #802	PORTLAND OR	97209-3271
1N1E34DD 4800	BAHIA LLC	1307 SE 56TH AVE	PORTLAND OR	97215-2707
1S1E03CB 80354	BAIAR,RONALD L & BAIAR,PATRICIA A	1605 NW CANYON VIEW DR	PULLMAN WA	99163-3711
1N1E34BC 40064	BAILEY,ARTHUR L & BAILEY,JANET M	700 WASHINGTON ST #826	VANCOUVER WA	98660-3350
1S1E04AA 80025	BAILEY,MELANIE A	3411 DOMINGO CT #2	TILLAMOOK OR	97141-4156
1S1E04AD 60222	BAILEY,PETER J TR	1500 SW 11TH AVE #2405	PORTLAND OR	97201
1N1E33AD 70131	BAILEY,SPENCER B & BAILEY,JACLYN O	48 STIRLING PL	BURLINGTON VT	05408-2634
1S1E04AD 80226	BAILEY,THOMAS A TR & BAILEY,BRADA M TR	2775 HOLIDAY DR S	SALEM OR	97302
1N1E33DC 70642	BAILY,ALBERT L & BAILY,COLLEEN & BAILY,JUSTINE R	1926 W BURNSIDE ST #612	PORTLAND OR	97209-2072
1N1E33CD 80045	BAIRD,LESLIE G	2021 SW MAIN ST #39	PORTLAND OR	97205
1N1E34BB 80097	BAKAMUS,CATHERINE E & BAKAMUS,WILLIAM R	1403 25TH AVE	LONGVIEW WA	98632-3648
1N1E34BB 40340	BAKER,BRENT & BAKER,KATHERINE	949 NW OVERTON ST #1501	PORTLAND OR	97209
1N1E34BB 40525	BAKER,BRENT W & BAKER,KATHERINE M	949 NW OVERTON ST #1501	PORTLAND OR	97209
1S1E03CB 70256	BAKER,CHRISTINA R	111 SW HARRISON ST #17C	PORTLAND OR	97201
1N1E34BB 90344	BAKER,CURTIS W & KATHRYN A	PO BOX 4807	SUNRIVER OR	97707
1S1E03CC 90047	BAKER,DANIEL A TR & BAKER,PATRICIA T TR (BAKER TRUST)	2211 SW 1ST AVE #902	PORTLAND OR	97201
1N1E35BB 80020	BAKER,GREGG M	533 NE HOLLADAY ST #209	PORTLAND OR	97232
1N1E34BB 90085	BAKER,KATHRYN A & BAKER,CURTIS W	55955 HASHKNIFE RD	BEND OR	97707-2349
1N1E34CB 99291	BAKER,VERNON G & HUGHES,GEORGIA M	333 NW 9TH AVE #404	PORTLAND OR	97209
1S1E03CC 90525	BAKSAY,IVAN	2309 SW 1ST AVE #245	PORTLAND OR	97201
1S1E04AA 70473	BAKUM,JOHN J TR	40 WEATHERVANE WAY	WARWICK NY	10990-4244
1S1E03CB 80006	BALCO,JAMIE K	1330 SW 3RD AVE #P9	PORTLAND OR	97201-6639
1N1E34BB 88060	BALDWIN,CHRISTOPHER J	1310 NW NAITO PKWY #312A	PORTLAND OR	97209
1N1E34BB 70067	BALDWIN,JAMES L TR & BALDWIN,LUCY D TR (BALDWIN FAMILY 2010 TRUST)	1255 NW 9TH AVE #610	PORTLAND OR	97209-2895
1S1E03CB 70114	BALDWIN,MELINDA S	111 SW HARRISON ST #16F	PORTLAND OR	97201
1N1E34CB 60068	BALDWIN,RICHARD L & GIL,DINORA	1212 NUUANU AVE #3503	HONOLULU HI	96817
1N1E34CC 1400	BALFOUR GUTHRIE LLC	733 SW OAK ST	PORTLAND OR	97205
1N1E33DC 70035	BALL,JAMES A III	1926 W BURNSIDE ST #317	PORTLAND OR	97209
1S1E10DB 90076	BALL,REBECCA E	3601 SW RIVER PKWY #704	PORTLAND OR	97239
1N1E34CB 40130	BALL,VICTORIA TR ET AL	1025 NW COUCH ST #517	PORTLAND OR	97209
1S1E03CB 70255	BALLARD,KRISTEN & GABRIEL H	568 NE GOLDIE DR	HILLSBORO OR	97124-2123
1S1E04AD 90003	BALLINGER,STEVEN	828 CALAPOOIA ST SW	ALBANY OR	97321
1N1E34CB 40202	BALME,S K LENOR TR & BALME,BENJAMIN F TR	1025 NW COUCH ST #714	PORTLAND OR	97209
1N1E35CD 8500	BALTA INVESTMENTS 915 LLC	14160 SW 72ND AVE	TIGARD OR	97224
1N1E34BB 70520	BALTUS,RICHARD A-50% & FRANCIS,DUANE W & FRANCIS,TAMMERA W-50%	323 W CHAPMAN AVE	ROSEBURG OR	97470-3085
1N1E34BD 90563	BALZANO,ALFIERO F TR & BALZANO,NANCY L TR (BALZANO FAMILY TRUST)	4333 SUNNY LN	YORBA LINDA CA	92886
1N1E33DA 50153	BANASIAK,MAGDALENA J TR (MAGDALENA J BANASIAK LIVING TRUST)	295 CHURCH ST SE #504	SALEM OR	97301
1N1E28D 90008	BANCUD,ELMER M & MICHAELA M	2030 NW 16TH AVE	PORTLAND OR	97209
1S1E10DB 90220	BANERJEE,NEEL & OGLE,HOLLI	1410 SE 35TH AVE	PORTLAND OR	97214-4237
1N1E34BC 50012	BANERJEE,SUDESHNA	753 NW 11TH AVE	PORTLAND OR	97209-3200
1N1E34CB 40031	BANGASH,AMJAD A & BANGASH,HELEN A	1025 NW COUCH ST #1312	PORTLAND OR	97209-4136
1S1E04AA 70199	BANK OF AMERICA NA TR (BLUE OAK TRUST) % HARDING & CARBONE INC	3903 BELLAIRE BLVD	HOUSTON TX	77025

1N1E26CD 11900	BANK OF CALIFORNIA TR % PDS TAX SERVICES	P O BOX 13495	ARLINGTON TX	76094
1N1E34CC 7800	BANK OF CALIFORNIA TR EXCHANGE BUILDING % FELTON PROPERTIES INC	520 SW 6TH AVE #610	PORTLAND OR	97204
1N1E33DB 5800	BANK OF CALIFORNIA TR EXCHANGE BUILDING %ARCHDIOCESE OF PORTLAND	2838 E BURNSIDE ST	PORTLAND OR	97214
1S1E04AA 70590	BANK,LEWIS & KNUTSON,NANCY	1221 SW 10TH AVE #613	PORTLAND OR	97205
1N1E34BC 40038	BANK,LEWIS & NANCY K	1221 SW 10TH AVE #613	PORTLAND OR	97205-2439
1N1E34BB 88439	BANNOW,ROLLIN & BANNOW,LIANNE	1260 NW NAITO PKWY #806	PORTLAND OR	97209-3155
1S1E02CB 6100	BANYAS,MARTHA A & HOEYE,MICHAEL W	13908 SE FAIROAKS AVE	MILWAUKIE OR	97267
1S1E10DB 90531	BAO,LUFEI	4820 SE GRAND RIDGE DR	CAMAS WA	98607-9468
1S1E10DB 90300	BAR,ANNA & BAR,NATALIA	3601 SW RIVER PKWY #2907	PORTLAND OR	97239
1S1E10DB 90528	BARANY,CHARLES G JR TR & LARKIN,WILLIS J TR	3344 BRANT ST	SAN DIEGO CA	92103
1N1E34BB 80359	BARANZANO,RICHARD & BARANZANO,RICHARD A	1133 NW 11TH AVE #401	PORTLAND OR	97209-3036
1N1E34CB 80136	BARANZANO,RICHARD A	1133 NW 11TH AVE #401	PORTLAND OR	97209-3036
1N1E34BB 88049	BARASHI,DAVID & HANSEN,JEFFREY	1310 NW NAITO PKWY #301	PORTLAND OR	97209
1N1E33DC 70513	BARBARIAN,KHAJAK N	1926 W BURNSIDE ST #615	PORTLAND OR	97209
1S1E02BB 1400	BARBER BLOCK LLC %BRUCE BURNS	4949 MEADOWS RD #330	LAKE OSWEGO OR	97035
1S1E04AB 70103	BARBER,JAY M & BARBER,CONNIE M	19795 SW KRUGER RD	SHERWOOD OR	97140
1S1E04BA 80059	BARBEY,ANNE M TR	1132 SW 19TH AVE #703	PORTLAND OR	97205-1739
1S1E04AD 90009	BARKER,ANDREW S	2130 S WALNUT ST APT 26A	BOULDER CO	80302-4548
1N1E33DA 60073	BARKER,DANIEL T	20 NW 16TH AVE #411	PORTLAND OR	97209
1S1E03BC 80030	BARKER,LAURA E	1500 SW 5TH AVE #701	PORTLAND OR	97201
1S1E10DB 80023	BARKER,LEROY J & BARKER,SUZANNE R	0841 SW GAINES ST #219	PORTLAND OR	97239
1S1E10DB 80575	BARNARD,CLAUDIA TR (CLAUDIA BARNARD REVOCABLE TRUST)	0841 SW GAINES ST #1706	PORTLAND OR	97239
1N1E34CB 40002	BARNARD,DAVID & HASHIMOTO,AKIKO	1025 NW COUCH ST #814	PORTLAND OR	97209-4132
1N1E34BC 40067	BARNATAN,MARCOS F & TIMOTHEA M	14777 NW GERMANTOWN RD	PORTLAND OR	97231-2797
1S1E04AD 90020	BARNES,DONALD D & BARNES,CAROL T	1410 SW 11TH AVE #403	PORTLAND OR	97201-3304
1S1E03CA 90383	BARNES,DONALD D & CAROL T	1730 SW HARBOR WAY #401	PORTLAND OR	97201
1S1E03CB 80167	BARNES,ROGER W	255 SW HARRISON ST #23D	PORTLAND OR	97201-5390
1S1E04AD 90005	BARNES,RONNIE & BARNES,JUDY	PO BOX 35229	FORT WORTH TX	76162
1N1E34BB 60387	BARNETT,JILL L	1125 NW 9TH AVE #425	PORTLAND OR	97209
1S1E04AA 80040	BARNETT,TAKEKO TR & VIAL,A RICHARD TR	4132 NW 175TH PL	PORTLAND OR	97229-3079
1N1E34BB 40034	BARNEY,DONALD & BARNEY,JOANNE	949 NW OVERTON ST #602	PORTLAND OR	97209
1N1E34BC 99176	BARNHART,FLORENCE V	2248 POTTER ST	EUGENE OR	97405-3066
1N1E34BB 70446	BARR,CHARLES T	1255 NW 9TH AVE #418	PORTLAND OR	97209-2888
1N1E34BD 90453	BARR,IAN L TR	365 NW ISLAND CIR #B2	BEAVERTON OR	97006
1N1E33CB 50107	BARR,JEROME C TR & BARR,IRENE V TR	1210 KEEL DR	CORONA DEL MAR CA	92625
1S1E02CD 15500	BARR,LOREN M & PANZARELLA,JENNIFER R	2123 SE 11TH AVE	PORTLAND OR	97214-5301
1N1E34BD 90152	BARRAGAN,MARGARITA R	1550 N HUMBOLDT ST	PORTLAND OR	97217
1N1E34CB 60006	BARRETT,JACOB S & DIELMAN,TRACEY L	420 NW 11TH AVE #504	PORTLAND OR	97209
1N1E34BC 99067	BARRETT,MARY J	922 NW 11TH AVE #801	PORTLAND OR	97209
1N1E34BC 88064	BARRETT,RICHARD	2638 NE 10TH AVE	PORTLAND OR	97212
1N1E34BB 50400	BARRETT,THOMAS B & JANICE L	1001 NW LOVEJOY ST #1412	PORTLAND OR	97209
1N1E34BB 50123	BARRETT,THOMAS B TR & BARRETT,JANICE TR (BARRETT JOINT TRUST)	1001 NW LOVEJOY ST #1412	PORTLAND OR	97209
1N1E34BB 90283	BARRON,JOHN B & BARRON,MICHELLE E	1030 NW 12TH AVE #117	PORTLAND OR	97209
1N1E33DC 70686	BARROW,ROBERT J & BARROW,LINDA J	1926 W BURNSIDE ST #303	PORTLAND OR	97209
1N1E34BB 40412	BARTEE,TERRIE A TR	949 NW OVERTON ST #815	PORTLAND OR	97209
1N1E33DD 6800	BARTHOLOMEW,HARLAND TR % THE FAR POST SOCCER SUPPLY	825 SW 14TH AVE	PORTLAND OR	97205-1928
1S1E04AD 60044	BARTHOLOMEW,JONATHAN D & CHENETTE,TRACI L	1500 SW 11TH AVE #802	PORTLAND OR	97201

1N1E35BB 80028	BARTLETT,PAULA	533 NE HOLLADAY ST #308	PORTLAND OR	97232
1N1E33CD 80009	BARTLETT,STEPHANIE R	2021 SW MAIN ST #22	PORTLAND OR	97205
1S1E03BC 90049	BARTLETT,THOMAS A TR & BARTLETT,THOMAS A-LE	1209 SW 6TH AVE #904	PORTLAND OR	97204
1S1E03CD 90524	BARTLEY-NAGAMOTO,BEVERLY & NAGAMOTO,TOSHI	3368 NW SWALLOW DR	CORVALLIS OR	97330-3490
1S1E03CD 90368	BARTON,L RUDOLPH & BARTON,RHONDA J	1920 SW RIVER DR #E101	PORTLAND OR	97201
1S1E04AA 70600	BARTON,WILLIAM A & JOANN F	1221 SW 10TH AVE #1205	PORTLAND OR	97205
1N1E33DA 50196	BARTOS,ANDREW III & DUMONT,SHARI	311 NW 12TH AVE #804	PORTLAND OR	97209
1S1E03CC 90305	BARTZ,DENNIS C TR & BARTZ,CONSTANCE M TR	20462 KITTRIDGE ST	CANOGA PARK CA	91306
1N1E34BB 88197	BASCUE,JAMES C	1260 NW NAITO PKWY #1004	PORTLAND OR	97209-3156
1S1E02CB 4600	BASEL,ROBERT R & SANDRA J	PO BOX 82955	PORTLAND OR	97202
1N1E34BC 40280	BASHAR,ANWAR & RUKHSANA	23993 SW MOUNTAIN RD	WEST LINN OR	97068-9522
1N1E33DC 70004	BASITH FAMILY INVESTMENTS LTD	2013 W COMPASS LN	ANAHEIM CA	92801
1N1E34BB 88393	BASS,JON & KINGSLEY,GORDON	1260 NW NAITO PKWY #703	PORTLAND OR	97209
1S1E04AD 80049	BASS,RONALD E TR & BASS,TRACY E TR	78 6TH ST	ASHLAND OR	97520-2146
1S1E03CB 70187	BASS,SIDNEY & BROWN-BASS,BARBARA	PO BOX 267	MCMINNVILLE OR	97128
1S1E02CB 9500	BASSITT,SCOTT M & CATHERINE E	5670 NE RIVERSIDE DR	MCMINNVILLE OR	97128-8442
1N1E34BC 70052	BAST,GAYLE M	618 NW 12TH AVE #403	PORTLAND OR	97209-3031
1N1E34DD 3200	BASTASCH,MARY K	9560 SW HILLSBORO HWY	HILLSBORO OR	97123-9264
1N1E27DB 8800	BASTASCH,TERESA & WHITSON,CAMILLE-2/3 & BASTASCH,MARY F-1/3	1750 NE 137TH AVE	PORTLAND OR	97230-4006
1N1E27DB 8400	BASTASCH,TERESA & WHITSON,CAMILLE-4/6 & BASTASCH,MARY F-2/6	13045 SE STARK ST #109	PORTLAND OR	97233-1568
1N1E34BB 70211	BATARAGS,ROBERTS R & BATARAGS,ANITA	1255 NW 9TH AVE #904	PORTLAND OR	97209-2896
1S1E04AA 70018	BATES,GREGORY E TR & BATES,ANNA MARIE TR	160 S OAK ST #131	SISTERS OR	97759-1589
1N1E34BB 70541	BATES,JOHN E TR (JOHN E BATES REVOCABLE LIVING TRUST)	1255 NW 9TH AVE #1206	PORTLAND OR	97209
1N1E33DA 60062	BATRA,NIKHIL	20 NW 16TH AVE #317	PORTLAND OR	97209
1N1E33AD 40125	BATTAN,MITRA K & ROYAL,RICHARD E	1400 NW IRVING ST #508	PORTLAND OR	97209
1S1E10DB 90218	BATTIG,JOSEPH & WATERMAN,BELINDA	3601 SW RIVER PKWY #1912	PORTLAND OR	97239-4562
1N1E34CB 5100	BAUER STORAGE LTD PARTNERSHIP % BAUER-LINDSAY,MELISSA	225 SW BROADWAY #400	PORTLAND OR	97205
1N1E34BB 60318	BAUER,SIMEON & CONWAY,TAMARA	1125 NW 9TH AVE #220	PORTLAND OR	97209
1N1E34CB 80084	BAUGHER-WILCOXEN,NANCY L TR & WILCOXEN,FRANK TR	1667 MONTEMAR WAY	SAN JOSE CA	95125
1N1E34BB 70347	BAUGHER-WILCOXEN,NANCY TR & WILCOXEN,FRANK B TR	1667 MONTEMAR WAY	SAN JOSE CA	95125
1N1E34CB 99211	BAUMANN,RICHARD J	333 NW 9TH AVE #705	PORTLAND OR	97209
1S1E03BC 90026	BAXENDALE,JAMES C L	77 TOUCHSTONE	LAKE OSWEGO OR	97035
1N1E34CB 70013	BAXLEY,DAVID A	5116 LAKE FALLS DR	PLANO TX	75093
1S1E04AA 70545	BAXTER,LOUISE M	2951 NW CORNELL RD	PORTLAND OR	97210-2742
1S1E03CB 1600	BAY CITY L L C	920 SW 6TH AVE #223	PORTLAND OR	97204
1N1E33DA 70001	BAYARD,BERNARD S TR & BAYARD,MARISOL E TR	1991 NW WALMER DR	PORTLAND OR	97229
1N1E33AD 40326	BAYLESS,JESSICA K & BAYLESS,MICHAEL	1400 NW IRVING ST #413	PORTLAND OR	97209-2254
1N1E34BB 70019	BAYLIES,H NICHOLAS JR & ANDERSON,JONELLE R	857 WOODMANSEE CT SE	SALEM OR	97302-3940
1S1E03CA 90035	BAYSIDE INVESTMENTS LLC	PO BOX 478	SALT LAKE CITY UT	84110-0478
1N1E34BC 99149	BAYTREE LIVING LLC	1111 ALVARADO RD	BERKELEY CA	94705-1547
1S1E03CD 90288	BAZARGAN,MARYAM	3555 VISTA RIDGE DR	WEST LINN OR	97068
1S1E02BB 8200	BBB ENTERPRISES LLC	PO BOX 14130	PORTLAND OR	97293
1S1E02BB 8100	BBB ENTERPRISES LLC % BOLLIGER & SONS	P O BOX 14130	PORTLAND OR	97293-0130
1S1E02CD 15100	BBSC MANAGEMENT CO %BART BONIME	2167 EL JARDIN	VENTURA CA	93001
1S1E03CD 300	BDC/2100 PORTLAND LLC ATTN: WALTER C BOWEN	1331 NW LOVEJOY ST #775	PORTLAND OR	97209
1N1E33AD 2300	BDC/NW IRVING LLC % BDC ADVISORS LLC	1331 NW LOVEJOY ST #775	PORTLAND OR	97209
1S1E04AA 70118	BEACH TO CITY RENTAL LLC ATTN: BECKER,RIC W	PO BOX 235	PACIFIC CITY OR	97135

1N1E34BB 90004	BEACH,DENISON	1030 NW 12TH AVE #214	PORTLAND OR	97209
1N1E34CB 80039	BEADLE,JOSHUA	4890 DEL MAR MESA RD	SAN DIEGO CA	92130-6805
1S1E10AC 90497	BEAL,ROBERT W TR & BEAL,DIANE L TR	9600 SW IOWA DR	TUALATIN OR	97062
1N1E34BB 70158	BEAMISH,JUDY TR	1255 NW 9TH AVE #316	PORTLAND OR	97209-2887
1N1E34BC 40084	BEAN,KAREN M TR (KAREN M BEAN TRUST)	726 NW 11TH AVE #310	PORTLAND OR	97209
1N1E33DC 90032	BEAN,TERRENCE	1800 SW 1ST AVE STE 620	PORTLAND OR	97201
1N1E33AD 80101	BEARD,CHRIS	1314 NW IRVING ST #706	PORTLAND OR	97209
1N1E34BB 40100	BEARDSLEY,SAM C	949 NW OVERTON ST #1013	PORTLAND OR	97209-3273
1S1E02CA 13500	BEARSON,DAVID L	1031 SE MILL ST	PORTLAND OR	97214-4782
1N1E34CB 60060	BEASLEY,JOYCE A	420 NW 11TH AVE #717	PORTLAND OR	97209
1N1E33DC 70137	BEAU,MEREDITH G & BEAU,SCOTT L	5608 HAWTHORNE RD	LITTLE ROCK AR	72207-4308
1N1E33DA 50054	BEAU,SCOTT L & BEAU,MEREDITH G	5608 HAWTHORNE RD	LITTLE ROCK AR	72207
1N1E34BB 40401	BEAUCHAMP,MARK S & BEAUCHAMP,MARY A	2292 JEFFERSON ST	EUGENE OR	97405-2408
1N1E34BD 90082	BEAUCHENE,STEPHANIE C & BEAUCHENE,GENE P & BEAUCHENE,VILMA T	1121 YALE DR	GLENDALE CA	91205-3638
1S1E04AD 80142	BEAUCLERK,CAROLE	1500 SW PARK AVE #114	PORTLAND OR	97201
1S1E03BB 70001	BEAVERS OWNER LLC ATTN: CONTROLLER	7315 WISCONSIN AVE 1100 WEST	BETHESDA MD	20814
1N1E34BB 50397	BECICH,RAYMOND B & ARICO,BENJAMIN R	1001 NW LOVEJOY ST #602	PORTLAND OR	97209
1S1E03CB 70189	BECK,EDWARD H	PO BOX 306	PORT ORFORD OR	97465
1N1E34BB 80172	BECK,PETER L & BECK,L RHONDA	5590 KODERRA AVE	LAKE OSWEGO OR	97035-7062
1N1E28D 90051	BECK,PETER L & BECK,RHONDA L	5590 KODERRA AVE	LAKE OSWEGO OR	97035
1S1E10DB 90426	BECK,TODD L	3601 SW RIVER PKWY #2310	PORTLAND OR	97239-4563
1N1E27CA 1100	BECKER ANODIZING	P O BOX 11263	PORTLAND OR	97211
1S1E03CB 70075	BECKER,DAVID K	255 SW HARRISON ST #16G	PORTLAND OR	97201-5340
1N1E35CC 6600	BECKER,JEFFREY L-1/2 & BECKER,MARGUERITE A-1/2	538 SE ASH ST	PORTLAND OR	97214
1N1E33DC 70105	BECKER,JOHN S & BECKER,TODD A & RODWAY,DIANNE J	1142 SW MITCHELL LN	PORTLAND OR	97239
1S1E10AC 90039	BECKER,JOHN S & RODWAY,DIANNE J	1142 SW MITCHELL LN	PORTLAND OR	97239-2823
1N1E34BC 40272	BECKER,KYLE A & BECKER,LARRY A	1030 NW JOHNSON ST #520	PORTLAND OR	97209
1S1E03CB 80114	BECKER,LANA G	255 SW HARRISON ST #16G	PORTLAND OR	97201-5340
1N1E34BB 70197	BECKER,LINDSEY	1255 NW 9TH AVE #413	PORTLAND OR	97209-2888
1N1E34BB 50088	BECKER,MELINDA	1001 NW LOVEJOY ST #TH803	PORTLAND OR	97209
1S1E03CD 90541	BECKER,ROGER P & BECKER,LAURIE A	1930 SW RIVER DR #W401	PORTLAND OR	97201
1S1E04AA 70378	BECKER,THOMAS R %WILLIAM BAGLEY	1175 E MAIN ST #2A	MEDFORD OR	97504
1S1E03CD 90109	BECKER,THOMAS R & MAUREEN E %WILLIAM BAGLEY	1175 E MAIN ST #2A	MEDFORD OR	97504
1S1E03CD 90432	BECKER,THOMAS R-85.81269% & BECKER,THOMAS R & MAUREEN E-14.18731%	1175 E MAIN ST #2A	MEDFORD OR	97504
1N1E34CB 40101	BECKERMAN,ALAN H TR-50% & BECKERMAN,NATALIE L TR-50%	1025 NW COUCH ST UN 1011	PORTLAND OR	97209
1N1E26CD 90006	BECKETT,ANN K	1128 NE SCHUYLER ST	PORTLAND OR	97212
1N1E34CB 99458	BECKETT,RUSSELL A & BECKETT,ANDREA M	333 NW 9TH AVE #1207	PORTLAND OR	97209-3347
1N1E28D 80078	BECKMAN,LEE O	1830 NW RIVERSCAPE ST #604	PORTLAND OR	97209-1840
1N1E33AD 70237	BEDBURY,SCOTT A & BEDBURY,SAMMI L	1420 NW LOVEJOY ST #422	PORTLAND OR	97209-2742
1S1E03CB 70082	BEDDOW,SANDRA K	1076 ORCHARD ST	HEALDSBURG CA	95448-4328
1S1E03BC 80095	BEE,TZYY-JIANN & CHIAU-LIAU	1500 SW 5TH AVE #2104	PORTLAND OR	97201
1N1E34CB 50004	BEEBE,JANE M	1807 NW 32ND AVE	PORTLAND OR	97210
1N1E34CB1150001	BEEBE,JANE M & LAVEILLE,JOHN E & DEFFENBAUGH,MARYANN E	929 NW FLANDERS ST	PORTLAND OR	97209
1S1E02CD 8500	BEEKMAN,KATRINA B ET AL	2421 SE 12TH AVE	PORTLAND OR	97214-5325
1N1E28D 80031	BEGGS,MARK S	PO BOX 1870	HAGATNA GU	96932-1870
1N1E35CD 4000	BEGLAN,MICHAEL J TO ROBERTS,MARY E	121 SE 12TH AVE	PORTLAND OR	97214-1319
1N1E34BC 80006	BEIERS,DAVID L	1009 NW HOYT ST #101B	PORTLAND OR	97209

1N1E34BC 88319	BEIGHT,JOHN A & BEIGHT,LORI A	937 NW GLISAN ST #1332	PORTLAND OR	97209
1S1E10AC 90501	BEISWENGER,STEVEN E & ARDIS A	3455 SW DOSCH RD	PORTLAND OR	97239-1425
1S1E04AA 90024	BEJARANO,MARLENE E	1134 SW JEFFERSON ST #403	PORTLAND OR	97201
1N1E33CA 5900	BELAPTS LLC % HARSCH INVESTMENT CORP	1121 SW SALMON ST #500	PORTLAND OR	97205
1S1E03CC 90613	BELCHER,MARIE E TR	2309 SW 1ST AVE #2144	PORTLAND OR	97201
1S1E10DB 80205	BELDIN,ANDREW TR (ANDREW BELDIN TRUST)	0841 SW GAINES ST #2106	PORTLAND OR	97239-3105
1S1E10AC 90068	BELKNAP,JOHN K & O'TOOLE,LAURIE A	0836 SW CURRY ST #1404	PORTLAND OR	97239
1S1E03CC 90631	BELKNAP,KATHRYN B	2309 SW 1ST AVE #G44	PORTLAND OR	97201-5039
1S1E04AA 70074	BELL,ALAN I & BELL,DEBORAH A	1221 SW 10TH AVE #510	PORTLAND OR	97205-2437
1S1E10AC 90611	BELL,CHRISTOPHER S & PAPADAKIS,M ELENI	0836 SW CURRY ST #1004	PORTLAND OR	97239
1N1E33AD 80069	BELL,ERIC A	1314 NW IRVING ST #514	PORTLAND OR	97209
1S1E04AA 70123	BELL,KAREN A	310 S SHERBOURNE DR #108	LOS ANGELES CA	90048-3330
1S1E02BC 2100	BELL,MARK & LIZA D	P O BOX 10392	PORTLAND OR	97296
1N1E28D 80066	BELL,PETER B	1830 NW RIVERSCAPE ST #703	PORTLAND OR	97209-1840
1S1E04AA 70518	BELL,ROBERT F & JUDITH	1221 SW 10TH AVE #1005	PORTLAND OR	97205
1N1E34BB 60229	BELL,STEPHEN M	1125 NW 9TH AVE #312	PORTLAND OR	97209
1N1E34CB 60131	BELLAMAH,M PATRICIA	420 NW 11TH AVE #1201	PORTLAND OR	97209-2976
1N1E34BD 90528	BELLASIS,NICHOLAS B	10810 N MATUS AVE	FRESNO CA	93730
1N1E34BC 40343	BELLINI,PATRICK W & LEON,ELAINE	981 SW VANTAGE POINT WAY	BEND OR	97702-9357
1N1E33AD 40122	BELLOS,DEBRA F TR	1400 NW IRVING ST #710	PORTLAND OR	97209
1S1E04AD 60179	BELLUOMINI,MARC S	7 CALVADOS	NEWPORT COAST CA	92657
1S1E03AA 4300	BELMONT & MORRISON LLC % WEST COAST SELF STORAGE	4012 148TH ST SE UPPER OFFICE	MILL CREEK WA	98012
1N1E35CD 1000	BELMONT 10-11 LLC % PHILLIPS,HENRY F & PHILLIPS,JANET L	6140 SW MACADAM AVE	PORTLAND OR	97239
1S1E03AA 5300	BELMONT BUILDING LLC % HOLMAN DISTRIBUTION CENTER OF OREGON INC	3212 SE 328TH AVE	WASHOUGAL WA	98671
1S1E02BB 6200	BELMONT FLATS VENTURE LLC ATTN: SAM RODRIGUEZ	220 NW 2ND AVE #900	PORTLAND OR	97209
1S1E10AC 90418	BELMONT INVESTMENT PROPERTIES % ANAND,BRIJESH & ANAND,ANN	24515 SW MOUNTAIN RD	WEST LINN OR	97068-9639
1S1E10AC 90111	BELMONT INVESTMENT PROPERTIES LLC % ANAND,BRIJESH & ANAND,ANN	24515 SW MOUNTAIN RD	WEST LINN OR	97068-9639
1S1E03BC 80101	BELSEY,ASHIRA Y EST OF %BELSEY,KAREN	1144 SE 53RD AVE	PORTLAND OR	97215-2645
1N1E34BB 90175	BENDER,STEVEN W	1526 ALKI AVE SW #401	SEATTLE WA	98116-1890
1N1E34BB 50209	BENEDETTI,LAURA B TR (LAURA B BENEDETTI LIVING TRUST)	1685 NW AVERY ST	ROSEBURG OR	97471-6047
1N1E34CB 2300	BENEFICIAL STATE BANCORP INC % SKAFF,DANIEL	1438 WEBSTER ST #100	OAKLAND CA	94612-3229
1S1E10DB 80446	BENGTSON,STACY J & RIOS,JEREMY T	0841 SW GAINES ST #233	PORTLAND OR	97239
1N1E33AD 70341	BENKE,CARYN	1420 NW LOVEJOY ST #425	PORTLAND OR	97209
1N1E34CB 60049	BENNETT,ANDRE S TR	420 NW 11TH AVE #704	PORTLAND OR	97209-2963
1N1E35CC 10500	BENNETT,ANN	10634 SW HEDLUND AVE	PORTLAND OR	97219-7916
1N1E33AD 70412	BENNETT,DARRYL P	1420 NW LOVEJOY ST #630	PORTLAND OR	97209
1N1E34BB 80286	BENNETT,HARRY A TR & BENNETT,CAROLINE TR	200 W 2ND ST #1102	RENO NV	89501
1N1E34CA 80082	BENNETT,ROBERT H TR & BENNETT,JEAN P TR	P O BOX 998	BEND OR	97709
1N1E34CA 80084	BENNETT,ROBERT H TR & BENNETT,JEAN P TR (BENNETT FAMILY TRUST)	PO BOX 998	BEND OR	97709
1S1E03CC 90528	BENNETT,ROBERT J TR & BENNETT,KRISTINE M K TR	388 BELLWOOD LN	ROSEBURG OR	97471
1S1E03CC 90182	BENNETT,ROBERT J TR & BENNETT,KRISTINE MARTA K TR (BENNETT FAMILY TRUST)	388 BELLWOOD LN	ROSEBURG OR	97471-9293
1N1E26CC 8500	BENNETT,VERA	15111 NE MULTNOMAH ST	PORTLAND OR	97230
1N1E35BB 80051	BENNINGTON,SHERRILL L	5430 CALIFORNIA AVE SW #4D	SEATTLE WA	98136-1573
1S1E04AD 60000	BENSON TOWER CONDOMINUM OWNERS ASSOCIATION	2154 NE BROADWAY RM 200	PORTLAND OR	97232-1561
1S1E10DB 80665	BENSON,CAMBRIA	0841 SW GAINES ST #1910	PORTLAND OR	97239-3104
1N1E34CA 80033	BENSON,CAROL C TR	411 NW FLANDERS ST #802	PORTLAND OR	97209-3858
1N1E34BC 5500	BENSON,DEBRA J TR	606 NW 11TH AVE	PORTLAND OR	97209

1S1E04BA 80067	BENSON,DONNA V TR	1132 SW 19TH AVE #711	PORTLAND OR	97205-1744
1N1E33DA 80128	BENSON,KAREN LYNN	408 NW 12TH AVE #414	PORTLAND OR	97209-2946
1S1E03DA 500	BENT TUBES LLC	PO BOX 987	JEFFERSON OR	97352
1N1E34BC 40135	BENTON,NICK C & KIMBERLEE A	1035 SW SUNSET DR	CORVALLIS OR	97333
1N1E33CD 99009	BENZAR,ALEX & BENZAR,LYDIA	1715 NE 155TH AVE	PORTLAND OR	97230
1S1E03BC 80078	BERCU,JACOB B & WORKMAN,JANICE L	440 OAKSHIRE PL	ALAMO CA	94507
1S1E10DB 90148	BERDICHEVSKY,OSCAR TR-78% & BERDICHEVSKY,RICHARD P & BERDICHEVSKY,ROSANA I-22%	1550 SW BOND AVE #420	PORTLAND OR	97239-4710
1S1E10AC 90701	BERDICHEVSKY,RICARDO & BERDICHEVSKY,ROSANA	3570 SW RIVER PKWY #2307	PORTLAND OR	97239-4548
1S1E04BA 11100	BERDINE,JESSE	1905 SW MILL STREET TER	PORTLAND OR	97201
1N1E34CB 70003	BERESKY,SAMUEL	327 NW PARK AVE #1-B	PORTLAND OR	97209
1S1E10AC 90468	BERG,RICHARD TR & NEPTUNE,PATRICIA TR (NEPTUNE BERG JOINT TRUST)	0836 SW CURRY ST #1902	PORTLAND OR	97239-4531
1S1E03CB 70122	BERGE,DAVID R & MANNING,MARY C	111 SW HARRISON ST #17F	PORTLAND OR	97201
1S1E10AC 90676	BERGEN,MARILYN R	0836 SW CURRY ST #408	PORTLAND OR	97239-4523
1N1E34BB 90305	BERGEN,ROBERT L	577 SCENIC DR	ASHLAND OR	97520
1S1E03CB 80335	BERGESON,MARGARET A TR	255 SW HARRISON ST #5H	PORTLAND OR	97201
1N1E34BB 40272	BERGH,KEITH E	949 NW OVERTON ST #809	PORTLAND OR	97209
1N1E33AD 40391	BERGIN,PATRICK J & ANDREA	1400 NW IRVING ST #613	PORTLAND OR	97209
1N1E34BC 99236	BERGLUND,MARGUERITE L	922 NW 11TH AVE #404	PORTLAND OR	97209-2777
1S1E10AC 90236	BERGSTROM,DONALD E	3570 SW RIVER PKWY UNIT 2105	PORTLAND OR	97239-4547
1N1E34BC 60152	BERGSTROM,JAMES M & SCHWARTZ,ELANA	820 NW 12TH AVE #216	PORTLAND OR	97209
1N1E28D 90068	BERINSTEIN,TODD H TR & BERINSTEIN,JOAN E TR	14101 NW 50TH AVE	VANCOUVER WA	98685
1N1E34BB 40376	BERKOWITZ,PHYLLIS TR & BERKOWITZ,BARRY B TR	115 RIVER ROAD #5	COS COB CT	06807-2505
1S1E10DB 90758	BERLINGEN,LINDA K & BERLINGEN,MICHAEL & BERLINGEN,JENNIFER	3601 SW RIVER PKWY #2512	PORTLAND OR	97239-4565
1N1E34BC 99083	BERLISS,HENRY & BERLISS,JANE	922 NW 11TH AVE #709	PORTLAND OR	97209
1N1E33DC 70028	BERMAN,JONATHAN M	1231 NE M L KING BLVD #338	PORTLAND OR	97232
1N1E34CB 60094	BERMAN,LAWRENCE H & BERMAN,BARBARA F	420 NW 11TH AVE #907	PORTLAND OR	97209-2969
1N1E34BC 2500	BERNER,C CRAYTON	744 NW 12TH AVE	PORTLAND OR	97209
1N1E34BC 60237	BERNER,PATSY C TR (PATSY C BERNER TR DTD 6/6/2014)	821 NW 11TH AVE #603	PORTLAND OR	97209
1N1E34BC 40118	BERNET,LORI	726 NW 11TH AVE #314	PORTLAND OR	97209
1S1E04AD 70015	BERNIE,TASIA	1134 NE 71ST AVE	PORTLAND OR	97213-5430
1S1E03CC 90424	BERNIK,GINETTE M	2221 SW 1ST AVE #1323	PORTLAND OR	97201-5078
1S1E04AA 70150	BERNSTEIN,JEFFREY P & BERNSTEIN,PATRICIA A	1221 SW 10TH AVE #1102	PORTLAND OR	97205-2476
1S1E10DB 90315	BERNSTEIN,SCOTT J	3601 SW RIVER PKWY #2018	PORTLAND OR	97239
1N1E33DC 70707	BERNSTINE,DANIEL O	350 S RIVER RD #D1	NEW HOPE PA	18938
1S1E04AB 70092	BERRETTA,COLLEEN A	1535 SW CLAY ST #233	PORTLAND OR	97201-6123
1N1E34BD 90408	BERRY,TIMOTHY & BERRY,EVANGELINA	2641 COLUMBIA ST	EUGENE OR	97403
1S1E03AD 4900	BERT L GEIGER LLC	PO BOX 400	UNION WA	98592
1N1E33AD 70062	BERTELLOTTI,LUKE	1420 NW LOVEJOY ST #628	PORTLAND OR	97209
1S1E04AD 60071	BERTOLUCCI,RONALD L & D KARA	PO BOX 11701	NEWARK NJ	07101-4701
1S1E02BA 6000	BEST PARTNERS GROUP LLC	18444 NIXON AVE	WEST LINN OR	97068
1N1E33DC 80001	BETHESDA LUTHERAN COMMUNITIES INC	600 HOFFMANN DR	WATERTOWN WI	53094-6223
1N1E33CB 50387	BETTAG,ANDREA	2351 NW WESTOVER RD #1206	PORTLAND OR	97210
1N1E34BC 88026	BETTENCOURT,JEANMARIE	1251 NE 96TH ST	SEATTLE WA	98115
1S1E10DB 90361	BETTS,HELLA & BETTS,RICHARD F %BEUTLER EXCHANGE GROUP AS QI	3601 SW RIVER PKWY #501	PORTLAND OR	97239
1S1E11BB 5100	BETTS,RICHARD F & BETTS,HELLA & RADY,WILLIAM F	2729 SE 6TH AVE	PORTLAND OR	97202-2601
1S1E11BB 5000	BETTS,RICHARD F & BETTS,HELLA TO CASCADE WESTERN REP INC	2729 SE 6TH AVE	PORTLAND OR	97202-2601
1S1E04AD 70023	BEUTLER EXCHANGE GROUP LLC LACKNER,IAN	4224 SW LEE ST	PORTLAND OR	97221

1N1E33DA 70056	BEVILL,GINA	416 NW 13TH AVE #213	PORTLAND OR	97209
1S1E10AC 90619	BEYER,GAYLA J	8714 NE FLANDERS ST	PORTLAND OR	97220-5959
1S1E03CC 90094	BEYER,LESLEE L & BEYER,ELIZABETH T	2211 SW 1ST AVE #401	PORTLAND OR	97201
1S1E10DB 90385	BEYL,CARTER & BEYL,SARAH	3601 SW RIVER PKWY #1307	PORTLAND OR	97239
1N1E34CB 10600	BFS RETAIL & COMMERCIAL OPERATIONS LLC % TAX DEPT	535 MARRIOTT DR	NASHVILLE TN	37214
1S1E03CD 90304	BHANDARI,INDERPAL	1900 SW RIVER DR #N107	PORTLAND OR	97201
1S1E10DB 90221	BHATTARAI,KUSHA & BHATTARAI,ANJU	14 GROUSE TER	LAKE OSWEGO OR	97035
1N1E34BB 90186	BHAYANI,NAZ	1030 NW 12TH AVE #534	PORTLAND OR	97209
1N1E34BC 80009	BIAGINI,KAREN	1009 NW HOYT ST #104	PORTLAND OR	97209
1N1E34BD 90138	BIANCHI,CAROLE P	10 NE FLORAL PL	PORTLAND OR	97232
1S1E10AC 90580	BIDWELL,CHRIS TR & BOCCI,DAVID TR	3570 SW RIVER PKWY #513	PORTLAND OR	97239
1S1E03BC 80107	BIEDENWEG,JAMES A TR & BIEDENWEG,NANCY A TR	1500 SW 5TH AVE #1005	PORTLAND OR	97201-5424
1N1E33DC 70767	BIERWIRTH,MARY S	1926 W BURNSIDE ST #417	PORTLAND OR	97209-2070
1N1E26CD 90024	BIESZAD,J MICHAEL TR & DENNING,MARGARET H TR	55 WRIGHT CT	LAKEWOOD CO	80228
1S1E04AA 70657	BIETZ,DUANE & BIETZ,EUNICE	1221 SW 10TH AVE #901	PORTLAND OR	97205
1S1E04AA 70632	BIETZ,DUANE S & BIETZ,EUNICE F	1221 SW 10TH AVE #901	PORTLAND OR	97205-2445
1N1E34BB 50035	BIEWEND,MICHAEL A TR	1001 NW LOVEJOY ST #401	PORTLAND OR	97209
1N1E34BC 60329	BIGLEY,SYBIL A	821 NW 11TH AVE #607	PORTLAND OR	97209
1N1E34BB 80240	BILLER,KENDRA E & BILLER,THOMAS J	1130 NW 12TH AVE #704	PORTLAND OR	97209
1N1E33DC 70815	BILLERBECK,DARIN G	1926 W BURNSIDE ST #1609	PORTLAND OR	97209
1S1E04AB 70038	BILLMAN,ANNEMARIE	1535 SW CLAY ST #202	PORTLAND OR	97201
1N1E33CD 1200	BILL'S GOLD COIN INC	5210 SE 26TH AVE	PORTLAND OR	97202-4627
1N1E34CA 2500	BILTMORE ASSOCIATES LIMITED PARTNERSHIP % CENTRAL CITY CONCERN	232 NW 6TH AVE	PORTLAND OR	97209-3609
1S1E04AB 70084	BIMROSE,JACK J TR (THE JACK J BIMROSE REVOCABLE LIVING TRUST)	1535 SW CLAY ST #216	PORTLAND OR	97201
1N1E34BB 60393	BINDER,MARC K & SCHEIN,MARCY	1125 NW 9TH AVE #431	PORTLAND OR	97209
1N1E34BB 60052	BINDER,MARC K TR-50% & BINDER,MARCY-50%	1125 NW 9TH AVE #431	PORTLAND OR	97209
1S1E04AA 2600	BINGHAM INVEST CO ET AL	3939 NW ST HELENS RD	PORTLAND OR	97210-1442
1S1E04AA 2600	BINGHAM INVESTMENT CO-79.525 & SW 10TH & MAIN LLC-20.475	3939 NW ST HELENS RD	PORTLAND OR	97210-1442
1N1E34BC 40023	BINGHAM,CLARKE & LIVINGSTON,ELIZA W	1030 NW JOHNSON ST #614	PORTLAND OR	97209
1S1E10AC 90206	BINGHAM,JEFFREY E & MCMAHON,DIANE R	3570 SW RIVER PKWY #1701	PORTLAND OR	97239-4544
1N1E33DA 70048	BINKLEY,KRISTIN R & BINKLEY,JOHN M	416 NW 13TH AVE #607	PORTLAND OR	97209
1N1E34BD 90163	BIRANG,FARID	930 NW NAITO PKWY #K-15	PORTLAND OR	97209
1N1E34BB 40528	BIRCH,PETER W F & BIRCH,DEANNA H	PO BOX 87280	VANCOUVER WA	98687
1N1E33AD 40291	BIRKHAHN,ROBERT	1400 NW IRVING ST #309	PORTLAND OR	97209
1N1E33AD 70100	BIRNDORF,MICHAEL A	650 NW ALPINE TER	PORTLAND OR	97210-2705
1N1E34BD 90211	BIRNEY,PETER	930 NW NAITO PKWY #K-14	PORTLAND OR	97209
1S1E02CC 3300	BISHOP,BROUGHTON H JR	507 RHODODENDRON DR	VANCOUVER WA	98661-5936
1S1E04AA 70203	BISHOP,JEREMIAH L & SAUER-BISHOP,KATHERINE A	PO BOX 535	HOOD RIVER OR	97031
1S1E03CB 80157	BISHOP,JERRY & MARY	5104 IDAHO ST	VANCOUVER WA	98661
1N1E34BB 70293	BISSELL,KATHLEEN	1255 NW 9TH AVE #906	PORTLAND OR	97209
1S1E10DB 90070	BISSON,SCOTT M	3601 SW RIVER PKWY #612	PORTLAND OR	97239
1N1E34AA 2402	BIT INVESTMENT SIXTY-NINE LLC C3-C411-5C	1 E PRATT ST 5TH FLOOR EAST	BALTIMORE MD	21202-1128
1N1E34CB 99295	BITAR BROS	2929 E BURNSIDE ST	PORTLAND OR	97214-1831
1N1E27DC 2300	BITAR BROS LTD PRTNRSHP %DUFF & PHELPS LLC	919 CONGRESS AVE #1450	AUSTIN TX	78701
1S1E02BC 3100	BITAR BROS ROBERT A BITAR CORP	2929 E BURNSIDE ST	PORTLAND OR	97214-1831
1S1E02BB 7900	BITAR BROS ROBERT A BITAR CORP % BITAR,ROBERT A	2929 E BURNSIDE ST	PORTLAND OR	97214-1831
1N1E33CB 50096	BITTNER,ROBERT & BITTNER,DIANE	2351 NW WESTOVER RD #1107	PORTLAND OR	97210

1N1E26CD 90008	BIXBY IRVINGTON LLC ATTN: SMITH,BRAD	3525 NW DIMPLE HILL RD	CORVALLIS OR	97330-3295
1N1E34CB 70012	BIZON,MARCIA L	2908 NE EMERSON ST	PORTLAND OR	97211
1S1E10DB 90001	BJARNASON,DANA & AMIN,ABDUL-H	3601 SW RIVER PKWY #201	PORTLAND OR	97239
1S1E10DB 80514	BJELLAND,RICHARD J TR-50% & BJELLAND,JO ANN TR-50%	0841 SW GAINES ST #908	PORTLAND OR	97239-3102
1S1E03CC 90229	BJORK,GAVIN TR	2221 SW 1ST AVE #623	PORTLAND OR	97201-5018
1N1E27CA 7600	BJORKLAND,MOLLY TR ET AL %VIRGINIA MATHEWS	6808 SW CANYON CREST DR	PORTLAND OR	97225
1S1E02CB 1500	BJORKMAN ENTERPRISES LLC	834 SE MILL ST	PORTLAND OR	97214-3541
1N1E35CB 800	BJT LLC ATTN: WILLIAM S LEVINE	2201 E CAMELBACK RD #650	PHOENIX AZ	85016
1S1E02BC 6500	BKW LLC	12532 SE STEELE ST	PORTLAND OR	97236-4244
1N1E33DA 40010	BLACK BURMA PROPERTIES LLC	323 NW 13TH AVE #403	PORTLAND OR	97209
1N1E33CB 50271	BLACK SHEEP VENTURES LLC	1800 NW UPSHUR ST #100	PORTLAND OR	97209
1N1E33CB 50353	BLACK SHEEP VENTURES LLC % TESHLER,SABINA	1800 NW UPSHUR ST #100	PORTLAND OR	97209
1N1E34BB 90148	BLACK,CRAIG P	8011 SW CEDARCREST ST	TIGARD OR	97223
1S1E04BA 80030	BLACK,HARVEY N & BLACK,NANCY S	1132 SW 19TH AVE #403	PORTLAND OR	97205-1743
1S1E03CA 90006	BLACK,KURT S & MCDONALD,SUSAN M	3627 NW OLEANDER PL	CORVALLIS OR	97330
1N1E33DD 600	BLACKBOX LLC %SPECTRUM REAL ESTATE ADVISORS	1125 SE DIVISION ST #209	PORTLAND OR	97202
1S1E03CB 80244	BLACKBURN,JELENA	1000 WILLAGILLESPIE RD STE 175	EUGENE OR	97401-7106
1N1E33AD 3400	BLACKETT,SCOTT L & JUDY K	10760 SW AVOCET CT	ALOHA OR	97007
1N1E33AD 3300	BLACKETT,SCOTT L & JUDY K % SMITH-WESTERN INC	1133 NW GLISAN ST	PORTLAND OR	97209-3018
1N1E33AD 70231	BLACKLOCK,STEWART & MULHOLLAND,TANYA	1420 NW LOVEJOY ST #715	PORTLAND OR	97209-2753
1N1E34BB 90029	BLACKMAN,ELI	1030 NW 12TH AVE #124	PORTLAND OR	97209
1N1E34BD 90527	BLAIN,BILLIE M	12088 SE 35TH AVE	MILWAUKIE OR	97222-6830
1N1E33DA 40037	BLAINE,GORHAM & BLAINE,ROXANNE	PO BOX 445	PARKDALE OR	97041-0445
1N1E33AD 70421	BLAINE,HEATHER & ALLEN,CHESTER JR	1420 NW LOVEJOY ST #617	PORTLAND OR	97209
1N1E34CB 60021	BLAINE,RICHARD T & BLAINE,SYDNEY B	PO BOX 450	PARKDALE OR	97041
1N1E33DC 70456	BLAKE,KERRY A	1926 W BURNSIDE ST #1109	PORTLAND OR	97209
1S1E03BC 80072	BLANCHARD,DONALD L & BLANCHARD,GLADYS J	1500 SW 5TH AVE #1703	PORTLAND OR	97201
1N1E34CA 800	BLANCHET HOUSE OF HOSPITALITY>	310 NW GLISAN ST	PORTLAND OR	97209-3712
1N1E34BC 88264	BLANCO,GEORGE M & LABOUVE,BOBBY W	300 BOWIE ST #2801	AUSTIN TX	78703
1S1E02CB 3500	BLANE INVESTMENT CO % GALEN,MORRIS J	888 SW 5TH AVE #1600	PORTLAND OR	97204-2030
1S1E04AB 90014	BLANK,SANDRA K	1441 SW CLAY ST #204	PORTLAND OR	97201
1N1E34BD 90187	BLASCO,RAMON	1010 NW NAITO PKWY #M10	PORTLAND OR	97209-3751
1N1E34BC 80004	BLASH,CANDACE C	848 7TH ST	LAKE OSWEGO OR	97034
1N1E33AD 40385	BLASSINGHAM,ROBERT O TR	5491 KUAMOO RD	KAPAA HI	96746
1N1E34BB 80142	BLATT,JONATHAN M	1684 NW RIVERSCAPE ST	PORTLAND OR	97209-1834
1N1E28D 90073	BLATT,JONATHAN M & BLATT,MARIAN J	1684 NW RIVERSCAPE ST	PORTLAND OR	97209-1834
1N1E34BC 40365	BLATTER,BERKELEY B	8212 SW BARNES RD	PORTLAND OR	97225
1S1E04AB 90028	BLAZO,STEPHEN TR & BLAZO,DOROTHY TR	4050 NE MORNING ST	CORVALLIS OR	97330-9215
1S1E04AD 80151	BLEAKLEY,KATHERINE D & LIVINGSTON,DEBORAH B	2717 DE SOTO AVE	COSTA MESA CA	92626
1S1E04AD 60070	BLECK,LAWRENCE	85-175 FARRINGTON HWY #A1405	WAIANAE HI	96792-2141
1N1E33DA 70042	BLEEG,JILL A	15640 NE FOURTH PLAIN BLVD #10	VANCOUVER WA	98682-5141
1S1E03CC 90540	BLEKIC,AMELA	2309 SW 1ST AVE #545	PORTLAND OR	97201-6303
1N1E34BB 60232	BLEKIC,AMELA & BLEKIC,MIRELA	2021 SW MAIN ST UNIT 38	PORTLAND OR	97205-1543
1S1E03CD 90437	BLEKIC,MIRELA & BLEKIC,AMELA	1920 SW RIVER DR #E403	PORTLAND OR	97201
1N1E33DC 70032	BLENDHEIM,STEFFEN	1926 W BURNSIDE ST #314	PORTLAND OR	97209
1S1E03CB 80263	BLEVINS,SUSAN M	255 SW HARRISON ST #9F	PORTLAND OR	97201
1S1E03CD 90128	BLEWETT,YVONNE S	1900 SW RIVER DR #804	PORTLAND OR	97201

1N1E33DA 4800	BLITZ WEINHARD INC % STROH BREWERY CO ATTN PROPERTY TAX DEPT	1133 W BURNSIDE ST	PORTLAND OR	97209
1N1E33DC 70085	BLITZ,COLBY	7580 SW CEDAR ST	PORTLAND OR	97225-2326
1N1E26CD 50024	BLIZZARD,DOUG & BLIZZARD,KRISTY	4345 WESTBAY RD	LAKE OSWEGO OR	97035
1N1E34BB 80333	BLOCK 11 L L C	1500 NE IRVING ST #414	PORTLAND OR	97232
1N1E34BB 60005	BLOCK 13 LLC	1500 NE IRVING ST #414	PORTLAND OR	97232
1N1E34BB 2618	BLOCK 14 LIMITED PARTNERSHIP	PO BOX 28356	PORTLAND OR	97228-8356
1N1E34BB 2620	BLOCK 15 LLC	1022 NW MARSHALL ST STE 270	PORTLAND OR	97209
1N1E34BB 70379	BLOCK 16 LLC	1500 NE IRVING ST #414	PORTLAND OR	97232-4208
1N1E34BB 2630	BLOCK 17 HOLDINGS LLC %STEVE YOON WOOD PARTNERS	1420 5TH AVE #3670	SEATTLE WA	98101
1S1E10DB 80657	BLOCK 34 INVESTORS LLC % WESTPORT CAPITAL PARTNERS LL	2121 ROSECRANS AVE #4325	EL SEGUNDO CA	90245-4744
1S1E10DB 210	BLOCK 35 INVESTORS LLC	1477 NW EVERETT ST	PORTLAND OR	97209-2617
1S1E10DB 207	BLOCK 37 OWNER LLC % MACK URBAN LLC ATTN BURTON,MATTHEW	1411 4TH AVE #500	SEATTLE WA	98101-2296
1N1E34CD 8500	BLOCK 38 LLC ET AL	920 SW 6TH AVE #223	PORTLAND OR	97204
1S1E10DC 90000	BLOCK 49 CONDOMINIUM ASSOCIATION % REACH B49 PARTNERS LTD	1135 SE SALMON ST	PORTLAND OR	97214-3628
1N1E34BC 99263	BLOCK 5 L L C	1500 NE IRVING ST #414	PORTLAND OR	97232
1N1E34BC 99269	BLOCK 5 L L C % MULTI-SERVICES INC	1500 NE IRVING ST #414	PORTLAND OR	97232-4200
1N1E34DA 2001	BLOCK 67 DEVELOPMENT LLC % GUARDIAN REAL ESTATE SERVICE	710 NW 14TH AVE 2ND FLR	PORTLAND OR	97209-2789
1N1E34BC 40300	BLOCK 7 LLC % MULTI SERVICES INC	1500 NE IRVING ST #414	PORTLAND OR	97232-4208
1N1E34BC 40331	BLOCK 7 LLC % OSTROM,EDWIN J & RUTH	1420 NW LOVEJOY ST #405	PORTLAND OR	97209
1N1E34DA 3000	BLOCK 75 II LLC	116 NE 6TH AVE #400	PORTLAND OR	97232
1N1E34DA 2900	BLOCK 75 LLC %URBAN DEVELOPMENT PARTNERS-NW	116 NE 6TH AVE #400	PORTLAND OR	97232
1N1E34DA 3300	BLOCK 76 LLC % PICKHARDT,JEFF	PO BOX 208	BEND OR	97709-0208
1N1E34BB 90162	BLOCK 8 LLC	1500 NE IRVING ST #414	PORTLAND OR	97232
1N1E34BB 50016	BLOCK 9 LLC	1500 NE IRVING ST #414	PORTLAND OR	97232
1N1E33AD 80109	BLOCK,JERALD J TR (BLOCK FAMILY TRUST DTD 03/25/04)	20967 SW MEADOW WAY	TUALATIN OR	97062-7797
1S1E10AC 90650	BLOCK,MARK B & BLOCK,JANE F	0836 SW CURRY ST #608	PORTLAND OR	97239
1S1E04AD 80197	BLODGET,ZACHARY J	971 DIESTEL RD	SALT LAKE CITY UT	84105-1701
1S1E02BB 7800	BLODGETT PROPERTIES LLC	2700 SW TALBOT RD	PORTLAND OR	97201-1671
1S1E04AA 80045	BLOK,JOHAN & BLOK,REGINA D	PO BOX 1112	KLAMATH FALLS OR	97601
1S1E03CA 90253	BLOOM,GARY & SUSAN-50% & GRYZIEC,NANCY & MARK-50%	2273 CORINTHIAN CT	EUGENE OR	97405
1S1E03CB 80155	BLOOM,MICHAEL I & JAIMEE T	6230 SW PATTON RD	PORTLAND OR	97221
1S1E03CB 80261	BLOOM,NORMAN D & ALICE	201 E 28TH ST #11G	NEW YORK NY	10016
1S1E04AB 70065	BLOOM,SALLY K	12209 58TH AVE NW	GIG HARBOR WA	98332
1N1E34BC 60360	BLOOMFIELD,VICTOR A & SHAPIRO,ELSA G	165 WESTERN AVE NORTH	ST PAUL MN	55102
1N1E34CB 40275	BLOSSER,WILLIAM R	1025 NW COUCH ST #1311	PORTLAND OR	97209-4136
1N1E34BC 60077	BLUBAUGH,TIMOTHY A & CHRISTINA B	2641 N GREENVIEW AVE	CHICAGO IL	60614-1115
1S1E03CC 90407	BLUM,ROBERT E TR (ROBERT E BLUM TRUST)	2221 SW 1ST AVE #523	PORTLAND OR	97201-5020
1N1E34BB 50461	BLUM,STEPHEN M & BLUM,LINDA K	1001 NW LOVEJOY ST #706	PORTLAND OR	97209-3570
1N1E34BC 40249	BLUMHAGEN,ALAN L TR & ROYSE,RICHARD A TR	2200 PACIFIC AVE #6A	SAN FRANCISCO CA	94115
1N1E33AD 70338	BLUNK,JOSEPH W TR & BLUNK,LESLIE B TR	1420 NW LOVEJOY ST #410	PORTLAND OR	97209
1N1E34BD 90121	BLYTH,SCOTT G	PO BOX 471	LAKE OSWEGO OR	97034
1N1E28DC 400	BNSF RAILWAY COMPANY	PO BOX 961089	FORT WORTH TX	76161-0089
1N1E33DC 700	BO & LISA HOLDINGS LLC	8174 SW DURHAM RD	TIGARD OR	97224
1N1E35BB 80056	BOARDMAN,ROSEMARY M	23850 WOODHAVEN PL	AUBURN CA	95602-8172
1N1E33AD 80116	BOBEAU'S LLC	1234 NW 24TH AVE	PORTLAND OR	97210-2910
1N1E34BB 80221	BOBOWICK,SUSAN B TR (SUSAN B BOBOWICK TRUST)	1133 NW 11TH AVE #417	PORTLAND OR	97209
1S1E02CB 2600	BOCCI,CHRISTOPHER C ET AL	1415 LIBERTY ST SE	SALEM OR	97302

1N1E34BD 90044	BOCK,SUZANNE T	1040 NW NAITO PKWY #0-10	PORTLAND OR	97209
1N1E34BC 90025	BODECKER,ALEXANDER W	1011 NW GLISAN ST #307	PORTLAND OR	97209-3241
1S1E04AD 60201	BODWELL,RAYMOND & BODWELL,GAIL	1500 SW 11TH AVE #1401	PORTLAND OR	97201
1S1E03CB 400	BOECKMAN ROAD LLC %OREGON PACIFIC INVESTMENT & DEVELOPMENT	1800 SW 1ST AVE #600	PORTLAND OR	97201
1N1E34BC 70043	BOGGS,SHERRY	17080 SW ARKENSTONE DR	PORTLAND OR	97224-7682
1N1E34BB 70046	BOGNAR,STEPHAN	0450 SW PALATINE HILL RD	PORTLAND OR	97219
1N1E33CD 80044	BOGNER,ALAN	2021 SW MAIN ST #29	PORTLAND OR	97205-1543
1S1E10DB 80155	BOHBOT,MEGAN A & BOHBOT,DENISE R	841 SW GAINES ST #1404	PORTLAND OR	97239
1S1E04AD 80116	BOILEAU,LAMONT ET AL	19393 SW LAUREHURST WAY	BEND OR	97702
1N1E33DD 1400	BOIN PROPERTIES LLC % WILLIAM P MCCORMICK	PO BOX 5787	BEND OR	97708
1N1E34CB 70006	BOLCH,DOROTHY J	254 W 25TH ST #3-D	NEW YORK NY	10001
1N1E33AA 1900	BOLES PROPERTIES LLC	2770 SW PATTON LN	PORTLAND OR	97201-1645
1S1E10DB 80499	BOLES,STANLEY G TR & KAHLE,WENDY TR (BOLES/KAHLE REVOCABLE TRUST)	0841 SW GAINES ST #2110	PORTLAND OR	97239-3105
1N1E33AD 40241	BOLLENBACHER,JAMES A & BOLLENBACHER,SANDRA K	132 SCHOONER LN	BARRINGTON IL	60010
1S1E03CD 90625	BOLOURIAN,HAMID TR & BOLOURIAN,MARYAM TR	PO BOX 6125	WOODLAND HILLS CA	91365-6125
1S1E03BC 80106	BOLSTAD,MARVIN R TR (BOLSTAD FAMILY TRUST)	1500 SW 5TH AVE #905	PORTLAND OR	97201-5423
1N1E34BB 88541	BOLTZ,RONALD & BOLTZ,OLGA	1260 NW NAITO PKWY #201	PORTLAND OR	97209-3150
1N1E34CB 60023	BONASERA,JOSEPH J	420 NW 11TH AVE #521	PORTLAND OR	97209-2959
1S1E10AC 90200	BONAZZOLA,MICHAEL F	3570 SW RIVER PKWY #1603	PORTLAND OR	97239
1N1E33AD 70429	BOND,ROSE	1420 NW LOVEJOY ST #705	PORTLAND OR	97209-2715
1S1E10AC 90352	BONINI,STEVE	3570 SW RIVER PKWY #711	PORTLAND OR	97239
1N1E34CB 90010	BONNER,ANDREA	81 IRVING PL #10B	NEW YORK NY	10003-2215
1N1E34BB 90294	BONTE,DAVID M	1030 NW 12TH AVE #109	PORTLAND OR	97209
1S1E04AD 80023	BONTTY,MARK A	1500 SW PARK AVE #527	PORTLAND OR	97201
1N1E34BB 60139	BOONE,VICTORIA G & BOONE,MARC C	27807 O ST	OCEAN PARK WA	98640
1N1E34CA 2600	BOOT FANC LLC	6120 SW 30TH AVE	PORTLAND OR	97239
1N1E26DC 13200	BORDEAUX PROPERTIES LLC	16182 SW PARKER RD	LAKE OSWEGO OR	97035
1S1E03BC 80074	BORER,LEONARD J	1500 SW 5TH AVE #1903	PORTLAND OR	97201
1N1E34BC 99203	BORETZ,J CRAIG TR (J CRAIG BORETZ 2010 TRUST)	922 NW 11TH AVE #1015	PORTLAND OR	97209-2780
1S1E04AD 60025	BORMANN,TRICIA P & BERNARD T	1446 HENRY BOYD RD	PORT ANGELES WA	98362
1N1E27CA 2100	BORTHWICK BREWERY BLOCK LLC	2050 BEAVERCREEK RD #101-322	OREGON CITY OR	97045
1N1E34BB 88362	BORTOLUSSI,GREGORY A TR & BORTOLUSSI,MARY A TR	812 PRADERA WAY	SAN RAMON CA	94583-5366
1S1E03CB 80194	BOSCH,RICHARD R & BEBB,JANET	255 SW HARRISON ST #TH-11	PORTLAND OR	97201
1S1E02BB 5300	BOSCO-MILLIGAN FOUNDATION INC	121 SW MORRISON ST #1020	PORTLAND OR	97204
1N1E34BB 60404	BOSMA,PETER A TR & BOSMA,VENESSA TR	PO BOX 3417	ASHLAND OR	97520
1N1E34CB 60025	BOSS,ROBERT B & BOSS,DEBBIE L	3820 CHEVIOT WAY S	SALEM OR	97302
1N1E33DA 70049	BOSS,STEVEN	1710 LIBERTY ST	EL CERRITO CA	94530
1N1E33DA 70085	BOSS,STEVEN T	1710 LIBERTY ST	EL CERRITO CA	94530
1N1E34BB 70240	BOTHWELL,JACK D TR & BOTHWELL,JANICE R TR	PO BOX 912	RIDGEFIELD WA	98642-0912
1N1E34BD 90057	BOTHWELL,JACK D TR & BOTHWELL,JANICE R TR (BOTHWELL FAMILY TRUST)	PO BOX 912	RIDGEFIELD WA	98642-0912
1S1E04AA 70096	BOUDREAU,RITA TR & TOURIGNY,DIANE TR	1221 SW 10TH AVE #704	PORTLAND OR	97205
1N1E33DA 70094	BOUDREAUX,ELLEN	416 NW 13TH AVE #404	PORTLAND OR	97209
1S1E04AB 70102	BOURN,CHRISTOPHER C	1125 NW 9TH AVE #202	PORTLAND OR	97209-2865
1S1E03CD 90283	BOURS,ELIZABETH W TR	1100 LOVERING AVE #1706	WILMINGTON DE	19806-3288
1N1E26CC 9200	BOUTELL,JOAN	1914 NE 10TH AVE	PORTLAND OR	97212
1N1E35CA 6000	BOUTHILLIER,D G FRANK TR LINA LLC DBA EASTSIDE LODGE	949 E BURNSIDE ST	PORTLAND OR	97214
1S1E03CC 90531	BOUTWELL,ANNE D	2309 SW 1ST AVE #441	PORTLAND OR	97201-5039

1N1E34CA 10700	BOW LEONG BING KONG SOCIETY % KITSON S YU	7612 SW KELLY AVE	PORTLAND OR	97219
1S1E03CC 90090	BOWELL,BENJAMIN C & BOWELL,AMBERT L & BOWELL,MOLLY D	2211 SW 1ST AVE #1804	PORTLAND OR	97201
1N1E34BB 88463	BOWEN,JONATHAN L	1260 NW NAITO PKWY #505	PORTLAND OR	97209
1N1E34CB 99185	BOWEN,WALTER C	1331 NW LOVEJOY ST #775	PORTLAND OR	97209
1N1E33DA 80111	BOWEN-JONES,KATHI A & JONES,DAVID S	2000 TAMARACK PL	ASHLAND OR	97520-3542
1N1E34BB 60339	BOWERING,CHARLENE M	14337 RIVERSIDE DR #4	SHERMAN OAKS CA	91423-1788
1S1E03CB 80182	BOWLING,WILLIAM A & ONG,YUN LONG	255 SW HARRISON ST #26C	PORTLAND OR	97201-5374
1S1E04AB 2600	BOYD & HENDRICKS PROPERTIES LLC	1538 SW JEFFERSON ST	PORTLAND OR	97201
1N1E33DC 70516	BOYD,DAVID & BOYD,BRENDA	1604 RABB RD	AUSTIN TX	78704
1S1E04AD 80006	BOYD,DEAN W & WICKIZER,SUSAN C	36245 WAGNER LN	COTTAGE GROVE OR	97424-9428
1N1E34BD 90210	BOYD,JANE J	930 NW NAITO PKWY #K8	PORTLAND OR	97209-3745
1N1E33AD 40061	BOYD,KAREN W	6135 NE BROADWAY	PORTLAND OR	97213-4265
1S1E10DB 90263	BOYD,KYOKO N TR	3601 SW RIVER PKWY #2402	PORTLAND OR	97239
1N1E34BB 70463	BOYD,WILLIAM J	1255 NW 9TH AVE #515	PORTLAND OR	97209
1N1E33AD 70279	BOYER,JESSE N	1420 NW LOVEJOY ST #204	PORTLAND OR	97209
1S1E04AA 70583	BOYLE,TIMOTHY P TR (THE TIMOTHY P BOYLE REVOCABLE TRUST)	PO BOX 2824	PORTLAND OR	97208-2824
1S1E03CB 70251	BOYSE,PETER D TR ET AL	3367 AUGUSTA NATIONAL DR S	SALEM OR	97302-9714
1S1E02CD 18500	BOZARTH,NOLAN H & BOZARTH,DANA A	2322 NE 30TH AVE	PORTLAND OR	97212-4920
1N1E34BC 99152	BOZICH,JOHN TR & BOZICH,KIM TR	922 NW 11TH AVE #101	PORTLAND OR	97209
1N1E34CC 7100	BPM ASSOCIATES (1995) L L C	610 SW ALDER ST #1221	PORTLAND OR	97205
1N1E34CC 7500	BPM ASSOCIATES (1995) LLC	610 SW ALDER ST #1221	PORTLAND OR	97205-3613
1N1E34CC 90001	BPM ASSOCIATES(1995) L L C	610 SW ALDER ST #1221	PORTLAND OR	97205
1N1E34CC 7200	BPM ASSOCIATES(1995)L L C	610 SW ALDER ST #1221	PORTLAND OR	97205
1S1E04DD 1000	BPM-UB LLC	610 SW ALDER ST #1221	PORTLAND OR	97205
1N1E34CD 7400	BPR PROPERTIES PORTLAND LLC	953 INDUSTRIAL AVE #100	PALO ALTO CA	94303-4920
1N1E35CB 6600	BPS ASSOCIATES	1905 SE 10TH AVE	PORTLAND OR	97214
1N1E34BC 88364	BRACE,B FREDERICK JR TR & BRACE,ELIZABETH L TR	937 NW GLISAN ST #936	PORTLAND OR	97209-3262
1S1E03CB 80011	BRADACH,GEORGE S & BRADACH,CLAIRE M & BRADACH,PATRICIA M	3728 NE FLANDERS ST	PORTLAND OR	97232-3318
1S1E03CD 90594	BRADBURY,DIANA G	1920 SW RIVER DR #E303	PORTLAND OR	97201
1N1E33CD 99006	BRADDOCK,ANNE B TR (ANNE B BRADDOCK TRUST)	2020 SW MAIN ST #302	PORTLAND OR	97205
1N1E34CA 80105	BRADEL,SCOTT M	411 NW FLANDERS ST #601	PORTLAND OR	97209
1N1E34BB 70264	BRADLEY,JAMES H & BRADLEY,SUSAN S	1255 NW 9TH AVE #509	PORTLAND OR	97209-2888
1N1E34BB 70028	BRADLEY,JAMES H & SUSAN S	1255 NW 9TH AVE #203	PORTLAND OR	97209-2886
1N1E34CB 40241	BRADLEY,JOHN W	1025 NW COUCH ST #1014	PORTLAND OR	97209
1N1E33DC 4800	BRADLEY,JOHN W JR TR ET AL	2645 NW BEUHLA VISTA TER	PORTLAND OR	97210-3301
1N1E33DA 70067	BRADLEY,SCOTT TR & BRADLEY,KATRINA TR	25223 N 89TH ST	SCOTTSDALE AZ	85255
1N1E27CA 5800	BRADRICK COMPANY INC	230 NW 10TH AVE	PORTLAND OR	97209
1S1E03CD 90375	BRADY,BARBARA B TR	1920 SW RIVER DR #1201	PORTLAND OR	97201
1N1E33AD 70436	BRADY,DAVID L & GIOVARELLI,CHRISTOPHER	1420 NW LOVEJOY ST #722	PORTLAND OR	97209
1S1E03BA 5900	BRADY,JEFFREY L SEMLER BUILDING	10060 E BURNSIDE ST	PORTLAND OR	97216
1N1E33DC 70166	BRAESTRUP,CARL E	1926 W BURNSIDE ST #1104	PORTLAND OR	97209
1N1E33DA 60102	BRAESTRUP,PAUL	20 NW 16TH AVE #414	PORTLAND OR	97209
1N1E33DA 60071	BRAESTRUP,PAUL & BRAESTRUP,CARL	PO BOX 4345	PORTLAND OR	97208
1N1E34BB 70502	BRAGANZA,ADAM F	1255 NW 9TH AVE #807	PORTLAND OR	97209-2896
1N1E34BB 50050	BRAINIUM HOLDINGS LLC	1022 NW MARSHALL ST #480	PORTLAND OR	97209
1N1E34BC 88252	BRAKE,ALISA A	937 NW GLISAN ST #232	PORTLAND OR	97209
1S1E04AA 70559	BRALEY,WARREN W JR TR	P O BOX 25367	PORTLAND OR	97225

1S1E03CC 90052	BRAMS,MARIANNE	2211 SW 1ST AVE #1002	PORTLAND OR	97201-5013
1N1E33DA 80044	BRAND,ROBERT C TR & BRAND,RULE B TR	408 NW 12TH AVE #603	PORTLAND OR	97209
1S1E04BA 80053	BRAND,THOMAS A TR	160 INDIAN CLIFFS RD	SEDONA AZ	86336
1S1E03CD 90257	BRANDAW,GARTH W TR-1/2 & BRANDAW,JOAN M TR-1/2	1930 SW RIVER DR #1001	PORTLAND OR	97201
1S1E04AD 80279	BRANDLON,JENNIFER L	1500 SW PARK AVE #429	PORTLAND OR	97201
1S1E04AD 80296	BRANDLON,RICHARD W & BRANDLON,SHEILA A	1500 SW PARK AVE #410	PORTLAND OR	97201-3474
1S1E04AA 70100	BRANDOM,WILLIAM F & BRANDOM,ILSE M	1221 SW 10TH AVE #708	PORTLAND OR	97205-2439
1N1E34CA 1400	BRANDT 416 LLC % BRANDT,WILLIAM	2912 BRANDEMERE DR	TALLAHASSEE FL	32312
1N1E34BB 60198	BRANDT,BARON C & ENDERBY,CHRISTINE L	7490 SW CANYON DR	PORTLAND OR	97225-3307
1N1E33AD 80104	BRANDT,BROOKE H & BRANDT,JOSH L	1314 NW IRVING ST #507	PORTLAND OR	97209
1N1E33AD 80004	BRANDT,BROOKE H & JOSHUA L	1314 NW IRVING ST #506	PORTLAND OR	97209-2721
1S1E03CC 90351	BRANSON,ROBERTA R & BRANSON,GEORGE N	706 N MAIN ST	MOSCOW ID	83843
1S1E04AD 80172	BRAR,GURBRINDER	1500 SW PARK AVE #213	PORTLAND OR	97201-3473
1S1E03CA 90180	BRATSLAVSKY,TANYA G & BRATSLAVSKY,ROMAN	23939 SW GAGE RD	WILSONVILLE OR	97070-6707
1S1E03CA 90333	BRATSLAVSKY,TANYA TR & BRATSLAVSKY,ROMAN TR	15300 OLD SEWARD HWY	ANCHORAGE AK	99516-3954
1N1E34BB 50440	BRATTAIN,KEVIN D	1001 NW LOVEJOY ST #101	PORTLAND OR	97209
1S1E03CC 90163	BRATZ,KENNETH G	2211 SW 1ST AVE #506	PORTLAND OR	97201
1N1E34BB 50053	BRAUCHLER,ROLF TR & BRAUCHLER,WENDY TR (BRAUCHLER FAMILY TRUST)	198 SAND HILL CIRCLE	MENLO PARK CA	94025
1S1E04AD 60272	BRAUN,DANIELLE M	1500 SW 11TH AVE #803	PORTLAND OR	97201
1S1E10DB 80060	BRAUN,JEROME M & BRAUN,JUDY	841 SW GAINES ST #405	PORTLAND OR	97239-3062
1S1E04AD 80114	BRAVERMAN,RENEE & CHARLES M	1500 SW PARK AVE #222	PORTLAND OR	97201
1N1E33AD 40163	BRAVERMAN,SUSAN & ZUCKERMAN,NOAH	1815 NW 27TH AVE	PORTLAND OR	97210
1S1E02CD 12200	BRAVO SIERRA PROPERTIES LLC	4415 NE SANDY BLVD #202	PORTLAND OR	97213-1400
1S1E03CB 70188	BRAY,THOMAS H	1715 VIA EL PRADO #437	REDONDO BEACH CA	90277
1N1E34BC 99171	BRAZONG,LAWRENCE E TR-1/2 & BRAZONG,ANITA W TR-1/2	922 NW 11TH AVE #707	PORTLAND OR	97209
1S1E03CD 1000	BRE SELECT HOTELS PROPERTIES LLC % WHM LLC	PO BOX 396	BOCA RATON FL	33429
1N1E35CD 900	BREESE,DONALD TR & BREESE,CAROLE V TR	2950 SE 64TH AVE	PORTLAND OR	97206-1977
1S1E02BC 900	BREITBARTH,ROBERT J TR (JOY L BREITBARTH CREDIT SHELTER TRUST DTD 7/28/1990)	7345 SW WILLOWMERE DR	PORTLAND OR	97225-1140
1N1E34CB 40080	BRENDEN,MARCI & BRENDEN,LINDA	12344 PARADISE ALLEY RD	SILVERTON OR	97381
1S1E03CC 90577	BRENN,LUCINDA R TR	1242 SW CARDINELL WAY	PORTLAND OR	97201-6761
1N1E34BD 90159	BRENNAN,LAURA J	930 NW NAITO PKWY K-7	PORTLAND OR	97209
1S1E03CC 90635	BRENNAN,WILLIAM P & BRENNAN,MARY K	2309 SW 1ST AVE #842	PORTLAND OR	97201
1S1E10DB 80375	BRESLAUER,ROBERT D & BRESLAUER,LORI M	0841 SW GAINES ST #227	PORTLAND OR	97239-3062
1N1E34CB 40205	BRETT,DARRELL C TR & BRETT,MARILYN L TR	1650 NORTHSHORE RD	LAKE OSWEGO OR	97034
1N1E34BD 90065	BRETZ,GEORGE G & BRETZ,KELLY S	15475 DREW LN NE	SILVERTON OR	97381-8907
1N1E33DA 70064	BREW,EMILY O TR	416 NW 13TH AVE #205	PORTLAND OR	97209
1N1E26CD 90023	BREWSTER,STEVE	1718 NE 11TH AVE #302	PORTLAND OR	97212
1S1E10BD 100	BRIDGE DISTRICT HOLDINGS LLC % RICHARDS,LARRY	3121 SW MOODY AVE	PORTLAND OR	97239-4505
1N1E34BB 40508	BRIDGE,PHILLIP C & BRIDGE,JANICE K	14107 NW 50TH AVE	VANCOUVER WA	98685
1N1E34BB 60177	BRIDGEFORD,ANN P TR (ANN PAINTER BRIDGEFORD REVOCABLE TRUST)	PO BOX 2135	SISTERS OR	97759
1N1E34DA 1400	BRIDGEHEAD DEVELOPMENT LLC % MALSIN,JONATHAN	75 SE YAMHILL ST #201	PORTLAND OR	97214
1N1E34BB 80244	BRIDGEPORT 311 LLC ATTN: KING,LAURIE A	3045 NW THURMAN ST	PORTLAND OR	97210-1942
1N1E34BB 80000	BRIDGEPORT CONDOMINIUMS OWNERS' ASSOCIATION	809 NW 11TH AVE	PORTLAND OR	97209
1N1E34BC 99153	BRIDGES,LYNNE S TR	19363 WILLAMETTE DR #301	WEST LINN OR	97068-2010
1N1E34BC 99332	BRIDGES,MARK P & BRIDGES,MELODY S	922 NW 11TH AVE #614	PORTLAND OR	97209
1S1E04AD 60023	BRIDGES,SUSAN Q & BRIDGES,HOLLON H JR	1500 SW 11TH AVE #502	PORTLAND OR	97201
1N1E33DA 1400	BRIDGETOWN PRINTING CO % HARDING & CARBONE	3903 BELLAIRE BLVD	HOUSTON TX	77025

1N1E34BC 60321	BRIGGS,LAWRENCE W TR & BRIGGS,BARBARA B TR	327 DONALD DR	MORAGA CA	94556
1S1E04AD 60177	BRIGHT,CHRISTOPHER M	1500 SW 11TH AVE #2203	PORTLAND OR	97201-3547
1N1E34BD 90105	BRIGHT,LAURA	344 NE 76TH AVE	PORTLAND OR	97213-6329
1N1E34BC 70010	BRIGHT,PATRICIA A	618 NW 12TH AVE #210	PORTLAND OR	97209
1S1E03CC 90560	BRIGHT,WILLIAM L TR & BRIGHT,JOAN R TR % OLSON, MARY	PO BOX 1082	SALEM OR	97308-1082
1N1E26CD 90030	BRILES,THOMAS J & BRILES,RENAE M	1718 NE 11TH AVE #311	PORTLAND OR	97212
1N1E34BB 40201	BRIMMER,CHARLES E TR & ROBERTSON,DAVID J TR	949 NW OVERTON ST #307	PORTLAND OR	97209
1S1E04AD 80134	BRINDLE,TED M & BRINDLE,AMY	1500 SW PARK AVE, UNIT 106	PORTLAND OR	97201
1S1E04AB 70089	BRINKHOFF,HANS M M & WILLEMINA	11508 165TH CT NE	REDMOND WA	98052
1S1E03BC 80092	BRISKMAN,DARIN R & GRAY,VICKIE J	1500 SW 5TH AVE #1804	PORTLAND OR	97201
1S1E03BC 80091	BRISTOW,KATHLEEN S	1500 SW 5TH AVE #1704	PORTLAND OR	97201
1S1E03CC 90481	BRITO,LUCIANO C	PO BOX 8663	PORTLAND OR	97207
1N1E34BD 90115	BRITTINGHAM,SAMANTHA	920 NW NAITO PKWY #J6	PORTLAND OR	97209-3742
1N1E33DC 70639	BROAD,GARY	100 MARINA BLVD	SAN RAFAEL CA	94901
1N1E34CB 9300	BROADWAY & DAVIS LLC %DOLLAR DEVELOPMENT SUITE 201	2737 78TH AVE SE	MERCER ISLAND WA	98040
1N1E34CC 90000	BROADWAY & WASHINGTON CONDOMINIUM OWNERS ASSOCIATION % LODGIAN INC/ATTN ROBERT COLE	3445 PEACHTREE ROAD #700	ATLANTA GA	30326
1S1E03BB 4300	BROADWAY AND TAYLOR LLC	920 SW 6TH AVE #223	PORTLAND OR	97204
1N1E34CC 9800	BROADWAY COMMERCE LLC	225 SW BROADWAY #1	PORTLAND OR	97205
1N1E26CC 11600	BROADWAY CROSSING LLC	7455 SW BRIDGEPORT RD #220	TIGARD OR	97224-7252
1N1E34CC 8400	BROADWAY DEVEL L L C % CUSHMAN & WAKEFIELD	200 SW MARKET ST STE 200	PORTLAND OR	97201
1S1E04DA 4300	BROADWAY HOUSING LLC	P O BOX 243	PORTLAND OR	97207
1N1E34BB 88487	BROBSTON,WILLIAM JR & BUNCH,BARBARA	1310 NW NAITO PKWY #808A	PORTLAND OR	97209
1S1E03CD 90029	BROCILOVIC,BOZO & BROCILOVIC,MILICA	28 NEW BRIER LN	CLIFTON NJ	07012-1908
1S1E10DB 80024	BROCKMAN,DAVID A & BROCKMAN,CHERYL L	0841 SW GAIN ST #221	PORTLAND OR	97239
1N1E34BC 88226	BROCKMAN,STEPHEN M	1655 N CALIFORNIA BLVD #116	WALNUT CREEK CA	94596-4466
1N1E34BC 99085	BROCKMILLER,THOM & JOHNSON,ROBIN J	922 NW 11TH AVE #1009	PORTLAND OR	97209
1N1E34BC 88079	BROCOUM,STEPHAN TR & BROCOUM,ALICE V TR (THE VERDIN TRUST)	937 NW GLISAN ST #1133	PORTLAND OR	97209-3265
1S1E03CA 90436	BRODERICK,WILLIAM P & BRODERICK,LAURA L	5620 W SYLVESTER ST	PASCO WA	99301
1N1E33DC 70098	BRODY,CHARLES J & RUBIN,BETH A	620 OLD MEADOWS AVE	DALLAS PA	18612-1828
1N1E34CB 40183	BROGOCH,GARY & BROGOCH,BARBARA	1025 NW COUCH ST #519	PORTLAND OR	97209
1N1E34CB 99364	BROKENSHIRE,ROD W	333 NW 9TH AVE #715	PORTLAND OR	97209
1N1E33AD 60002	BROLIN-PDX REAL ESTATE HOLDINGS LLC ATTN: DETRICK,GEORGE	1378 LEIGH CT	WEST LINN OR	97068
1N1E34BB 88346	BROMLEY,BROOKS R & BROMLEY,CELLIE R	26030 BEACH DR	ROCKAWAY OR	97136
1S1E03BC 80039	BROMLEY,JOHN TR & BROMLEY,AUDRA L TR	1500 SW 5TH AVE #1901	PORTLAND OR	97201-5432
1N1E33DC 70221	BRONDELLO,MICHAEL	1926 W BURNSIDE ST UN 1405	PORTLAND OR	97209
1N1E33AD 40196	BROOKS,DAVID F TR & BROOKS,KATHLEEN G TR (BROOKS FAMILY 2015 TRUST)	900 SW WESTWOOD DR	PORTLAND OR	97239
1N1E34CA 80039	BROOKS,MATTHEW L	411 NW FLANDERS ST #303	PORTLAND OR	97209
1S1E10DB 80673	BROOMBERG,DAVID J & BROOMBERG,CYNTHIA V	0841 SW GAINES ST #1008	PORTLAND OR	97239
1S1E02CA 11600	BROSMONROE-OREGON LLC	717 S LANDER	SEATTLE WA	98134
1N1E33AD 40338	BROWN,ALLISON M	1400 NW IRVING ST #425	PORTLAND OR	97209
1S1E03CB 70068	BROWN,CLINTON A TR & MCLEAN,CHERYL R TR	2150 NW JACKSON CREEK DR	CORVALLIS OR	97330-9664
1N1E33DA 60006	BROWN,DIANE E	2150 CADBORO BAY RD	VICTORIA BC	V8R 5G7 CA
1S1E03CD 90019	BROWN,JAMES D & ANASTASIA M	PO BOX 4344	SALEM OR	97302
1S1E03CC 90217	BROWN,JOHN M	2221 SW 1ST AVE #423	PORTLAND OR	97201-5069
1N1E33CD 80031	BROWN,JUNE J	PO BOX 129	PORTLAND OR	97207
1N1E33AD 70075	BROWN,KAREN A	1420 NW LOVEJOY ST #530	PORTLAND OR	97209
1S1E10DB 90249	BROWN,KEVIN R	2121 SE BELMONT ST #131	PORTLAND OR	97214-3396

1S1E03CA 90413	BROWN,LINDA M	1730 SW HARBOR WAY #608	PORTLAND OR	97201
1N1E34BD 90504	BROWN,LOWREY R	730 NW NAITO PKWY #E36	PORTLAND OR	97209
1N1E34BB 80309	BROWN,MELVIN R TR & BROWN,ARDETH E TR	PO BOX 412	GLENEDEN BEACH OR	97388
1N1E34BD 90299	BROWN,PETER-50% & CENTER,JAMES T JR-50%	76 SIBERT ST	RICHLAND WA	99354
1N1E33DA 80103	BROWN,RICHARD A & THOMAS,CYNTHIA J	408 NW 12TH AVE #312	PORTLAND OR	97209
1S1E10AC 90119	BROWN,ROBERT & SULLIVAN,ROBERT	3570 SW RIVER PKWY #409	PORTLAND OR	97239
1S1E04AA 70389	BROWN,ROBERT J & BROWN,CONNIE L	8007 W SCARDALE CT	BOISE ID	83704
1N1E35CD 2400	BROWN,RUTH A % BILL BROWN FORD	32222 PLYMOUTH RD	LIVONIA MI	48150
1S1E10AC 90692	BROWN,SHAROLYN S TR	3570 SW RIVER PKWY #913	PORTLAND OR	97239
1S1E04AA 70050	BROWN,SHARON	1221 SW 10TH AVE #318	PORTLAND OR	97205
1N1E34BB 50359	BROWN,STEPHEN C	1001 NW LOVEJOY ST #1101	PORTLAND OR	97209-3572
1N1E34BB 40392	BROWN,STEVE W & BROWN,SANDRA S	949 NW OVERTON ST #1413	PORTLAND OR	97209-3277
1S1E04BA 80074	BROWN,SUSAN F TR (BROWN 1998 TRUST DTD 10/20/98)	1132 SW 19TH AVE #812	PORTLAND OR	97205
1S1E04AB 70063	BROWN,THOMAS	3911 NE 11TH AVE	PORTLAND OR	97212-1237
1N1E28D 80112	BROWN,TIMOTHY	112 W 11TH ST #225	VANCOUVER WA	98660
1S1E03CC 90663	BROWNING,MARGERY D TR	2211 SW 1ST AVE #304	PORTLAND OR	97201
1S1E03CC 90013	BROWNING,MARGERY D TR & ABRAMOWITZ,KAY B TR & ABRAMOWITZ,ROY TR	2211 SW 1ST AVE #304	PORTLAND OR	97201
1S1E03CA 90349	BROWNLOW,NIELS G & BERNICE L	0205 SW MONTGOMERY ST #404	PORTLAND OR	97201-5162
1S1E03CB 80115	BROWNLOW,VICTORIA	255 SW HARRISON ST #16H	PORTLAND OR	97201
1N1E34CB 99318	BRUBAKER,MARK & LOCKWOOD,KRISTINA	4362 BEULAH DR	LA CANADA CA	91011
1S1E02CD 12500	BRUCE PROPERTIES OF OREGON LLC	PO BOX 23025	TIGARD OR	97281-3025
1S1E04AB 70057	BRUCE,AARON T	7200 SW 84TH AVE	PORTLAND OR	97223-7368
1S1E04AA 80032	BRUCE,BARRY R & LUNDAY,CAROLYN S	716 SE 33RD PL	PORTLAND OR	97214
1S1E03CB 70176	BRUDER,WILLIAM P TR & ROMAN,LOUISE R TR	1 E LEXINGTON AVE #604	PHOENIX AZ	85012
1S1E10AC 90203	BRUESCH,GORDON T & BRUESCH,JUDITH M W	3570 SW RIVER PKWY #1609	PORTLAND OR	97239-4544
1S1E04AA 80038	BRUGGEMAN,INGE & MORRISON,WILLIAM	303 BRET HARTE AVE	RENO NV	89509
1S1E02CD 17800	BRUNEAU,DAVID W TR & BRUNEAU,KIM K TR	3334 NE CESAR E CHAVEZ BLVD	PORTLAND OR	97212-1904
1N1E34CD 2600	BRUNISH,VIRGINIA TR % BRUNISH,COREY POA	17190 WALL ST	LAKE OSWEGO OR	97034
1S1E04AA 70245	BRUNISH,VIRGINIA TR % COREY BRUNISH TR	17190 WALL ST	LAKE OSWEGO OR	97034
1N1E28D 90069	BRUNO,JOANNE M TR	1676 NW RIVERSCAPE CT	PORTLAND OR	97209-1834
1S1E02CC 5700	BRUUN, KELLY C	3611 SE 20TH AVE #300	PORTLAND OR	97202
1S1E02CB 5100	BRUUN,KELLY C TR	3611 SE 20TH AVE #300	PORTLAND OR	97202
1S1E03AA 5200	BRUUN,KELLY C TR-1% & KING-TAYLOR BUSINESS CENTER LLC-99%	3611 SE 20TH AVE #300	PORTLAND OR	97202-2967
1N1E34CB 7400	BRUUN-PETERSEN,JAN D ET AL %JOHN BILDSOE	PO BOX 1172	GRESHAM OR	97030
1S1E03CB 70116	BRYAN,CRAIG S TR & BRYAN,REISHA A TR	3615 ROCKY CREEK AVE	DEPOE BAY OR	97341
1N1E35CC 1700	BSIDE6 LLC	2181 NW NICOLAI ST	PORTLAND OR	97210-1806
1S1E04AA 70464	BUCHHOLZ,GARY D & MIRIAM L	20398 BIG BEAR CT	BEND OR	97702
1S1E04AA 70085	BUCHHOLZ,GARY D TR & BUCHHOLZ,MIRIAM L TR	20398 BIG BEAR CT	BEND OR	97702-9489
1N1E34BB 88384	BUCK,NANCY	PO BOX 2105	PORTLAND OR	97208
1N1E34BB 88265	BUCK,RICHARD A & DALE,MARY M	1260 NW NAITO PKWY #207B	PORTLAND OR	97209-3150
1S1E03CD 90063	BUCKLEY,DAVID I SR & BUCKLEY,PATRICIA M	1920 SW RIVER DR #E1004	PORTLAND OR	97201-8051
1N1E34BD 80000	BUD CLARK COMMONS CONDOMINIUM OWNERS' ASSOCIATION	135 SW ASH ST	PORTLAND OR	97204-3598
1N1E34BD 90640	BUDDEN,PROVASH	2155 RIDGE POINTE DR	LAKE OSWEGO OR	97034-7576
1N1E34CB 99056	BUDDHA BUILDING LLC	312 NW 10TH AVE #200	PORTLAND OR	97209-3121
1S1E04AD 90035	BUDIJANTO,JOSEP & SELVESTER,SCOTT W	1410 SW 11TH AVE #803	PORTLAND OR	97201
1N1E34BC 40391	BUEHLER,AMY M	3015 NE 18TH AVE	PORTLAND OR	97212-3357
1N1E33CD 80018	BUELL,HAROLD L & ANNIE T	1007 NW 16TH AVE	PORTLAND OR	97209

1N1E34CB 99274	BUENA VISTA INVESTMENTS LLC % ATLAS INVESTMENTS LLC	333 NW 9TH AVE #1009	PORTLAND OR	97209-3343
1S1E03BC 80002	BUENO,ALFONSO	1500 SW 5TH AVE #102	PORTLAND OR	97201-5415
1N1E33DA 4200	BUESCHER,PATRICIA K & BUESCHER,PAUL A	2630 N HAYDEN ISLAND DR #20	PORTLAND OR	97217
1S1E03CC 90599	BUFFO,JUDITH & BLOCH,ERNEST	2309 SW 1ST AVE #1744	PORTLAND OR	97201
1S1E10DB 90040	BUFORD,ROBERT D & BUFORD,BILLIE E	3601 SW RIVER PKWY #415	PORTLAND OR	97239-4566
1N1E33DA 80023	BUGAS,DAVID A & POLLOCK,NAOMI	408 NW 12TH AVE #314	PORTLAND OR	97209-2945
1S1E02CC 1100	BUILD PRODUCTS PROPERTIES LLC	4804 NW BETHANY BLVD 1-2 #131	PORTLAND OR	97229-9195
1N1E35CC 1800	BUILDING 15 LLC ATTN: BECKER,JACOB	3635 SW 48TH PL	PORTLAND OR	97221
1N1E33DC 90022	BUKEY,JOHN L & STEPHENS-BUKEY,MELINDA A	136 SHERMAN ST	ASHLAND OR	97520
1N1E34BB 40113	BULL,GARY TR (ZAZULAK 2012 GIFTING TRUST)	949 NW OVERTON ST #1112	PORTLAND OR	97209-3274
1S1E10DB 80196	BULLARD,DOUGLAS	0841 SW GAINES ST #2002	PORTLAND OR	97239
1S1E03BC 80026	BULLARD,ROBERT H & SHINODA,TAKAYOSHI	1500 SW 5TH AVE UN 1103	PORTLAND OR	97201
1S1E10DB 80440	BULLER,MEGAN	3415 SW CORBETT AVE	PORTLAND OR	97239
1N1E33AD 70252	BULLER,TIM & BULLER,SUZANNE	1420 NW LOVEJOY ST #717	PORTLAND OR	97209
1S1E10DB 90003	BULLOCH,DAVID J	18729 SW 73RD TER	TUALATIN OR	97062
1N1E33AD 90002	BULLOCK,KEVIN J	526 NW 13TH AVE #2	PORTLAND OR	97209-3056
1N1E33DA 2200	BULLSEYE GLASS CO	3722 SE 21ST AVE	PORTLAND OR	97202
1S1E03CC 90029	BULMAN,ROBIN L	2211 SW 1ST AVE, UN 602	PORTLAND OR	97201
1S1E04AD 60341	BUMP,DANIEL W & BUMP,KATHRYN C	315 GILBERT AVE	MENLO PARK CA	94025-2816
1N1E28D 90052	BUNKER,KELSEY L	3340 SW FAIRMOUNT BLVD	PORTLAND OR	97239-1476
1S1E03CB 80369	BUNZA,GEOFFREY J & BUNZA,LINDA H & BUNZA,MATTHEW P	255 SW HARRISON ST #19G	PORTLAND OR	97201
1N1E34BC 60076	BUONO,JUDITH E TR	821 NW 11TH AVE #401	PORTLAND OR	97209
1N1E34BC 60254	BURAK,ALLISON M	2523 NW MARSDEN PL	PORTLAND OR	97229-9190
1S1E11BB 300	BURBACK FAMILY LLC	1405 SE 75TH CT	VANCOUVER WA	98664-1782
1S1E03CD 90093	BURCH,MARVIN D	20375 WILLAMETTE DR	WEST LINN OR	97068
1S1E10DB 90122	BURCH,SANDRA L	275 NE DUNN PL	MCMINNVILLE OR	97128-9085
1N1E34BC 88077	BURCHARD,BRENDON L & BURCHARD,DENISE	PO BOX 5368	PORTLAND OR	97228
1N1E34BD 90537	BURDICK,CHRISTOPHER J	17430 SW 104TH AVE	TUALATIN OR	97062-8409
1S1E03CC 90277	BURGER,JERRY L TR & BURGER,MERRILY S TR	PO BOX 691	GLENEDEN BEACH OR	97388
1S1E04AD 80139	BURGESS,TODD & DONNA	1500 SW PARK AVE #111	PORTLAND OR	97201
1N1E34BB 50057	BURGETT,HEIDI	1001 NW LOVEJOY ST #506	PORTLAND OR	97209
1N1E33AD 40231	BURGHART,MITCHELL E & ALDERMAN,LORI Y	1400 NW IRVING ST #715	PORTLAND OR	97209
1N1E34CA 80122	BURGOYNE,CLAUDE F & SMITH,VICKI J	411 NW FLANDERS ST #703	PORTLAND OR	97209
1N1E34BB 40375	BURIAN,OLESH	949 NW OVERTON ST #1112	PORTLAND OR	97209-3274
1S1E04AD 60401	BURKART,WILLIAM F TR & BURKART,BARBARA S TR	15850 NW CENTRAL DR #374	PORTLAND OR	97229
1N1E34BC 40379	BURKE LLC ATTN: HAUCK,TERRY C	1211 SW 5TH AVE #1900	PORTLAND OR	97204
1N1E34BC 60034	BURKE,ANDREW M	820 NW 12TH AVE #308	PORTLAND OR	97209
1N1E34BC 40281	BURKE,JUSTIN	726 NW 11TH AVE #516	PORTLAND OR	97209-3239
1S1E10AC 90727	BURKE,MILDRED V TR	15 PROMONTORY POINTE	RENO NV	89519
1N1E33DC 90027	BURKE,RICHARD J	709 SW 16TH AVE #305	PORTLAND OR	97205
1N1E26CD 90018	BURKE,THOMAS K	1718 NE 11TH AVE #213	PORTLAND OR	97212
1N1E34BB 40358	BURKE,TINA A	949 NW OVERTON ST #613	PORTLAND OR	97209-3270
1S1E03CA 90172	BURKHART,CHRISTOPHER L	1616 SW HARBOR WAY #509	PORTLAND OR	97201
1S1E03CA 90240	BURLINGAME,SANDRA G TR	0205 SW MONTGOMERY ST #205	PORTLAND OR	97201
1N1E28DB 1400	BURLINGTON NORTHERN RAILROAD C % HERMAN DEVEL CO LLC	1235 SW MYRTLE CT	PORTLAND OR	97201-2337
1S1E03CC 90510	BURNETT,LARRY	2221 SW 1ST AVE #1224	PORTLAND OR	97201-5019
1S1E03AA 3500	BURNS BROS	4949 MEADOWS RD #330	LAKE OSWEGO OR	97035-3162

1S1E03AA 2200	BURNS BROS INC	4949 MEADOWS RD #330	LAKE OSWEGO OR	97035-3162
1S1E02BB 5700	BURNS BROS INC % RIVER CITY BICYCLES INC	706 SE M L KING BLVD	PORTLAND OR	97214
1S1E03AA 2000	BURNS BROS INC & GRIFFITH,PATRICIA D & GRIFFITH,LEANN D	4949 MEADOWS RD #330	LAKE OSWEGO OR	97035-3162
1S1E03AA 2100	BURNS BROS INC ATTN GROSS,STEVE	4949 MEADOWS RD #330	LAKE OSWEGO OR	97035-3162
1N1E34BC 88050	BURNS,ELIZABETH S	275 GRANDVIEW DR	ASHLAND OR	97520-1615
1N1E34BC 60287	BURNS,JACK M & BURNS,PATRICIA E	821 NW 11TH AVE #321	PORTLAND OR	97209
1S1E10DB 80228	BURNS,JAMES D	0841 SW GAINES ST #816	PORTLAND OR	97239-3101
1S1E03CB 70093	BURNS,LINCOLN J	111 SW HARRISON ST #14A	PORTLAND OR	97201
1N1E33CA 5200	BURNSIDE/SANDY LLC % ROBERT REDDING	937 NW GLISAN ST #1436	PORTLAND OR	97209-3267
1S1E03BC 80006	BURRIS,LARRY & FLORIO,KATHRYN	3557 S SPENCER BLVD	SIOUX FALLS SD	57103
1N1E34BD 90078	BURROUGHS,MARK A TR & BURROUGHS,DONA A TR	15917 32ND AVE SE	MILL CREEK WA	98012
1N1E33CB 50119	BURTON,BOB L & BURTON,LENNA J	2305-C ASHLAND ST #504	ASHLAND OR	97520
1S1E04AA 70011	BURTON,DAVID R & BURTON,YANIN	1221 SW 10TH AVE #108	PORTLAND OR	97205
1S1E04AA 70427	BURTON,DAVID R & YANIN	1221 SW 10TH AVE #108	PORTLAND OR	97205-2427
1N1E34BC 80024	BURTON,MAXIMILLIAN P	1009 NW HOYT ST #204	PORTLAND OR	97209-3222
1S1E03CB 80106	BUSBY,TYLER	255 SW HARRISON ST #15G	PORTLAND OR	97201-5340
1S1E03CB 80311	BUSCHO,DUSTIN	162 YELTON DR	LONGVIEW WA	98632-5839
1N1E33AD 40320	BUSH,KATEN & BEZZIR,LOTFI	1400 NW IRVING ST #407	PORTLAND OR	97209-2253
1N1E33AD 40082	BUSHKUHL,JEANNINE	34151 MCCOY ESTATES DR	WARREN OR	97053-5322
1S1E03CB 80176	BUSHMAN,LAUREL L	1107 METHODIST RD	HOOD RIVER OR	97031-8768
1S1E04AD 80187	BUSKIRK,THOMAS W & BUSKIRK,HOLLY M	507 16TH ST	BELLINGHAM WA	98225-6314
1N1E34CB 99317	BUSS,JESSE & BELKNAP,JESSICA & BELKNAP,WENDELL L	215 WASHINGTON ST	OREGON CITY OR	97045
1N1E34BC 70023	BUSSE,JEANETTE A	618 NW 12TH AVE #302	PORTLAND OR	97209
1N1E34BC 60345	BUSSELL,THOMAS A & BUSSELL,SERIN D	820 NW 12TH AVE UN 206	PORTLAND OR	97209
1S1E10AC 90340	BUSSMAN,MAXWELL J & NEBEL,ERIKA N	3570 SW RIVER PKWY #2009	PORTLAND OR	97239
1N1E33AD 70284	BUTCHER,GANO	1420 NW LOVEJOY ST #414	PORTLAND OR	97209-2741
1S1E04BA 70039	BUTLER,PAMELA S	2024 SW HOWARDS WAY #207	PORTLAND OR	97201
1N1E33DC 3100	BUTLER,ROBERT M-1/2 & BUTLER,SHERROL L-1/2	226 SW PARKSIDE DR	PORTLAND OR	97205-5851
1N1E34BB 90188	BUTTERFIELD,JASON & BUTTERFIELD,DONNA	1030 NW 12TH AVE #524	PORTLAND OR	97209-2850
1N1E33DA 3900	BUTTS,WILLIAM D & BUTTS,BEVERLEE H	2925 NW SHENANDOAH TER	PORTLAND OR	97210-2857
1N1E27CB 800	BYERS FAMILY LTD	313 ANTELOPE LN	ROSEBURG OR	97471-9529
1N1E34BB 40076	BYERS,DEAN & BYERS,CAROL	6286 SW SHAD RD	CRKD RVR RNCH OR	97760-7785
1N1E34BB 88274	BYNUM,CLIFTON W & BYNUM,CATHERINE M	1260 NW NAITO PKWY #504B	PORTLAND OR	97209-3149
1S1E03CA 90029	BYRD,SALLY R & BERMUDEZ,LUIZ E	0305 SW MONTGOMERY ST #405	PORTLAND OR	97201-5163
1N1E34CB 60132	BYRNE,DANIEL F & BYRNE,LINDA M	420 NW 11TH AVE #1202	PORTLAND OR	97209
1S1E04AB 70072	BYRTUS,PAUL H	1535 SW CLAY ST #204	PORTLAND OR	97201
1N1E33DC 4300	C & R REALTY CO	1440 SW TAYLOR ST	PORTLAND OR	97205-1990
1S1E02CC 800	C DAVIS INVESTMENTS LLC	725 SE LINCOLN ST	PORTLAND OR	97214-4638
1S1E03BA 4300	CABLE HILL MARKET LLC	827 SW 2ND AVE #300	PORTLAND OR	97204
1S1E02BA 5400	CABLE,GUDRUN	707 SE 12TH AVE	PORTLAND OR	97214-2410
1S1E03CA 90439	CABLE,GUDRUN M	1730 SW HARBOR WAY #306	PORTLAND OR	97201
1S1E03CB 70238	CACERES,NATALIE M & CACERES,VICTOR J & CACERES,LILY E	111 SW HARRISON ST #11G	PORTLAND OR	97201
1N1E34BB 80103	CAFFEE,SUSAN & BERNARD,PATRICIA W & BERNARD,JULES E	1130 NW 12TH AVE #110	PORTLAND OR	97209-2854
1S1E04BA 80043	CAGLE,JOHN W JR TR (JOHN W CAGLE JR FAMILY TRUST)	1132 SW 19TH AVE #506	PORTLAND OR	97205
1S1E04BA 80048	CAGLE,LESLIE A	1132 SW 19TH AVE #512	PORTLAND OR	97205
1S1E10CD 1500	CAIN PETROLEUM INCORPORATED % CAIN,RONALD G PRESIDENT	4512 SW KELLY AVE	PORTLAND OR	97239-4218
1N1E34BC 60307	CAIN,MERLIN D TR & CAIN,DELMA J TR	1040 E OSBORN #601	PHOENIX AZ	85014

1N1E33DA 70035	CAIN-STOCKMAN,SHELLEY	2714 N WILLAMETTE BLVD	PORTLAND OR	97217
1N1E33CB 50050	CALAMARI,RICHARD J & CALAMARI,PAMELA T	2351 NW WESTOVER RD STE 601	PORTLAND OR	97210
1N1E34BC 70025	CALCAGNO,FRANK A & KRISTI A	PO BOX 520	TROUTDALE OR	97060
1N1E33CD 80016	CALCAGNO,THERESA & CALCAGNO,LEE M	2700 NW MONTE VISTA TER	PORTLAND OR	97210
1N1E34BD 90247	CALDERON,EVERARDO & VALVERDE,ANGELICA M C	840 NW NAITO PKWY #H-6	PORTLAND OR	97209
1N1E33DC 70262	CALISTA REAL ESTATE LLC %ORION COMMERCIAL PARTNERS LLC	1218 3RD AVE #2200	SEATTLE WA	98101
1N1E28D 90042	CALLAHAN,SHANNON	1614 NW RIVERSCAPE ST	PORTLAND OR	97209
1N1E34BB 90306	CALLAWAY,JAMES R TR & CALLAWAY,LINDA J TR & CALLAWAY,CLAIR E	582 STAGECOACH WAY SE	SALEM OR	97302
1N1E34BD 90663	CALLINSKY,MARK D & CALLINSKY,KATHRYN J	10280 HILLSIDE DR	ANCHORAGE AK	99507
1N1E34BB 88045	CALLISON,GAIL	1260 NW NAITO PKWY #209B	PORTLAND OR	97209
1N1E34BB 88336	CALVELLI,MASSIMO	1260 NW NAITO PKWY #200	PORTLAND OR	97209
1S1E03CD 90025	CALVIN,DAIN K TR & CALVIN,SUE A TR	4901 E CRESTVIEW DR	PARADISE VALLEY AZ	85253
1S1E04AA 70598	CALVIN,JOHN TR & CALVIN,MARY D TR	1221 SW 10TH AVE #1805	PORTLAND OR	97205
1N1E33DB 8200	CAMBRIDGE-TRINITY LLC % ANDERSON,CAROL J	P O BOX 719	GRESHAM OR	97030
1S1E04AD 4900	CAMERON ASSOCIATES LLC ATTN: MCKENNA,D MICHAEL	3811 SW BARBUR BLVD	PORTLAND OR	97239
1N1E34BB 40036	CAMERON,BRAD	949 NW OVERTON ST #605	PORTLAND OR	97209
1S1E04AA 70090	CAMERON,DARCILYNN	1221 SW 10TH AVE #612	PORTLAND OR	97205
1N1E34BB 90372	CAMP,GARY L	1030 NW 12TH AVE #529	PORTLAND OR	97209-2850
1N1E34BB 88518	CAMPANA,ROGER D & DRUMHELLER,ELLEN	1260 NW NAITO PKWY #606B	PORTLAND OR	97209-3154
1S1E02CC 3700	CAMPAU,WILLIAM R JR TR & FRANCIS,JUDITH D TR	PO BOX 835	TROUTDALE OR	97060-1086
1S1E10DB 80459	CAMPBELL FOUNDATION	841 SW GAINES ST #516	PORTLAND OR	97239
1S1E03CB 80225	CAMPBELL,H GORDON TR & CAMPBELL,RUTH A TR (CAMPBELL FAMILY TRUST)	255 SW HARRISON ST #11C	PORTLAND OR	97201-5339
1S1E10DB 80215	CAMPBELL,J DUNCAN JR & CAMPBELL,CYNTHIA ANNE	0841 SW GAINES ST #2304	PORTLAND OR	97239-3105
1N1E34BD 90166	CAMPBELL,JOSEPH H TR & CAMPBELL,SHERRI S TR	930 NW NAITO PKWY #K-3	PORTLAND OR	97209
1S1E04AD 60099	CAMPBELL,KENNETH R	PO BOX 221	CANNON BEACH OR	97110
1N1E34BB 90008	CAMPBELL,KLAS J	1030 NW 12TH AVE #222	PORTLAND OR	97209
1N1E33DC 70147	CAMPBELL,ROBERT A & CAMPBELL,BLYTHE A	PO BOX 112387	ANCHORAGE AK	99511-2387
1N1E34BB 88170	CAMPBELL,SCOTT G TR (SCOTT GORDON CAMPBELL LIVING TRUST)	3533 WINDMILL WAY	CONCORD CA	94518
1N1E33DA 50228	CAMPBELL,SCOTT K & CAMPBELL,MICHELE A	311 NW 12TH AVE #902	PORTLAND OR	97209-2995
1S1E10DB 90401	CAMPBELL,THERESA H & CAMPBELL,GRANT R	15042 NW FAWNLILY DR	PORTLAND OR	97229-1550
1S1E03AA 700	CAMPER DOWNTIME LLC % CAMPERDOWN LLC JAMES PETERS CPA	610 SW ALDER ST #910	PORTLAND OR	97205
1S1E03AA 800	CAMPERDOWN LLC %JAMES PETERS CPA	610 SW ALDER ST #910	PORTLAND OR	97205
1S1E02BA 5100	CAMPF PROPERTIES LTD PARTNERSH	1120 SE MORRISON ST	PORTLAND OR	97214
1S1E04BA 90002	CANCILLA,CHARLES E TR & CANCILLA,IRENE TR	2020 SW MARKET STREET DR #105	PORTLAND OR	97201
1N1E34CC 8500	CANDI LLC-50% & GM625 LLC-50%	920 SW 6TH AVE #223	PORTLAND OR	97204-1207
1N1E28D 90032	CANFIELD,STEVEN T & LEPE,ALBERT G	2180 NW 16TH AVE	PORTLAND OR	97209
1N1E34CA 9700	CANNARD,MARIA	3333 NE IRVING ST	PORTLAND OR	97232
1S1E04BA 80057	CANTLIN,RICHARD A TR	2675 SW GRENWOLDE PL	PORTLAND OR	97201-1730
1S1E04AD 90004	CANUM,ELISA & GOLLIER,ZACHARY K	3587 NE ALAMEDA ST	PORTLAND OR	97212
1N1E34BD 90503	CAOUETTE,JOHN B & CAOUETTE,BRIAN W %CLARFELD FINANCIAL ADVISORS	520 WHITE PLAINS RD 3RD FLOOR	TARRYTOWN NY	10591
1N1E26CD 9800	CAP ONE LLC	6411 SE 29TH AVE	PORTLAND OR	97202-8718
1N1E34BB 50029	CAPE,SCOTT J	1001 NW LOVEJOY ST #313	PORTLAND OR	97209
1S1E03CA 90068	CAPELL,FRANCIS J TR & CAPELL,CARMEN A TR	760 NW ROANOAKE AVE	BEND OR	97701
1N1E34CD 9500	CAPLAN LANDLORD LLC ATTN: WOOD,BRUCE	510 SW 5TH AVE #400	PORTLAND OR	97205
1S1E04AD 80147	CAPPS,CHARLES	1500 SW PARK AVE #119	PORTLAND OR	97201
1S1E04AA 80020	CAPPS,SARAH E	2260 NE 32ND AVE	PORTLAND OR	97212-5108
1N1E35BA 101	CAPREF LLOYD CENTER LLC	2201 LLOYD CENTER	PORTLAND OR	97232-1315

1N1E35AB 6400	CAPREF LLOYD II LLC %CAPREF ACQUISITIONS LLC	8343 DOUGLAS AVE #200	DALLAS TX	75225
1S1E02CD 18100	CAPRI,RANDOLPH S & CAPRI,JOAN D	196 LOWER LAKE RD	LAKE SHERWOOD CA	91361-5111
1N1E34BC 40055	CAPRON,PHILIP W & CAPRON,JANE	1203 BELMONT PKWY	AUSTIN TX	78703-1413
1S1E03CB 80004	CAPUTO,MICHAEL L	255 SW HARRISON ST #2A	PORTLAND OR	97201-5339
1S1E04BA 80061	CARDIN,DALE N TR & CARDIN,MARIANA TR	1132 SW 19TH AVE #704	PORTLAND OR	97205-1744
1N1E34CD 6500	CAREOREGON INC	315 SW 5TH AVE #900	PORTLAND OR	97204
1N1E34BB 90321	CAREW,FIONA H & CAREW,TIMOTHY J	12955 FIELDCREEK LN	RENO NV	89511
1N1E34CB 99470	CAREY,IAN W	333 NW 9TH AVE #1213	PORTLAND OR	97209
1N1E34BC 40207	CAREY,TRICIA N	1030 NW JOHNSON ST #318	PORTLAND OR	97209
1N1E27CD 500	CARGILL INC ATTN PROPERTY TAX	PO BOX 5626	MINNEAPOLIS MN	55440-5626
1N1E33DC 70633	CARGILL,SARAH A	1926 W BURNSIDE ST #914	PORTLAND OR	97209-2076
1N1E33AD 70118	CARISIO-FARBER,RENEE	1420 NW LOVEJOY ST #712	PORTLAND OR	97209-2753
1S1E03CC 90233	CARLO,SHIRLEY D TR	2221 SW 1ST AVE #721-E	PORTLAND OR	97201-5061
1S1E03CB 80028	CARLOS,JOSE W G & CARLOS,MONINA M	3991 CHILTON LN	SAN BRUNO CA	94066-1003
1N1E34BB 60223	CARLSON,ANDREA M	1125 NW 9TH AVE #303	PORTLAND OR	97209
1N1E34CB 60074	CARLSON,DON L & WEIGEL,JEANNE D	420 NW 11TH AVE #809	PORTLAND OR	97209
1S1E03CA 90305	CARLSON,DOUGLAS W TR & CARLSON,AIDA M TR	27510 NE 36TH ST	CAMAS WA	98607
1S1E03BC 80007	CARLSON,DVENNA D	1500 SW 5TH AVE #204	PORTLAND OR	97201
1N1E35BB 80075	CARLSON,GEORGE A & FRANCES I	224 SUN LOOP LN	GREAT FALLS MT	59404
1N1E33AD 40244	CARLSON,GREGORY A TR & CARLSON,CAROL A TR	PO BOX 821769	VANCOUVER WA	98682
1N1E34BB 70395	CARLSON,JOHN E & ESCOTE-CARLSON,LOIDA	100 SELLER LN	PORT MATILDA PA	16870-7109
1N1E35BB 80055	CARLSON,MARCIA A	4615 NE KILLINGSWORTH ST #8	PORTLAND OR	97218-1954
1S1E04AD 80126	CARLSON,SHIRLEY A	1500 SW PARK AVE #521	PORTLAND OR	97201
1N1E34BB 80078	CARLTON,KAREN A TR	1133 NW 11TH AVE #309	PORTLAND OR	97209
1N1E33DD 2300	CARLYLE BUILDING LLC % MENASHE,R BARRY	621 SW ALDER ST #800	PORTLAND OR	97205
1S1E10AC 90177	CARMAN,CAROL K TR	1519 OXFORD ST #G	BERKELEY CA	94709-1542
1N1E34BB 50421	CARMECI,CHARLES & CARMECI,SANDRA	1800 HIDDEN VILLAGE PL	MEDFORD OR	97504
1S1E04AA 8000	CARMELITA & JEFFERSON LIMITED PARTNERSHIP	3662 SW TUNNELWOOD ST	PORTLAND OR	97221-4147
1N1E34BC 88290	CARNAGHI,DEBORAH & CAMPBELL,ROD	937 NW GLISAN ST #1031	PORTLAND OR	97209-3265
1N1E34CB 60062	CARNAHAN,AMY W	6438 SW HAMILTON WAY	PORTLAND OR	97221
1N1E28D 90060	CARNES,JAMES	1658 NW RIVERSCAPE ST	PORTLAND OR	97209
1N1E33AD 40256	CARNEY,KARI F & THOMAS F	1400 NW IRVING ST #606	PORTLAND OR	97209
1N1E34BB 40470	CARNEY,THOMAS F & CARNEY,KARI F	949 NW OVERTON ST #304	PORTLAND OR	97209-3268
1N1E34BD 90514	CAROL P HOLM LLC	3229 SE SHORELINE DR	CORVALLIS OR	97333
1S1E10AC 90077	CARON,DANIA	0836 SW CURRY ST #1602	PORTLAND OR	97239-4530
1N1E34BC 60365	CARPENTER,TRENTON L	PO BOX 2018	SUNRIVER OR	97707-2128
1S1E02CB 9800	CARPET CARL PROPERTIES LLC ATTN: SKORO,CARL	1635 SE GRAND AVE	PORTLAND OR	97214
1S1E10DB 90255	CARR,FLOYD	2775 W PEBBLE RD #311	LAS VEGAS NV	89123-6562
1N1E34BD 90422	CARR,ROXANNE TR (LEVIN FAMILY TRUST)	96 INDIO DR	SHELL BEACH CA	93449
1N1E34BB 80214	CARRIER,JANET E	1130 NW 12TH AVE #404	PORTLAND OR	97209
1N1E34CC 6200	CARRINGTON INVESTMENTS LLC-25% STEVENS HOTEL LLC-75% %ARTHUR MUTAL INVESTMENTS LLC	9 SE 3RD AVE #100	PORTLAND OR	97214
1N1E33DA2 80086	CARROLL ASPEN II L L C	420 NW 11TH AVE STE 1004	PORTLAND OR	97209
1N1E34CB 40287	CARROLL,GINGER A TR	649 ETON BLVD	FAIRBANKS AK	99709
1N1E33DC 70703	CARROLL,GREGORY S	1926 W BURNSIDE ST #1516	PORTLAND OR	97209
1N1E34BD 90095	CARROLL,PHILLIP J	10160 E DESERT COVE AVE	SCOTTSDALE AZ	85260
1S1E04BA 7400	CARROLL,ROBERT & YOUNG-CARROLL,DALENE	1917 SW MARKET STREET DR	PORTLAND OR	97201-2413
1N1E33DD 90000	CARSON BUILDING CONDOMINIUMS ASSOCIATION	PO BOX 927	HILLSBORO OR	97123-0927

1N1E34BD 90332	CARSON,JOEL C TR	PO BOX 571	CLACKAMAS OR	97015
1N1E33DC 70437	CARSON,SARA E	1926 W BURNSIDE ST #404	PORTLAND OR	97209
1S1E02CD 16600	CARSON,STEVEN L & HARRISON-CARSON,DARYL V	1719 SE LOCUST AVE	PORTLAND OR	97214-4879
1N1E33DA 70096	CARSTENSEN,ANDREW & CARSTENSEN,DEBORAH & CARSTENSEN,BEN	416 NW 13TH AVE #407	PORTLAND OR	97209
1S1E10DB 90642	CARSTENSEN,THOMAS B TR & CARSTENSEN,SHARON B TR	3601 SW RIVER PKWY #301	PORTLAND OR	97239
1N1E33AD 70281	CARTER,BRETT A	1420 NW LOVEJOY ST #525	PORTLAND OR	97209-2746
1N1E34CB 70008	CARTER,DAVID & BARDON,THERESA	1543 5TH AVE	E VANCOUVER BC	V5N 1L6 CA
1N1E34CB 99476	CARTER,GEORGE E & CARTER,LEE A	PO BOX 25373	PORTLAND OR	97298
1S1E03BC 80118	CARTER,GEORGE E & LEEANNE	PO BOX 25373	PORTLAND OR	97298-0373
1N1E34BC 4800	CARTER,JOHN D TR & CARTER,LINDA L TR	17575 LITTLE RIVER DR	BEND OR	97707
1S1E04AA 80016	CARTER,MONICA B & CARTER,ANDREW W	PO BOX 1115	THE DALLES OR	97058
1N1E33CA 15400	CARTER,RONALD R & KAREN L % CARTER'S SERVICE STATIONS	6217 SE KING RD	MILWAUKIE OR	97222-2818
1N1E34BB 88606	CARTER,ROOSEVELT & HARVEY,GWENDOLYN	1310 NW NAITO PKWY #506	PORTLAND OR	97209
1N1E34BC 60088	CARTWRIGHT,IAN	820 NW 12TH AVE #324	PORTLAND OR	97209-3047
1S1E10DB 80137	CARUSO,JOHN A TR-1/2 & CARUSON,ARLENE M TR-1/2	0841 SW GAINES ST #1110	PORTLAND OR	97239
1N1E34BB 60014	CARUSO,JOSEPH M	1125 NW 9TH AVE #421	PORTLAND OR	97209
1N1E34BB 80285	CARUSO,MARY A	1130 NW 12TH AVE #304	PORTLAND OR	97209
1S1E02CC 6800	CARUTHERS STREET PROPERTIES LLC %ROBERT RAMSOUR,MGR	290 SE SPOKANE ST	PORTLAND OR	97202
1S1E04AD 80007	CARVER,JAMES R & LYDIA A	1500 SW PARK AVE #204	PORTLAND OR	97201
1S1E03CC 300	CASCADE PACIFIC COUNCIL BOY SCOUTS OF AMERICA	2145 SW NAITO PKWY	PORTLAND OR	97201-5103
1N1E34CA 3500	CASCADIA BEHAVIORAL HEALTHCARE INC	PO BOX 8459	PORTLAND OR	97207-8459
1N1E34CB 60044	CASCIATO,NANCY A & WALTON,KENNETH L JR	420 NW 11TH AVE #621	PORTLAND OR	97209
1S1E02CD 13200	CASE,AMBER L	1121 SE SHERMAN ST	PORTLAND OR	97214-5354
1S1E04AD 80157	CASE,JOHN R	2309 NE KNOTT ST	PORTLAND OR	97212
1S1E04AD 80308	CASE,JOHN R & CASE,JOCELYN A	2309 NE KNOTT ST	PORTLAND OR	97212
1N1E34BC 60105	CASE,LINDA M TR & CASE,WAYNE A TR	821 NW 11TH AVE #521	PORTLAND OR	97209
1N1E33AD 40275	CASEBEER,CHRISTIAN C & PARK,CHANGHEE	4921 E OAKMONT ST	TUCSON AZ	85718
1N1E33DA 50000	CASEY CONDOMINIUMS OWNERS ASSOCIATION ATTN ELDEN,MARK C	1120 NW COUCH ST #600	PORTLAND OR	97209
1N1E34CB 99352	CASEY,PAULA K & HANDY,NIXON J	333 NW 9TH AVE #706	PORTLAND OR	97209
1N1E34BD 90273	CASILLAS,MARSHA G & JAIME	128 PRAGUE ST	SAN MATEO CA	94401
1N1E34CB 60135	CASKEY,CHARLES F JR TR & HORN-CASKEY,SUE TR	420 NW 11TH AVE #1206	PORTLAND OR	97209
1S1E10DB 90307	CASPIAN LLC	3615 SW RIVER PKWY	PORTLAND OR	97239
1N1E34CB 80060	CASSELL,JASON K & NICKELS,LESLIE C	300 NW 8TH AVE #506	PORTLAND OR	97209
1S1E03CB 80091	CASSIDY,SARA	PO BOX 3655	DANA POINT CA	92629
1S1E10AC 90421	CASSIM,MUTHALIB M & CASSIM,CARINA E	3570 SW RIVER PKWY #2303	PORTLAND OR	97239-4548
1N1E34BB 40224	CASTALDO,DOMENICO N	30343 SEELY LN	EUGENE OR	97405
1N1E34BB 40546	CASTANEDA,LORA R & CASTANEDA,JERRY H	949 NW OVERTON ST #914	PORTLAND OR	97209-3273
1S1E04BA 10600	CASTLE APARTMENTS LLC %CONNELL,TERENCE J & CONNELL,HARRIETT J	805 SW 84TH CT	PORTLAND OR	97225
1S1E03CB 70096	CASTLEBERRY,LAURA S TR	10463 SE CHARLOTTE DR	HAPPY VALLEY OR	97086-7813
1N1E34BB 90168	CASTRO,THERESA	1030 NW 12TH AVE #410	PORTLAND OR	97209
1S1E02CB 300	CATALAN & BURNS PROPERTIES LLC	P O BOX 14788	PORTLAND OR	97214
1S1E03CC 90657	CATEORA,PHILIP R & NANCY W	2211 SW 1ST AVE #905	PORTLAND OR	97201
1S1E04AA 70081	CATLIN,NANCY	1221 SW 10TH AVE #603	PORTLAND OR	97205
1N1E34CB 40098	CATTERICK,ANDREW F S	1025 NW COUCH ST #716	PORTLAND OR	97209-4131
1S1E04DA 5200	CAUFIELD BROS LLC	21442 NE INTERLACHEN LN	FAIRVIEW OR	97024-8808
1S1E04DA 4800	CAUFIELD BROTHERS 2 LLC	21442 NE INTERLACHEN LN	FAIRVIEW OR	97024-8808
1S1E10AC 90045	CAVANAGH,JOHN R & MEIER,LYNN M	22210 ROLLING RIDGE DR	SAUGUS CA	91350-3306

1N1E33DA 60037	CAVANAGH,TERENCE	20 NW 16TH AVE UN 209	PORTLAND OR	97209
1N1E33DA 60124	CAVANAGH,TERRY	8854 SE 9TH AVE	PORTLAND OR	97202
1S1E03CC 90554	CAVANAUGH,PATRICIA E TR (ELLIOTT FAMILY TRUST)	2309 SW 1ST AVE #844	PORTLAND OR	97201
1S1E04AD 60141	CAVENDISH,MARY L TR (MARY LOU CAVENDISH REVOCABLE LIVING TRUST)	1500 SW 11TH AVE #2602	PORTLAND OR	97201
1S1E04AD 60312	CAVENDISH,MARY LOU	1500 SW 11TH AVE #2602	PORTLAND OR	97201-3546
1S1E04AD 60080	CAVENDISH,MARYLOU & CAVENDISH,FREDERICK	1025 NW COUCH ST #1010	PORTLAND OR	97209
1S1E10CA 300	CBS OUTDOOR INC % OUTFRONT MEDIA LLC ATTN: FAIRFIELD	PO BOX 404	BROADWAY NJ	08808-0404
1S1E04BA 9600	CC RENOVATION LLC	621 SW MORRISON ST #800	PORTLAND OR	97205
1N1E33AD 80036	CCBP LLC ATTN: EVERT,BRAD A	61165 RIVER BLUFF TRL	BEND OR	97702
1S1E04BA 80012	CECH,SUSAN J	1132 SW 19TH AVE #205	PORTLAND OR	97205
1S1E04AD 1700	CEDAR SINAI PARK-CLAY TOWER APARTMENTS LIMITED PARTNERSHIP %HARSCH INVESTMENT PROPERTIES	PO BOX 2708	PORTLAND OR	97208
1S1E03AD 600	CEID HOLDINGS LLC	PO BOX 12145	PORTLAND OR	97212-0145
1N1E34CB 80089	CENSONI,BRYAN J & CENSONI,ALISSA % STEVE & GLENNA SWANSON	300 NW 8TH AVE #405	PORTLAND OR	97209
1N1E34BC 80002	CENTNER,LESLIE A & KENNETH R	2903 NW LURAY TER	PORTLAND OR	97210
1N1E34CD 5900	CENTRAL CITY CONCERN	232 NW 6TH AVE	PORTLAND OR	97209-3609
1N1E35CB 4500	CENTRAL EASTSIDE PARTNERS LLC	5845 JEAN RD	LAKE OSWEGO OR	97035
1N1E34CC 3400	CENTURYLINK	700 W MINERAL AVE, ND D05.32	LITTLETON CO	80120
1N1E34BD 90373	CERAMI,STEVE TR & CERAMI,KATHY TR	12 DEL SOL CT	PETALUMA CA	94954
1N1E26CC 9600	CF UNITED PROPCO LLC % APRO LLC	17311 S MAIN ST	GARDENA CA	90248-3131
1N1E34BB 50048	CGJ LLC % PAULSON,JANE S & COLETTI,JOHN M III	1022 NW MARSHALL ST #450	PORTLAND OR	97209
1N1E35CD 7900	CHADDERTON'S BAR AND GRILL INC % YOST,FRANKLIN	9 MONROE PKWY #140	LAKE OSWEGO OR	97035
1N1E34BD 90392	CHAE,MOOSUNG & KIM,HYUN JUNG	40 CAMBRIDGE PL	ENGLEWOOD CLIFFS NJ	7632
1N1E34BB 50097	CHAI,JULIUS & CHAI,ENGRED	1001 NW LOVEJOY ST #908	PORTLAND OR	97209
1S1E03CC 90487	CHAMBERLIN,MARY E TR	2221 SW 1ST AVE #1423	PORTLAND OR	97201-5061
1N1E33AD 70282	CHAMBERS,JOSEPH W & CODA-CHAMBERS,BARBARA	90 OHEALA PL	MAKAWAO HI	96768
1N1E33AD 70396	CHAMBERS,JOSEPH W & CODA-CHAMBERS,BARBARA A	90 OHEALA PL	MAKAWAO HI	96768
1N1E34BB 40090	CHAMISH,MICHAEL A & COLWELL,CHRISTINA L	949 NW OVERTON ST #1002	PORTLAND OR	97209-3273
1N1E34BC 40387	CHAMPION,JOHN G TR & CHAMPION,SUSAN E TR	PO BOX 417	WASHOUGAL WA	98671-0417
1S1E04BA 12400	CHAN,DARRICK & CIFELLI,MONICA	1936 SW MARKET STREET DR	PORTLAND OR	97201-2426
1N1E35BB 80058	CHAN,IRENE WONG	PO BOX 175	PORTLAND OR	97207
1N1E34BB 90196	CHAN,JANET C TR	1030 NW 12TH AVE #127	PORTLAND OR	97209
1N1E34BB 80039	CHAN,JESSICA & LOOK,REGAN M	1133 NW 11TH AVE #105	PORTLAND OR	97209
1N1E33DC 70694	CHAN,JORDAN C	1926 W BURNSIDE ST #619	PORTLAND OR	97209
1N1E33DC 70090	CHAN,JORDAN C & MENDEZ,MILAGROS	16270 SW GAGE LN	BEAVERTON OR	97006-5164
1N1E27CA 7800	CHAN,KA PING	666 N THOMPSON ST	PORTLAND OR	97227
1S1E10AC 90349	CHAN,KEEN W & CHUNG,MAI T	3570 SW RIVER PKWY #1011	PORTLAND OR	97239
1S1E10DB 80109	CHAN,THOMAS OY TR (THOMAS OY CHAN & PATRICIA ANN JANG DECLARATION OF TRUST-TOC)	11466 EMMA NEVADA CIR	GOLD RIVER CA	95670-7664
1N1E34BB 88228	CHAN,WENDY & CHAN,WAYNE	1310 NW NAITO PKWY #605	PORTLAND OR	97209
1S1E04AB 3701	CHANCERY COURT LLC	1437 SW COLUMBIA ST	PORTLAND OR	97201
1S1E10DB 80661	CHANDHOKE,PARAMJIT S	50 SE AVONDALE CT	GRESHAM OR	97080-8433
1S1E10DB 80430	CHANDHOKE,PARAMJIT S & CHANDHOKE,LINDA V	50 SE AVONDALE CT	GRESHAM OR	97080-8433
1N1E34BB 90243	CHANDLER,SANDRA M TR	67 MARIN BAY PARK CT	SAN RAFAEL CA	94901
1N1E34BB 88139	CHANDOLA,ABHINAV	1310 NW NAITO PKWY #706	PORTLAND OR	97209
1N1E33CB 50374	CHANDRASHEKAR,KAILASH	328 SE 29TH AVE	PORTLAND OR	97214
1N1E34BC 99300	CHANG,GARY & SUNNY	P O BOX 1485	BANDON OR	97411
1S1E03CD 90561	CHANG,JACK	42 FORESTBROOK DR	BALLSTON LAKE NY	12019
1N1E34BC 88025	CHANG,MARY F TR (MARY F CHANG LIVING TRUST)	937 NW GLISAN ST #435	PORTLAND OR	97209-3264

1S1E04AD 60072	CHANG,MING HAN & TING TING	1500 SW 11TH AVE UNIT 1202	PORTLAND OR	97201
1N1E34BC 88335	CHANG,SHAW	937 NW GLISAN ST #730	PORTLAND OR	97209
1N1E34BB 60230	CHANG,STEWART	1125 NW 9TH AVE #313	PORTLAND OR	97209-2867
1N1E34BB 88330	CHANG,STEWART T	1260 NW NAITO PKWY #509B	PORTLAND OR	97209
1S1E03CD 90201	CHANG,TZU NI JENNY	18000 NW RAPID ST	BEAVERTON OR	97006-4108
1N1E34CB 60103	CHAPA,RODOLFO JR & EITING,PATRICIA	PO BOX 759	PORTLAND OR	97207
1N1E33DC 2500	CHAPMAN APARTMENTS LLC % DERNBACH,DAVE	4025 SE HAWTHORNE BLVD STE 207	PORTLAND OR	97214
1N1E34BB 70068	CHAPMAN,DOUGLAS J	1255 NW 9TH AVE #710	PORTLAND OR	97209
1S1E04BA 90007	CHAPMAN,JAMES G TR	2020 SW MARKET STREET DR #404	PORTLAND OR	97201
1S1E03BC 80053	CHAPMAN,MARY D TR (CHAPMAN FAMILY TRUST)	1567 ROYAL WAY	SAN LUIS OBISPO CA	93405
1N1E33CD 99003	CHAPMAN,MICHAEL M	2810 W FOX CHASE CIR	DOYLESTOWN PA	18902-1883
1N1E34BB 80165	CHARLIE'S PROPERTY LLC	1924 NW NORFOLK CT	PORTLAND OR	97229
1S1E10DB 80160	CHARLTON,CLAUDETTE B	0841 SW GAINES ST #1500	PORTLAND OR	97239-3103
1S1E03CC 90206	CHASE,ALICE L TR	2221 SW 1ST AVE #224	PORTLAND OR	97201-5061
1N1E33AD 40189	CHASE,CHRISTOPHER W	1400 NW IRVING ST #317	PORTLAND OR	97209
1S1E10DB 90685	CHASE,DIAN A	3601 SW RIVER PKWY #1316	PORTLAND OR	97239-4559
1S1E04AD 80164	CHAU,LISA M	9925 NE ALTON ST	PORTLAND OR	97220
1S1E03CD 90414	CHAU,ROBERT SHU-KEUNG & CHAU,MEE LUN	8875 SW 171ST AVE	BEAVERTON OR	97007
1S1E10DB 80450	CHAU,TERESA S	0841 SW GAINES ST #712	PORTLAND OR	97239-3101
1S1E04AA 2500	CHAUCER COURT UNION MANOR LP % MANOR MANAGEMENT	1625 SE LAFAYETTE ST	PORTLAND OR	97202-3862
1N1E34CB 60114	CHAUHAN,MAHARSHI M & NGUYEN,THAO	420 NW 11TH AVE #1012	PORTLAND OR	97209
1N1E34BB 40027	CHAUNZWA,MUNYARADZI J	949 NW OVERTON ST #510	PORTLAND OR	97209-3269
1N1E34BB 90406	CHAVET,DIDIER L C & CHAVET,KAREN R	1030 NW 12TH AVE #517	PORTLAND OR	97209-2849
1S1E02CD 16701	CHAVEZ,KATE	1415 SE 16TH AVE	PORTLAND OR	97214-3710
1N1E34BC 60144	CHEAP SUITES LLC	PO BOX 28196	PORTLAND OR	97228-8196
1N1E33AD 80009	CHEE,REBEKAH	1314 NW IRVING ST #612	PORTLAND OR	97209
1N1E28D 80121	CHEE,WILBERT CHUNG FUN TR & CHEE,QUEENIE MARY SUI L M TR	833 WAIKA PL	HONOLULU HI	96825
1S1E10AC 90035	CHEN,HONG & ZHANG,CHUNFENG	0836 SW CURRY ST #708	PORTLAND OR	97239-4526
1S1E03CB 80232	CHEN,JASON & CHEN,JACK CHIEH	12685 SW CONESTOGA DR	BEAVERTON OR	97008
1N1E33DC 70605	CHEN,JENNIFER	1926 W BURNSIDE ST #1201	PORTLAND OR	97209
1N1E34BC 60338	CHEN,JIJUN	1760 RINGWOOD AVE	SAN JOSE CA	95131
1S1E04AB 70090	CHEN,MINGJUAN	1535 SW CLAY ST #231	PORTLAND OR	97201-6123
1N1E34BC 99219	CHEN,PHILIP C & SLATTERY,COLLEEN M	7 QUAIL RIDGE RD N	ROLLING HILLS CA	90274
1S1E03CD 90596	CHEN,VICTORIA YIA WEI	1920 SW RIVER DR #E606	PORTLAND OR	97201
1S1E03CB 70111	CHEN,YIA-PIN J	1920 SW RIVER DR #606	PORTLAND OR	97201
1N1E33DC 70047	CHEN,YING-JU R	1926 W BURNSIDE ST #411	PORTLAND OR	97209
1S1E04AA 70401	CHEN,ZHI JAMES	1221 SW 10TH AVE, UNIT 1408	PORTLAND OR	97205
1S1E10DB 90077	CHENG,BAKKE P & WU,CARSON P	1488 SKYE PKWY	WEST LINN OR	97068
1S1E10DB 90364	CHENG,BAKKE PIK KIT & WU,FRANKIE KWONG CHIU	3601 SW RIVER PKWY #2308	PORTLAND OR	97239
1S1E04AD 60196	CHENG,KAE S	12677 NW WAKER DR	PORTLAND OR	97229
1S1E10DB 90382	CHENG,KEITH Y M TR & ULLOTH,KAREN S TR	17542 MARDEE AVE	LAKE OSWEGO OR	97035-5430
1N1E34CC 6500	CHENG,KOU PING TR ET AL % BLUESTONE & HOCKLEY REALTY	9320 SW BARBUR BLVD	PORTLAND OR	97219
1N1E34BC 40087	CHENG,TAPEI & CHENG,LESLIE S	505 N AND SOUTH RD #3B	ST LOUIS MO	63130-3936
1N1E34BD 90221	CHENNEL,CHRISTOPHER W & STINSON-CHENNELL,CYNTHIA	1250 NE 18TH ST	MCMINNVILLE OR	97128
1N1E34BD 90641	CHERMAK,DAVID J	620 NW NAITO PKWY #B7	PORTLAND OR	97209-3721
1N1E33AD 70328	CHERRY,TIFFANY	1420 NW LOVEJOY ST #320	PORTLAND OR	97209-2738
1N1E33DC 70574	CHEW,ANDREW & POO,TZEHUI	16055 SW WALKER RD #250	BEAVERTON OR	97006

1N1E34BB 60391	CHEW,SING C TR	1125 NW 9TH AVE #429	PORTLAND OR	97209
1N1E34BB 40221	CHHUON,EMERY	17783 SW DODSON DR	SHERWOOD OR	97140-8238
1S1E04AA 70054	CHI,CHENG AN	15368 SW ARLINGTON TER	TIGARD OR	97224-3247
1S1E10DB 80081	CHI,CHIANG-CHIEN CHERRY	0841 SW GAINES ST #447	PORTLAND OR	97239
1S1E04AA 70465	CHI,ELLEN I	1221 SW 10TH AVE, UNIT 309	PORTLAND OR	97205
1S1E10DB 80300	CHIANG,HSIAO CHUN	4265 ALBERT CIR	LAKE OSWEGO OR	97035
1N1E34BC 88047	CHIANG,JENNIFER & CHIANG,SHU-NAN T	937 NW GLISAN ST #733	PORTLAND OR	97209-3261
1N1E34BB 90026	CHIANG,KA WAN & FONG,PETER S	1030 NW 12TH AVE #208	PORTLAND OR	97209-2841
1N1E33AD 40161	CHIASSON,MICHAEL J	1400 NW IRVING ST #421	PORTLAND OR	97209
1N1E34BB 60067	CHILD,MICAH F	1125 NW 9TH AVE #328	PORTLAND OR	97209
1S1E03CB 80050	CHILLESS,TEDD F TR & CHILLESS,NANCY E TR	1500 SW 11TH AVE #1804	PORTLAND OR	97201-2545
1S1E04AA 70059	CHILLESS,TEDD F TR-1/2 & CHILLESS,NANCY E TR-1/2	1500 SW 11TH AVE #1804	PORTLAND OR	97201
1S1E04AD 60361	CHILLESS,TEDD F TR-50% & CHILLESS,NANCY E TR-50%	1500 SW 11TH AVE #1804	PORTLAND OR	97201
1S1E10AC 90213	CHILTON,FREDERICK R JR TR	2840 CANYON RD	BURLINGAME CA	94010-6015
1S1E04AD 60253	CHIN,CANAAN J	9545 NW FLEISCHNER ST	PORTLAND OR	97229
1S1E02CA 9600	CHIN,GIM H TR	9545 NW FLEISCHNER ST	PORTLAND OR	97229
1N1E33CD 80047	CHIN,JONATHAN C	2021 SW MAIN ST #59	PORTLAND OR	97205
1N1E34CB 60102	CHIN,STEVEN & SIM,FIONA	420 NW 11TH AVE #918	PORTLAND OR	97209
1N1E34BC 60190	CHIN,WEI-HUA C TR	821 NW 11TH AVE #513	PORTLAND OR	97209
1N1E34CA 5200	CHINESE CONSOLIDATED BENEV ASS	315 NW DAVIS ST	PORTLAND OR	97209
1N1E26CD 50016	CHING,RICHARD L & CHING,JORGEEN L	1468 KANMANA DR	HILO HI	96720
1S1E03CB 80308	CHING-SHUN,SU	1000 S WELLER ST	SEATTLE WA	98104
1N1E34BC 99235	CHINN,AGATHA Y TR	922 NW 11TH AVE #902	PORTLAND OR	97209
1N1E26CC 12400	CHIPOTLE MEXICAN GRILL INC ATTN LEASE ADMIN STORE #36-044	1401 WYNKOOP ST #500	DENVER CO	80202
1N1E34BC 90026	CHISHOLM,DAVID C & ALISON	1245 LEE ST	LAKE OSWEGO OR	97034
1S1E10AC 90242	CHITTOR,SURESH S & CHITTOR,ARUNA	3570 SW RIVER PKWY #2301	PORTLAND OR	97239
1S1E03CD 90103	CHIU,BONNIE Y	11089 SW ONEIDA ST	TUALATIN OR	97062
1S1E10DB 90081	CHIU,ORLENA W	3601 SW RIVER PKWY #711	PORTLAND OR	97239
1N1E28D 90023	CHIU,PATRICK Y & CHANG,HAN	2144 NW 16TH AVE	PORTLAND OR	97209
1N1E28D 70005	CHO,ANNA C & YUN,ANTHONY T	1708 NW RIVERSCAPE ST	PORTLAND OR	97209
1S1E10AC 90104	CHO,EUGENE O TR & KALLSTROM,MARTA C TR	0823 SW PENNOYER ST #TH-I	PORTLAND OR	97239-4401
1N1E34BD 90269	CHO,STEVEN & NOMOTO,ANN	PO BOX 1091	BEAVERTON OR	97075-1091
1N1E33AD 40323	CHO,SUNGEYUN D	1400 NW IRVING ST #410	PORTLAND OR	97209
1S1E02BB 100	CHOC N ROLL PROPERTIES LLC	898 SE STARK ST	PORTLAND OR	97214
1S1E04AB 60023	CHOCEK,JEROME J	1234 SW 18TH AVE #306	PORTLAND OR	97205
1N1E34CB 40118	CHOCK,MARCELLA S	1025 NW COUCH ST #1016	PORTLAND OR	97209
1N1E34BC 88331	CHOCK,MARCELLA S TR (MARCELLA S CHOCK REVOCABLE TRUST)	3615 NUUANU PALI DR	HONOLULU HI	96817
1N1E26CC 9000	CHOCOLATE BUILDING LLC %INCOME PROPERTY MANAGEMENT	721 SW OAK ST #100	PORTLAND OR	97205
1N1E33CD 1300	CHOI FAMILY PROPERTIES LLC	2086 W BURNSIDE ST	PORTLAND OR	97209
1S1E10DB 80083	CHOI,DONGSEOK & WOO,WONMI	0841 SW GAINES ST #502	PORTLAND OR	97239
1S1E10DB 80296	CHOI,RANDY & ZHOU,YI	0841 SW GAINES ST #115	PORTLAND OR	97239
1S1E03CB 70248	CHONG,HOCK G	111 SW HARRISON ST #11	PORTLAND OR	97201
1S1E03CB 70050	CHONG,JD	111 SW HARRISON ST #7F	PORTLAND OR	97201-5367
1S1E10DB 90660	CHONG,YUN C	14131 SW COMPASS DR	BEAVERTON OR	97005-2335
1S1E10AC 90110	CHOU,CELESTE	3570 SW RIVER PKWY #305	PORTLAND OR	97239
1N1E33DC 70177	CHOU,SHIH-AN	1926 W BURNSIDE ST #1115	PORTLAND OR	97209
1N1E34CB 70004	CHOU,WINNIE	8692 S TERRACE CT	SANDY UT	84093-6960

1N1E34BC 70039	CHOW,ALVIN CHI-KIN	12589 NW BAYONNE LN	PORTLAND OR	97229
1S1E10DB 80039	CHOW,HUNG TR & CHOW,IRENE A TR	3117 HERMITAGE RD	PEBBLE BEACH CA	93953
1S1E03CB 80310	CHOW,WILSON	3205 SE 64TH AVE	PORTLAND OR	97206-1907
1N1E34BB 70073	CHOWDHURY,PRASENJIT	1255 NW 9TH AVE #211	PORTLAND OR	97209
1N1E33DA 70000	CHOWN PELLA CONDOMINIUMS OWNERS' ASSN % COMMUNITY MANAGEMENT INC	2105 SE 9TH AVE	PORTLAND OR	97214
1N1E33DA 60088	CHRISHOLM,JESSICA	25485 SE HOFFMEISTER RD	DAMASCUS OR	97089
1S1E04AB 60101	CHRISTENSEN,MATHEW L	214 MENANDS RD	ALBANY NY	12211-1449
1N1E34BB 88030	CHRISTENSEN,STEVEN W & LEE,JOHN H	1310 NW NAITO PKWY #208	PORTLAND OR	97209
1S1E04AA 90040	CHRISTIAN,EDWARD L & CHRISTIAN,LOUANNE	133 PINE SHELTER RD	KALISPELL MT	59901
1N1E34BC 88092	CHRISTIAN,EDWARD L & CHRISTIAN,LOUANNE T	11025 MADISON ST	KENSINGTON MD	20895-1628
1N1E34CB 99198	CHRISTIANI,KEVIN	333 NW 9TH AVE #1217	PORTLAND OR	97209
1S1E10AC 90151	CHRISTIANSON,JON L & ZWASCHKA,LARRY J	3570 SW RIVER PKWY #903	PORTLAND OR	97239
1N1E34BB 60107	CHRISTOPHER,RONALD R & LORE D	6630 CRAFTSMAN LOOP N	KEIZER OR	97303-5003
1N1E33DA 70084	CHRISTOPHERSON,RICHARD & CHRISTOPHERSON,CHRISTINA	24 W PALM AVE	REDLANDS CA	92373
1S1E02BA 8200	CHU INVESTMENT 1134 LLC % CHUSID,NORMAN	10221 SW 59TH PL	PORTLAND OR	97219-5723
1S1E03CB 80187	CHU,CHUNG MING	255 SW HARRISON ST #TH4	PORTLAND OR	97201
1N1E35BB 80027	CHU,DINH CAO	910 LENORA ST #208	SEATTLE WA	98121
1N1E34BC 99182	CHU,HYUNG JOON & BAN,KYOUNG JIN	2937 NW 110TH TER	PORTLAND OR	97229-4662
1S1E03CB 70094	CHUA,JOSELEETO U	111 SW HARRISON ST #14B	PORTLAND OR	97201-5319
1S1E03CB 80250	CHUBB,ELAINE	255 SW HARRISON ST #17-D	PORTLAND OR	97201
1S1E10AC 90164	CHUN,NORMAN H J TR	3570 SW RIVER PKWY #1101	PORTLAND OR	97239
1S1E04BA 90012	CHUNG,DEBBIE S & JACK,GRAEME A	2020 SW MARKET STREET DR #201	PORTLAND OR	97201
1N1E34BC 99373	CHUNG,JANE Y & CULBERTSON,CHARLES D	922 NW 11TH AVE #1102	PORTLAND OR	97209
1N1E33DA 40039	CHUNG,PHILIP K & PAULSON,HEATHER Y	323 NW 13TH AVE #401	PORTLAND OR	97209
1S1E03CD 90038	CHUNG,PHILLIP	1920 SW RIVER DR #E607	PORTLAND OR	97201
1N1E34CC 6200	CHURCH OF SCIENTOLOGY OF PORTLAND	309 SW 3RD AVE	PORTLAND OR	97204-2701
1N1E34BB 40465	CHURCH,EMILY	949 NW OVERTON ST #1415	PORTLAND OR	97209
1N1E34BC 99118	CIA,BRIAN C	922 NW 11TH AVE #304	PORTLAND OR	97209
1N1E34BB 70486	CINAROGLU,TUNGA	1255 NW 9TH AVE #701	PORTLAND OR	97209-2895
1N1E34BC 80021	CINTA,MARCELA C	1009 NW HOYT ST #201	PORTLAND OR	97209
1N1E34BC 99304	CIP PEARL LLC % BLUESTONE COMMUNITIES	1 MAYFLOWER	ALISO VIEJO CA	92656
1S1E03DA 2700	CIT GROUP ATTN: TAX DEPT	650 CIT DR	LIVINGSTON NJ	7039
1S1E03BC 1300	CITY HEIGHTS AT THE ESSEX LLC % LEIVA,WILLIAM R PROMETHEUS REAL ESTATE GROUP	1900 S NORFOLK ST #150	SAN MATEO CA	94403-1161
1N1E34BC 90000	CITY LOFTS CONDOMINIUMS UNIT O	2310 NW EVERETT ST	PORTLAND OR	97210
1N1E27DB 9700	CITY OF PORTLAND(LEASED WARREN PACIFIC CORPORATION % R/W ACQUISITION SUPERVISOR	1120 SW 5TH AVE #800	PORTLAND OR	97204
1S1E02BB 1500	CITY TEAM MINISTRIES	2304 ZANKER RD	SAN JOSE CA	95131-1115
1S1E02BB 4300	CITY WATER OFFICE LLC	6135 NE SACRAMENTO ST	PORTLAND OR	97213
1N1E35CC 4800	CITYBIKES WORKERS' COOPERATIVE	734 SE ANKENY ST	PORTLAND OR	97214-1212
1S1E04BA 8700	CITYSIDE LLC % VIOLET ANDERSON	PO BOX 10064	PORTLAND OR	97296-0064
1N1E26CC 7800	CIVIC ALCHEMY LLC-28% & GOLDEN FUTURE LLC-72% % WAGENSCHUTZ,KARLA	11340 SE 30TH AVE	MILWAUKIE OR	97222-6704
1N1E33DC 70353	CIVIC REDEVELOPMENT LIMITED PARTNERSHIP	135 SW ASH ST	PORTLAND OR	97204
1N1E27CA 7700	CIVIL WORKS/ALCANTAR LLC	5265 SW 153RD AVE	BEAVERTON OR	97007
1S1E03CB 70076	CJ HEDGEHOG LLC	2722 SE DIVISION ST	PORTLAND OR	97202-1348
1N1E33CD 80013	CLAIR,HARRY C & IONE S	2021 SW MAIN ST #62	PORTLAND OR	97205
1N1E34CC 800	CLAIRE PROPERTIES LLC	444 NE FLORAL PL	PORTLAND OR	97232-3304
1N1E34CB 40024	CLAIRMONT,TIMOTHY D	14955 SW JULIET TER	PORTLAND OR	97224
1N1E34BD 90280	CLANCY,JAMES S	810 NW NAITO PKWY #F-19	PORTLAND OR	97209-3734

1N1E34CB 99094	CLARE,MARY M & FERGUSON,GARY	333 NW 9TH AVE #910	PORTLAND OR	97209
1N1E33DA 60067	CLARK,ALEXANDER W	14040 CONWAY DR	OREGON CITY OR	97045
1N1E33DA 70028	CLARK,CHRIS & CLARK,BARBARA	1200 NW MARSHALL ST #807	PORTLAND OR	97209-3173
1N1E33DA 80007	CLARK,JOHN R-50% & RAGLIONE,WILLIAM J-50%	5714 NW 57TH AVE	PORTLAND OR	97210-3604
1N1E34CB 99469	CLARK,LAURIE E TR	PO BOX 233	NORTH BONNEVILLE WA	98639
1N1E35CC 6200	CLARK,MATT	3303 WESTHILL DR	AUSTIN TX	78704
1S1E04BA 80006	CLARK,PATRICIA	1132 SW 19TH AVE #106	PORTLAND OR	97205-1742
1S1E10DB 90042	CLARK,ROBERT	3601 SW RIVER PKWY #419	PORTLAND OR	97239
1N1E33DA 60100	CLARK,TREVOR S	20 NW 16TH AVE #312	PORTLAND OR	97209
1N1E33AD 40089	CLARK,WALTER D & CLARK,BARBARA M	1657 LAKE FRONT RD	LAKE OSWEGO OR	97034-4615
1N1E33DC 70433	CLARKE,COLLEEN	1926 W BURNSIDE ST #1319	PORTLAND OR	97209
1N1E34BB 88530	CLARKE,JESSICA A	1260 NW NAITO PKWY #310	PORTLAND OR	97209-3152
1N1E34BB 80381	CLARKE,REED & CLARKE,PATRICIA	1133 NW 11TH AVE #605	PORTLAND OR	97209-3089
1S1E04AA 70136	CLARK-SHIM,WILL & CLARK-SHIM,HYUNY	1221 SW 10TH AVE #1002	PORTLAND OR	97205
1N1E34CB 40029	CLASGENS,JOSEPH H III	1025 NW COUCH ST #712	PORTLAND OR	97209
1N1E34BB 40189	CLAUSNITZER,DAVID W & SHEARS,KATHERINE J	949 NW OVERTON ST #801	PORTLAND OR	97209-3271
1N1E33AD 80047	CLAWSON,JOYCE M & PENDERGAST,JOAN S	1314 NW IRVING ST #310	PORTLAND OR	97209-2723
1S1E02CB 4000	CLAY STREET-4-LLC % MRG	9877 40TH AVE S	SEATTLE WA	98118
1S1E10DB 90472	CLAYCO INC	3601 SW RIVER PKWY #807	PORTLAND OR	97239
1S1E02CB 8100	CLEAR CHANNEL OUTDOOR INC TAX DEPT	200 E BASSE RD	SAN ANTONIO TX	78209
1N1E34BC 88141	CLEMONS,REBECCA A	937 NW GLISAN ST #335	PORTLAND OR	97209
1N1E33DA 50059	CLIFF,PATRICIA W	311 NW 12TH AVE #1502	PORTLAND OR	97209-2997
1S1E02BB 4900	CLIFFORD APARTMENTS LLC % INNOVATIVE HOUSING INC	219 NW 2ND AVE	PORTLAND OR	97209-3905
1S1E04AD 60018	CLINEFELTER,LYNNE M	19884 NW DORCHESTER AVE	HILLSBORO OR	97124
1S1E03CC 90049	CLJ PROPERTIES LLC	1319 SW SKYLINE BLVD	PORTLAND OR	97221
1N1E34BD 90685	CLOUGH,NICHOLAS J & CLOUGH,WILLIAM J	333 NW 9TH AVE #1204	PORTLAND OR	97209-3346
1N1E34CB 99456	CLOUGH,WILLIAM J	333 NW 9TH AVE #1204	PORTLAND OR	97209
1N1E34BD 90227	CLOYD,AARON & PAINTER,AMANDA	840 NW NAITO PKWY #H7	PORTLAND OR	97209
1S1E02CA 12000	CLOYD,JUSTIN A & CLOYD,KATRINA	1812 SE 11TH AVE	PORTLAND OR	97214-4705
1S1E02BC 4000	CLUB WONG LLC	2135 FAIRHAVEN CT	WEST LINN OR	97068
1N1E34CC 4900	CLYDE HOTEL BUILDING LLC % SACKS,ROBERT	1532 SW MORRISON ST	PORTLAND OR	97205
1N1E33DA 80027	COAKLEY,DAVID	1400 NW IRVING ST APT 712	PORTLAND OR	97209-2260
1N1E34BB 90143	COAN,MICHAEL A TR (MICHAEL A COAN TRUST)	5348 VEGAS DR #602	LAS VEGAS NV	89108-2347
1S1E03CC 90343	COATE,CHARLES & COATE,JOYCE	2221 SW 1ST AVE #822	PORTLAND OR	97201
1N1E34BB 40014	COATES,MICHAEL R TR & COATES,JEAN P TR	949 NW OVERTON ST #310	PORTLAND OR	97209
1N1E34BB 90213	COATES,PAUL E	1030 NW 12TH AVE #526	PORTLAND OR	97209-2850
1N1E27CA 800	COATS INVESTMENT CO LLC % ELLEN PECK	1430 COLUMBIA AVE	GLADSTONE OR	97027
1N1E34CB 99346	COBURN,JOHN F III & COBURN,CAROL W	20253 SW INGLIS DR	BEAVERTON OR	97007
1S1E03BC 80019	COCCODRILLI,FRED J	1500 SW 5TH AVE #1504	PORTLAND OR	97201-5428
1N1E34BB 40250	COCKER,CHRISTOPHER J & AMES,DEBRA M	949 NW OVERTON ST #1007	PORTLAND OR	97209
1S1E03CD 90116	CODANTI,RICHARD	223 NW 9TH AVE	PORTLAND OR	97209-3305
1N1E34BD 90174	CODY,PATRICIA S	940 NW NAITO PKWY #L-4	PORTLAND OR	97209
1S1E03AD 4400	COE PROPERTIES L L C	6255 SW SHERIDAN ST	PORTLAND OR	97225-8106
1N1E34CA 11900	COE PROPERTIES L L C % COE, GARY R MGR	6255 SW SHERIDAN ST	PORTLAND OR	97225-8106
1S1E03AD 4401	COE PROPERTIES LLC	6255 SW SHERIDAN ST	PORTLAND OR	97225
1S1E04AD 60152	COE,H E BUD TR & COE,HELEN E TR	1500 SW 11TH AVE #2501	PORTLAND OR	97201
1N1E33AD 40396	COE,WILLIAM JR	1400 NW IRVING ST #618	PORTLAND OR	97209-2258

1S1E04AB 70059	COE,WILLIAM R & CARROLL-COE,GAIL	168 MORAN RD	GROSSE POINTE MI	48236-3546
1N1E34CA 80060	COE,WILLIAM R & CARROLL-COE,GAIL I	168 MORAN RD	GROSSE POINTE MI	48236-3546
1N1E35CC 9900	COFFEE HOLDINGS LLC	340 SE 7TH AVE	PORTLAND OR	97214
1N1E35BC 3300	COFFEE LAND LLC % TALBOY,GARY G	1101 MATTHEWS RD	WASHOUGAL WA	98671
1N1E34CB 99116	COFFEY,JOEL R & JOSEPHINE B	333 NW 9TH AVE #802	PORTLAND OR	97209
1N1E34CB 99378	COFFEY,JOSEPHINE B	333 NW 9TH AVE #802	PORTLAND OR	97209
1S1E03CD 90549	COGAN,NATHAN F	1930 SW RIVER DR #W502	PORTLAND OR	97201-8010
1N1E26CC 12200	COGAN,NATHAN F TR-90% & COGAN,DAVID M-10%	PO BOX 1732	PORTLAND OR	97207-1732
1N1E26CC 7900	COHEN,ABRAHAM-1/2 & DONNELL,GABRIELLA-1/2	4763 NE GOING ST	PORTLAND OR	97218-2001
1N1E34BB 88540	COHEN,GENE TR & COHEN,SYDELLE F TR (COHEN LIVING TRUST)	1260 NW NAITO PKWY #805B	PORTLAND OR	97209-3155
1N1E34BD 90481	COHEN,HOWARD S TR & COHEN,ROSEMARY D TR (COHEN LIVING TRUST)	5400 VITAE SPRINGS RD S	SALEM OR	97306
1N1E34BC 60121	COHEN,ILAINE-1/2 & COHEN,STUART F TR & JOLLY,STACIE C TR-1/2	820 NW 12TH AVE #518	PORTLAND OR	97209-3051
1N1E34CB 60096	COHEN,JAMES D	420 NW 11TH AVE #911	PORTLAND OR	97209
1S1E04AA 5100	COHEN,JON S TR	1146 SW 12TH AVE	PORTLAND OR	97205
1N1E33DA 70013	COHEN,JOYCE	416 NW 13TH AVE #604	PORTLAND OR	97209
1N1E34CB 99430	COHEN,JULIAN	333 NW 9TH AVE #1112	PORTLAND OR	97209-3345
1S1E03CD 90173	COHEN,LOIS D	1920 SW RIVER DR #E108	PORTLAND OR	97201
1N1E34CB 60086	COHEN,NEAL J	3560 NW BRAID DR	BEND OR	97701-8695
1S1E10DB 80084	COHEN,NORMAN A TR & COHEN,MICHELLE R TR	0841 SW GAINES ST #504	PORTLAND OR	97239
1S1E03AD 2000	COHO CROSSING LLC	823 SE 3RD AVE	PORTLAND OR	97214
1N1E34BD 90380	COIT,ROGER D	2397 SADDLEBACK DRIVE	DANVILLE CA	94506
1N1E34BB 50207	COLARD,DENNIS C TR & COLARD,KIM L TR	PO BOX 1746	CARSON CITY NV	89702
1N1E34BB 88360	COLE,CYNTHIA A	1310 NW NAITO PKWY #207	PORTLAND OR	97209
1N1E28D 70022	COLE,ELIZABETH E	1744 NW RIVERSCAPE ST	PORTLAND OR	97209-1803
1N1E34CB 60041	COLE,PHILIP	420 NW 11TH AVE #618	PORTLAND OR	97209-2962
1N1E34BB 60079	COLEGROVE,DUSTIN J & NG,WENDY	1125 NW 9TH AVE #322	PORTLAND OR	97209
1S1E02BA 6500	COLELUKIE PROPERTIES LLC	PO BOX 25538	PORTLAND OR	97298
1N1E34BD 90009	COLEWOOD PROPERTIES LLC	600 NW NAITO PKWY #F	PORTLAND OR	97209
1S1E03CB 80300	COLLADA,MAURICE & FRANZEN,DEBRA	PO BOX 2655	SALEM OR	97308
1S1E04AA 7600	COLLEGE HOUSING NORTHWEST LLC	1604 SW CLAY ST	PORTLAND OR	97201-8501
1N1E33CD 80014	COLLEY,KARA S & COLLEY,SKY	2021 SW MAIN ST #23	PORTLAND OR	97205
1N1E33DA 70090	COLLIER,BRUCE G	335 TILLICUM DR	SILVERTON OR	97381
1S1E03BC 90029	COLLINS,BOBBY M TR & COLLINS,PATRICIA W TR	1209 SW 6TH AVE #506	PORTLAND OR	97204-1027
1N1E34BD 90207	COLLINS,DAVID A	2517 NE STANTON ST	PORTLAND OR	97212
1N1E34CA 80069	COLLINS,LEVI	411 NW FLANDERS ST #301	PORTLAND OR	97209
1N1E33AD 40105	COLLINS,WILLIAM R	1633 SW HAWTHORNE TER	PORTLAND OR	97201-1731
1N1E34CB 90013	COLLURA,KENNETH J & COLLURA,JULIE A	725 NW FLANDERS ST #307	PORTLAND OR	97209
1S1E10DB 80569	COLLYER,THOMAS J & COLLYER,NANCY K	0841 SW GAINES ST #1202	PORTLAND OR	97239
1N1E34BB 70024	COLONNA,ANN E & STEPHENSON,WILLIAM H	1255 NW 9TH AVE #1104	PORTLAND OR	97209
1S1E03AD 400	COLOR FACTORY LLC	PO BOX 14704	PORTLAND OR	97293
1N1E26CC 11300	COLSON,EDWARD E III TR ET AL	2646 MARMOL CT	CARLSBAD CA	92009
1S1E03BB 4200	COLUMBIA SPORTSWEAR CORP	14375 NW SCIENCE PARK DR	PORTLAND OR	97229
1S1E03BD 1700	COLUMBIA SQUARE LLC	111 SW COLUMBIA ST #1380	PORTLAND OR	97201-5845
1N1E33DC 70807	COLWELL,TOMMI	1926 W BURNSIDE ST #209	PORTLAND OR	97209
1N1E33AA 2800	COMEBACK BREWING INC ATTN: RALPH BROOKS	14800 SAN PEDRO 3RD FLOOR	SAN ANTONIO TX	78232
1S1E10DB 90582	COMFORT RENTAL HOMES LLC	515 NW SALTZMAN RD PMB 809	PORTLAND OR	97229
1N1E33DC 1600	COMMODORE LLC % DILORENZO,JOHN HAGEN DYE HIRSCHY ET AL	1300 SW 5TH AVE STE 2300	PORTLAND OR	97201-5682

1N1E34BB 90296	COMNES,BRIAN D TR & COMNES,BARBARA M TR	444 PARK RIDGE PL	ASHLAND OR	97520
1N1E34BC 60074	COMOLLI,KATHLEEN M	821 NW 11TH AVE #301	PORTLAND OR	97209
1S1E04AA 70589	COMPAGNO,JOHN & LIZAK,GAIL E	1221 SW 10TH AVE #1706	PORTLAND OR	97205
1N1E35CA 5800	COMPREHENSIVE OPTIONS FOR DRUG ABUSERS INC	1027 E BURNSIDE ST	PORTLAND OR	97214-1328
1N1E34CA 11700	CON DA LLC % LEIKEN,DAVID T	10 NW 6TH AVE	PORTLAND OR	97209
1S1E04AB 70002	CONCANNON,BRYAN J & DEREIKO,DEBRA M	1535 SW CLAY ST #102	PORTLAND OR	97201
1S1E02BA 4600	CONCEPT REAL ESTATE-FIVE LLC, ET AL	829 SE 9TH AVE #201	PORTLAND OR	97214
1S1E02BB 6500	CONCEPT REAL ESTATE-THREE LLC % PLEW,JOHN MGR	829 SE 9TH AVE #201	PORTLAND OR	97214-2260
1S1E02CA 14500	CONDIT,JEFFREY C & CONDIT,LAURA L E	4642 SW ARNOLD ST	PORTLAND OR	97219-7224
1N1E33DA 60063	CONDOMINIUMS NW LLC	12469 SW LESSER RD	PORTLAND OR	97219-7068
1N1E34CA 80031	CONE,ADAM J	2108 NW 16TH AVE	PORTLAND OR	97209-2564
1N1E27CA 2300	CONGER NORTHWEST INC	PO BOX 12570	PORTLAND OR	97212-0570
1N1E34BB 50417	CONLEY,DAVID & CONLEY,JUDY	1001 NW LOVEJOY ST #1201	PORTLAND OR	97209
1N1E33DC 70636	CONN,MICHAEL & HARRISON,KIMBERLY M	1926 W BURNSIDE ST #1510	PORTLAND OR	97209
1S1E04BA 15300	CONNELL,TERENCE J & HARRIET L	805 SW 84TH CT	PORTLAND OR	97225
1S1E03CC 90068	CONNER,DAN A TR & CONNER,RENATE J TR	PO BOX 41	MANZANITA OR	97130
1N1E34BD 90377	CONNERS,MICHAEL H & HUIFENG L	775 N HOLIDAY HILLS DR	LIBERTY LAKE WA	99019-5062
1S1E03CB 70021	CONNOR,LARRY & CONNOR,TIFFANY	6375 SW WILSON AVE	BEAVERTON OR	97008-4460
1S1E04BA 70020	CONNOR,LYNN TR	2024 SW HOWARDS WAY #501	PORTLAND OR	97201-7726
1S1E03CD 90630	CONNOR,MICHAEL D TR & CONNOR,ELIZABETH O TR	1120 SUFFOLK CT	LOS ALTOS CA	94024
1S1E03CD 90159	CONNOR,STEVEN L & SETIADI,ESTHER L	1900 SW RIVER DR #N111	PORTLAND OR	97201
1N1E33AD 40387	CONNOR,THOMAS C & STEPHANIE M	4040 SUNRIDGE DR	EUGENE OR	97405-7013
1S1E02CB 6500	CONREY ELECT INC	1911 SE 7TH AVE	PORTLAND OR	97214-4601
1S1E02CB 6700	CONREY ELECTRIC CO INC	1911 SE 7TH AVE	PORTLAND OR	97214-4601
1S1E02CB 6600	CONREY ELECTRIC INC	1911 SE 7TH AVE	PORTLAND OR	97214-4601
1N1E35BB 3400	CONSOLIDATED COMMUNITY CREDIT	2021 NE SANDY BLVD	PORTLAND OR	97232
1S1E04AA 70481	CONSTAN,MICHAEL A	1221 SW 10TH AVE #611	PORTLAND OR	97205-2438
1S1E10DB 90017	CONTI,PAUL M & MAYLIE,BROOKE N	3601 SW RIVER PKWY #309	PORTLAND OR	97239-4554
1N1E35BC 3600	CONVENTION CENTER LLC	1532 SW MORRISON ST #1000	PORTLAND OR	97205
1N1E33CD 99037	COOK,AMY L	2020 SW MAIN ST #706	PORTLAND OR	97205
1N1E33DA 80145	COOK,ANJANNETTE	14215 SE BLISS CT	CLACKAMAS OR	97015-7453
1S1E03CA 90273	COOK,BETH TR & WIKLER,JOAN G TR	PO BOX 734	WALDPORT OR	97394
1S1E03BC 90030	COOK,HORACE Q & COOK,MABLE D & YOUNGMAN,JENNIFER	1209 SW 6TH AVE #605	PORTLAND OR	97204
1S1E03BC 80129	COOK,JEREMY E & COOK,DANIA	1500 SW 5TH AVE, UN 1406	PORTLAND OR	97201
1S1E04BA 80033	COOK,RICHARD H TR	1132 SW 19TH AVE #406	PORTLAND OR	97205
1N1E34BB 70484	COOK,RODNEY R & SCHMID-COOK,JANE E	13023 HWY 99 STE 7-18	VANCOUVER WA	98686
1N1E34BB 40353	COOK,SUZANNE L & COOK,ROBERT	3339 NW POPPY DR	CORVALLIS OR	97330-3476
1N1E33DD 4800	COOK,WARD V TR & COOK,LOIS A TR	13611 SE RIVERCREST DR	VANCOUVER WA	98683
1S1E04BA 80054	COOKSEY,THOMAS L TR & COOKSEY,ELIZABETH B TR	1132 SW 19TH AVE #607	PORTLAND OR	97205-1744
1N1E35BC 2900	COOLEY PARTNERS LLC	2314 NW SAVIER ST	PORTLAND OR	97210-2514
1S1E04BA 2600	COOLEY,CRAIG L TR & COOLEY,JUNE E TR	1425 SW TURNER RD	WEST LINN OR	97068-8634
1N1E33DA 70100	COONEY,KEVIN J & ALPER,LINDA A	416 NW 13TH AVE #411	PORTLAND OR	97209-2938
1N1E34BB 60423	COONEY,PAT & COONEY,PAMELA A	20701 NE 116TH ST	REDMOND WA	98053
1N1E34CD 3700	COOPER MOUNTAIN VINEYARDS LLC> %CUSHMAN AND WAKEFIELD	200 SW MARKET ST #200	PORTLAND OR	97201
1N1E34CB 99174	COOPER,JANICE & SALISBURY,JAMES	333 NW 9TH AVE #909	PORTLAND OR	97209
1N1E34BC 99134	COOPER,JOHN E TR	922 NW 11TH AVE #704	PORTLAND OR	97209-2779
1N1E33AD 80003	COOPER,JOHN R & CHRISTINA	2327 NW NORTHRUP ST #9	PORTLAND OR	97210

1N1E33AD 80146	COOPER,JOHN R & CHRISTINA S	1314 NW IRVING ST #101	PORTLAND OR	97209-2732
1S1E04AB 6900	COOPER,NEIL & CONNELL,MARTHA	1824 SW MARKET ST #F	PORTLAND OR	97201
1S1E04BA 10200	COOPER,NEIL S & CONNELL,MARTHA L	1824 SW MARKET ST	PORTLAND OR	97201
1S1E10AC 90319	COOPER,TONI E	3570 SW RIVER PKWY #1109	PORTLAND OR	97239-4541
1N1E35BC 3800	COPELAND BUILDING LLC-70% & 901 NE GLISAN LLC-30%	901 NE GLISAN ST	PORTLAND OR	97232
1S1E04AA 70130	COPELAND,ANN	1221 SW 10TH AVE #910	PORTLAND OR	97205-2448
1S1E03CA 90302	COPELAND,GEORGETTE L	7900 NE MILL CREEK RD	PRINEVILLE OR	97754
1S1E03CC 90673	COPELAND,KENT A	2309 SW 1ST AVE #1244	PORTLAND OR	97201
1N1E33CD 80039	COPELAND,MARY A	2021 SW MAIN ST #28	PORTLAND OR	97205
1N1E33DA 60099	CORBEAU,TAMARA	20 NW 16TH AVE #412	PORTLAND OR	97209
1S1E03CC 90508	CORBETT,JOHN G & TRACEY F	2309 SW 1ST AVE #244	PORTLAND OR	97201-5039
1S1E03CC 90453	CORBETT,JOHN G TR & CORBETT,TRACEY F TR	2309 SW 1ST AVE #244	PORTLAND OR	97201-5039
1S1E04AA 70503	CORBIN,SHIRLEY A	1221 SW 10TH AVE #608	PORTLAND OR	97205-2438
1N1E34BB 80222	CORBY,RANDY J	1130 NW 12TH AVE #318	PORTLAND OR	97209
1N1E34CB 11300	CORDANO,ANDREW D	181 GREVILLA DR	PETALUMA CA	94952
1N1E35BB 80038	CORE,VERONICA S & CORE,WILLIE	533 NE HOLLADAY ST #409	PORTLAND OR	97232
1N1E34BC 5600	COREY,STEVEN H & COREY,SUSAN J O	PO BOX 218	PENDLETON OR	97801-0218
1S1E03CA 90283	CORMACK,HARRIET	1616 SW HARBOR WAY #308	PORTLAND OR	97201-5165
1N1E34BD 90567	CORMORANT PROPERTIES LLC	2919 NW ST HELENS RD	PORTLAND OR	97210-2041
1S1E03CD 90114	CORNELIUS,KEVIN	16869 SW 65TH AVE #313	LAKE OSWEGO OR	97035
1S1E03CD 90296	CORNELIUS,KEVIN C	16869 SW 65TH AVE #313	LAKE OSWEGO OR	97035
1S1E03CD 90384	CORNELIUS,KEVIN C #326	16869 SW 65TH AVE #313	LAKE OSWEGO OR	97035
1S1E04AA 90000	CORNERSTONE CONDOMINIUM ASSOCIATION % INNOVATIVE HOUSING INC	1214 SW WASHINGTON ST	PORTLAND OR	97205
1S1E10DB 90139	CORONEL,DAVID A & CORONEL,SANDRA LEE	3601 SW RIVER PKWY #1208	PORTLAND OR	97239-4553
1S1E04AD 4500	CORPORATION OF THE PRESIDING BISHOP OF THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS	50 E NORTH TEMPLE	SALT LAKE CITY UT	84150
1N1E34BD 90646	CORRA,KYLE J	566 WARD ST #C	SEATTLE WA	98109
1S1E02BB 6400	CORRADO PROPERTIES LLC	707 SE BELMONT ST	PORTLAND OR	97214
1S1E03CB 70106	CORREIA,ROBERT A & SCHMITT,ELIZABETH A	PO BOX 729	KASILOF AK	99610-0729
1S1E04AD 80039	CORRIGAN,PATRICK H JR	1500 SW PARK AVE #226	PORTLAND OR	97201
1S1E04AD 70005	CORY,LEE	1133 SW RIVINGTON DR	PORTLAND OR	97201
1N1E34BC 60371	COSGROVE,CLAUDIA & COSGROVE,KEVIN	820 NW 12TH AVE #402	PORTLAND OR	97209-3048
1S1E03BC 80042	COSPER,PAMELA S & BRAHE-PEDERSEN,CHRISTIAN	602 CABANA LN	LAKE OSWEGO OR	97034-3731
1N1E34CA 10900	COSSETTE,DANIEL L TR ET AL	2502 SE LAKE RD	MILWAUKIE OR	97222
1S1E03BC 80050	COSTANZO,ANTHONY W TR & YANG,EUNSOO TR	1500 SW 5TH AVE #702	PORTLAND OR	97201-5421
1N1E34BB 60021	COSTELLO,JEFFREY B	1125 NW 9TH AVE #414	PORTLAND OR	97209-2869
1S1E04AD 60079	COSTIC,ALAN E TR & COSTIC,SUZANNE M TR	1500 SW 11TH AVE, UN 1402	PORTLAND OR	97201
1N1E33AD 70243	COTIEUR,KEVIN	1420 NW LOVEJOY ST #211	PORTLAND OR	97209
1N1E34BB 88189	COTNER,ZACHARY A	1310 NW NAITO PKWY #1004	PORTLAND OR	97209
1N1E35CB 2400	COUCH DAVIS APARTMENTS LLC	5845 JEAN RD	LAKE OSWEGO OR	97035
1N1E34CB 7900	COUCH9 LLC	1211 NW GLISAN ST #204	PORTLAND OR	97209
1N1E34BB 90030	COUGHLAN,CHRISTIAN L	1030 NW 12TH AVE #129	PORTLAND OR	97209
1N1E33AD 70197	COUGHLIN,JOHN & COUGHLIN,JENNIFER P	1018 NE MADRONA ST	PORTLAND OR	97211-4070
1N1E33AD 70423	COULTER,RYAN C	1601 SW MARTHA ST	PORTLAND OR	97239-2713
1S1E03BC 90023	COURTNEY,NANCI L-50% & COURTNEY,TERRY S-50%	PO BOX 1330	NEWPORT OR	97365
1N1E33DC 70798	COUSSENS,RYAN J	1926 W BURNSIDE ST #513	PORTLAND OR	97209
1S1E03CC 90609	COUTO,CATHY A & COUTO,OSCAR O	18407 HEMINGTON COURT	DALLAS TX	75252
1S1E04AD 60027	COVACIU,ERIKA A	5735 SE 60TH AVE	PORTLAND OR	97206

1N1E34CB 60069	COVARRUBIAS,DIEGO	420 NW 11TH AVE #804	PORTLAND OR	97209
1S1E02CD 13500	COVEY,BARBARA A	2203 SE 12TH AVE	PORTLAND OR	97214-5321
1N1E34BB 40157	COVIN,GEORGE JR & BIEWEND,MICHAEL A	949 NW OVERTON ST #1414	PORTLAND OR	97209
1S1E04AA 90035	COVINGTON,JOHN H	1134 SW JEFFERSON ST #505	PORTLAND OR	97201
1S1E04BA 70009	COWAN,ROBERT W & BUCHER,SHERMAN D	2024 SW HOWARDS WAY #402	PORTLAND OR	97201
1N1E33DC 90031	COWAN,TINA & ELMORE,ERIK	709 SW 16TH AVE #309	PORTLAND OR	97205-1835
1S1E03BC 80001	COWAN,VICKIE L	1500 SW 5TH AVE #101	PORTLAND OR	97201
1N1E33CB 50085	COWDEN,KIRSTEN A TR	2351 NW WESTOVER RD #1004	PORTLAND OR	97210
1S1E03CB 80334	COWLEY,CRAIG M & THEA E	255 SW HARRISON ST #12D	PORTLAND OR	97201
1N1E34BC 88295	COX,BARRY & COX,LYNNE	PO BOX 9237	JACKSON WY	83002
1S1E03CC 90675	COX,BRIAN R & COX,BRENNEN M	2309 SW 1ST AVE #443	PORTLAND OR	97201
1N1E28D 80036	COX,JAMES A & COX,CYNTHIA S	1830 NW RIVERSCAPE DR #406	PORTLAND OR	97209
1N1E34BD 90094	COX,RYAN	910 NW NAITO PKWY #I-3	PORTLAND OR	97209-3739
1N1E33DC 70748	CRABTREE,JOSEPH H TR & CRABTREE,VIRGINIA R TR	800 NW MICHELBOOK LN	MCMINNVILLE OR	97128
1N1E33AD 80091	CRACRAFT,G MAXINE TR	1314 NW IRVING ST #704	PORTLAND OR	97209
1S1E03CC 90456	CRAFORD,DAVID G & AGNES	2211 SW 1ST AVE #1503	PORTLAND OR	97201
1S1E03CD 90555	CRAHEN,MICHAEL J & CRAHEN,VLADY	1930 SW RIVER DR #W601	PORTLAND OR	97201
1N1E34CA 80092	CRAIG,BENJAMIN J	411 NW FLANDERS ST #402	PORTLAND OR	97209
1N1E33AD 40286	CRAIN,KRISTIN B	6426 N ATLANTIC AVE	PORTLAND OR	97217-5004
1N1E34CB 80132	CRAMER,JAILA O	300 NW 8TH AVE #903	PORTLAND OR	97209-3562
1N1E33DC 70242	CRAMER,JEB J	1926 W BURNSIDE ST #1508	PORTLAND OR	97209
1S1E04AA 70509	CRAMER,JOHN F JR TR & CRAMER,MARY M TR & CRAMER,ELIZABETH A TR	1221 SW 10TH AVE #413	PORTLAND OR	97205-2426
1S1E03CD 90237	CRAMER,MARC J TR & CHAPMAN,BETH M TR	2601 SW CORONA AVE	PORTLAND OR	97201
1S1E10DB 80620	CRANDALL,GEORGE M TR-1/2 & SEWELL,MARILYN J TR-1/2	0841 SW GAINES ST #319	PORTLAND OR	97239-3062
1N1E28D 90067	CRANDALL,ROBIN A	1672 NW RIVERSCAPE ST	PORTLAND OR	97209
1N1E33AD 99001	CRANE BUILDING LLC % UNICO INVESTMENT GROUP LLC	1215 4TH AVE #600	SEATTLE WA	98161-1084
1N1E33AD 99000	CRANE BUILDING LOFTS CONDOMINIUM OWNERS' ASSN	4380 SW MACADAM AVE #380	PORTLAND OR	97201
1S1E03CB 80162	CRANE,AARON R & CRANE,JUDY L	1010 55TH AVE NW	SALEM OR	97304
1S1E03CA 90154	CRANMER,RICHARD O & JEANA M	PO BOX 671	COTTONWOOD AZ	86326
1S1E03CB 80092	CRAVEN,ELIZABETH	18863 ROSE RD	OREGON CITY OR	97045-8929
1S1E03CA 90187	CRAWFORD,ANGELA N	PO BOX 915	PORTLAND OR	97207
1S1E10AC 90099	CRAWFORD,DENNIS C	0843 SW PENNOYER ST #TH-D	PORTLAND OR	97239-4401
1S1E02BB 5200	CRAWFORD,LISA	710 SE GRAND AVE	PORTLAND OR	97214
1S1E03CC 90026	CRAWFORD,RONALD H & CRAWFORD,DEBORAH J	1368 WIMBLETON PL	SPRINGFIELD OR	97477
1N1E33CD 99014	CRAWFORD,WILLIAM W	2020 SW MAIN ST #404	PORTLAND OR	97205-1534
1S1E03BC 90028	CRAWLEY,SAMUEL S & WATSON,ELIZABETH	1209 SW 6TH AVE #606	PORTLAND OR	97204-1089
1S1E04AD 60176	CRAWSHAW,GARRETT W	1500 SW 11TH AVE #2103	PORTLAND OR	97201
1S1E10DB 80185	CREAMER,NEALE E & CREAMER,MARIAN	0841 SW GAINES ST #1808	PORTLAND OR	97239
1N1E34CB 60079	CRECER HOLDINGS LLLP	50 SEAVIEW PL-PO BOX 14	LIONS BAY BC	V0N 2E0 CA
1N1E33CD 80017	CREE,JEREMY A	2021 SW MAIN ST #53	PORTLAND OR	97205
1S1E04AB 60085	CREECH,DAVID C	1234 SW 18TH AVE #203	PORTLAND OR	97205
1S1E03CC 90266	CREEVEY,WILLIAM H & GLADYS	2221 SW 1ST AVE #1225	PORTLAND OR	97201-5019
1N1E35BB 80030	CREGAN,DONNA L	533 NE HOLLADAY ST #301	PORTLAND OR	97232
1S1E02CA 15000	CREITZ,NORMAN A TR	8799 SW BECKER DR	PORTLAND OR	97223
1N1E34CD 5000	CRICKET DEBT COUNSELING INC	219 SW STARK ST #200	PORTLAND OR	97204
1N1E33DA 50158	CRISAN,JANE M	311 NW 12TH AVE #1004	PORTLAND OR	97209
1S1E03AD 2200	CRITERION INVESTMENT COMPANY LLC	1211 SW 5TH AVE #720	PORTLAND OR	97201

1S1E04AA 70067	CROCKER,KATHY A	1221 SW 10TH AVE #503	PORTLAND OR	97205
1S1E03CC 90373	CROCKER,PAUL S TR ET AL %SUSAN CROCKER	2221 SW 1ST AVE #2223	PORTLAND OR	97201
1S1E04DA 4600	CROG LLC-50% LB ROGOWAY-WEST LLC-50%	2393 SW PARK PL #308	PORTLAND OR	97205
1S1E03CC 90282	CROLEY,STEPHEN G TR & CROLEY,JANE C TR	2221 SW 1ST AVE #1525	PORTLAND OR	97201-5072
1S1E03CA 90268	CROMER,CATHERINE G & CROMWER,STEVEN A	1616 SW HARBOR WAY #512	PORTLAND OR	97201
1N1E33CB 50197	CRONIN,DOROTHY E TR	2351 NW WESTOVER RD #516	PORTLAND OR	97210
1S1E10AC 90647	CRONK,DEBORAH A TR	PO BOX 220011	MILWAUKIE OR	97269
1N1E34BB 88004	CRONK,RICHARD V TR & CRONK,ROBIN D TR	4194 NW BOXWOOD DR	CORVALLIS OR	97330
1S1E10AC 90211	CRONK,ROBERT K & HART,PHUONG T	3570 SW RIVER PKWY #1711	PORTLAND OR	97239-4545
1N1E34BB 80330	CROOKE,DEBORAH	1133 NW 11TH AVE #101	PORTLAND OR	97209
1N1E34BB 88296	CROOKE,ROBERT B TR & CROOKE,BARBARA P TR	1260 NW NAITO PKWY #901B	PORTLAND OR	97209
1S1E04AD 70021	CROSBY,SAMUEL C	1816 BOYLSTON AVE #206	SEATTLE WA	98122-7209
1S1E03CD 90149	CROSS VENTURES LLC	533 NE HOLLADAY ST #101	PORTLAND OR	97232
1S1E03CD 90380	CROSS,EDWARD C & PHYLLIS W	1920 SW RIVER DR #E704	PORTLAND OR	97201
1S1E03CA 90316	CROSS,MARILYN J	0205 SW MONTGOMERY ST #304	PORTLAND OR	97201
1N1E33AD 40151	CROSSWHITE,JEFF A	PO BOX 904	MANZANITA OR	97130-0904
1N1E33DC 70568	CROTEAU,ROGER J & LOFTON,STEVEN K	1926 W BURNSIDE ST #1602	PORTLAND OR	97209-2084
1N1E34DD 2000	CROW,JACQUELIN W TR & CROW,DOUGLAS M TR	10260 NW LEAHY RD	PORTLAND OR	97229-6231
1N1E34BB 40010	CROWELL,GEORGE	949 NW OVERTON ST #306	PORTLAND OR	97209
1N1E35CD 3900	CROWELL,LANDON	1122 SE ANKENY ST	PORTLAND OR	97214-1324
1N1E35CD 3600	CROWELL,LANDON K	1122 SE ANKENY ST	PORTLAND OR	97214
1N1E34BD 90684	CROWLEY,JAMES M TR & CROWLEY,LYNN M TR	PO BOX 406	MOUNTAIN CNTR CA	92561-0450
1N1E34BD 90307	CROWLEY,JAMES TR & CROWLEY,LYNN TR (CROWLEY LIVING TRUST)	PO BOX 406	MOUNTAIN CENTER CA	92561-0450
1N1E33CB 50321	CROWLEY,RYAN A & SCHALLES,ERIN A	2351 NW WESTOVER RD #1003	PORTLAND OR	97210-3784
1N1E34CB 90016	CROWTHER,GEOFFREY & CROWTHER,LANE	PO BOX 273	AMITY OR	97101-0273
1N1E34BC 50013	CROY,STEVEN F TR & CROY,JODI M TR	747 NW 11TH AVE #113	PORTLAND OR	97209
1S1E03CC 90520	CROZIER,KATHRYN A TR	2309 SW 1ST AVE #144	PORTLAND OR	97201
1N1E28D 323	CRP/FPC RIVERSCAPE LLC % FORE PROPERTY GROUP	1741 VILLAGE CENTER CIR	LAS VEGAS NV	89134-6303
1N1E28D 322	CRP/FPC RIVERSCAPE LOT 8 LLC % FORE PROPERTY CO	1741 VILLAGE CENTER CIR	LAS VEGAS NV	89134
1N1E33DC 70690	CRUICKSHANK,LINDSAY C	1926 W BURNSIDE ST #506	PORTLAND OR	97209-2070
1N1E33CB 50167	CRUMPACKER,NANCY & BAYER,RICHARD	2351 NW WESTOVER RD #701	PORTLAND OR	97210
1S1E03CC 90089	CRUMPACKER,ROBERT W & CRUMPACKER,CAROLINE S	2211 SW 1ST AVE #1803	PORTLAND OR	97201-5060
1S1E03CC 90275	CRUMPACKER,VICTORIA	2221 SW 1ST AVE #1424	PORTLAND OR	97201
1N1E33AD 70193	CRUMRINE,K JOYCE	1420 NW LOVEJOY ST #203	PORTLAND OR	97209-2735
1S1E04AA 90006	CRUNICAN,DANIEL J	1134 SW JEFFERSON ST #204	PORTLAND OR	97201
1N1E33AD 70363	CRYNES,MEREDITH C PMB 9175	8345 NW 66TH ST	MIAMI FL	33166-2626
1S1E03CB 700	CSHV FIRST AND MARKET LLC % CLARION PARTNERS ATTN LATIMER,STEPHEN P	1420 5TH AVE #2020	SEATTLE WA	98101-2337
1N1E33CA 5700	CSJ INVESTMENTS LLC	2165 W BURNSIDE ST	PORTLAND OR	97210-3540
1N1E35CB 4100	CSK LLC % ATTN: KANG,CHRISTOPHER	399 NW BRYNWOOD LN	PORTLAND OR	97229
1N1E35BB 1100	CSM CY LLOYD CENTER L L C	500 WASHINGTON AVE S #3000	MINNEAPOLIS MN	55415
1S1E04AA 5200	CSP-1200 LIMITED PARTNERSHIP % CEDAR SINAI PARK	6125 SW BOUNDARY ST	PORTLAND OR	97221-1019
1S1E03BB 4000	CSP-PARK LEXINGTON LIMITED PARTNERSHIP % CEDAR SINAI PARK	6125 SW BOUNDARY ST	PORTLAND OR	97221-1019
1S1E10DB 90245	CUHL LLC	17542 MARDEE AVE	LAKE OSWEGO OR	97035
1N1E33DC 90050	CULLEN,JENNIFER	2332 NE SCHUYLER ST #22	PORTLAND OR	97212
1N1E34BB 90374	CULMER,AARON J	6023 SE 17TH AVE	PORTLAND OR	97202-5301
1S1E04AD 3200	CUMBERLAND APARTMENTS LLC %JIM BREEDLOVE	3510 SW MOUNT ADAMS DR	PORTLAND OR	97239
1S1E04AD 60107	CUMMINGS,MICHAEL F TR & CUMMINGS,CATHERINE M TR (MFC/CMC NOMINEE TRUST)	23 QUISSET BROOK RD	MILTON MA	2186

1S1E03CB 70264	CUMMINS,JANE C-50% FIDLER FAMILY LLC-50% %BASIC HOMES INC	158 MUIRFIELD AVE SE	SALEM OR	97306
1S1E03CC 90318	CUNNINGHAM,ALMA J TR	2221 SW 1ST AVE #2321	PORTLAND OR	97201
1N1E33DA 3800	CUNNINGTON,RICHARD L & CUNNINGTON,CONSTANCE R	2006 N WYGANT ST	PORTLAND OR	97217
1S1E02BA 4200	CURBSTONE ENTERPRISES LLC & ST HILAIRE,WILLIAM J	915 SE 10TH AVE	PORTLAND OR	97214-2502
1N1E34CB 99044	CURCIO,NANCY	333 NW 9TH AVE #1407	PORTLAND OR	97209-3350
1N1E34BC 70017	CURD,MARY BRYAN H	618 NW 12TH AVE #211	PORTLAND OR	97209
1S1E03CA 90202	CURNUTT,JOHN P TR & CURNUTT,BRENDA N TR	1115 NE CLARK DR	MADRAS OR	97741-9057
1N1E33DC 70146	CURREY-WILSON,ROBERT T & CURREY-WILSON,ELLEN J	1926 W BURNSIDE ST #1002	PORTLAND OR	97209
1N1E33DA 50219	CURRIE,SAMUEL E & CURRIE,LUCERNE H	311 NW 12TH AVE #202	PORTLAND OR	97209-2992
1N1E28D 90024	CURRIER,BRIAN D	2128 NW 16TH AVE	PORTLAND OR	97209-2564
1S1E03CC 90164	CURRY,RAEDENE TR & RUSSELL,LESLIE TR (RAEDENE CURRY TRUST)	P O BOX 7139	BEND OR	97708
1N1E26CC 8000	CURTIS & ZBINDEN LLC	PO BOX 12169	PORTLAND OR	97212-0169
1N1E34BB 90367	CURTIS,JIM & CURTIS,MARSHA	1030 NW 12TH AVE #428	PORTLAND OR	97209
1S1E04AD 80123	CURTIS,PAUL E	1500 SW PARK AVE #223	PORTLAND OR	97201
1N1E28D 70015	CURTIS,ROBERT N	1730 NW RIVERSCAPE ST	PORTLAND OR	97209
1N1E34BB 90136	CURTIS-NAGORE,TRACY A & NAGORE,RICHARD M	1030 NW 12TH AVE #528	PORTLAND OR	97209
1N1E33DB 7000	CURZI,JUSTIN & CURZI,KIMBERLY	1824 NW COUCH ST	PORTLAND OR	97209-2119
1N1E34BB 60184	CUSACK,ELIAS L B & CUSACK,DEVIN L B	210 NW 41ST ST	VANCOUVER WA	98660
1S1E04AA 70560	CUSTER,DELORES	1221 SW 10TH AVE #306	PORTLAND OR	97205-2434
1S1E02BD 7000	CUSTOM STAMPING & MFG CO	PO BOX 14340	PORTLAND OR	97293-0340
1N1E28D 80032	CUTSFORTH,CECELIA M TR (CECELIA CUTSFORTH LIVING TRUS DTD 11/20/2013)	1830 NW RIVERSCAPE ST #402	PORTLAND OR	97209
1N1E34BB 80118	CUTTING,MICHAEL L & CUTTING,CARMEN L	2829 NW NIGHTFALL CIR	BEND OR	97703
1N1E35CD 12000	CWIK,LAWRENCE J	PO BOX 5912	PORTLAND OR	97228-5912
1N1E34BC 88084	CYMROT,KARLA C & WALLER,HARRY	838 TRANSILL CIR	SANTA CLARA CA	95054
1S1E04AA 80026	CYNKUTIS-SIMON,MAGDALENA	525 SE MARION ST #3	PORTLAND OR	97202
1S1E04AD 80132	CYR,BRIAN W	1500 SW PARK AVE #104	PORTLAND OR	97201
1N1E34BC 99157	CZH LLC	3240 NW 112TH PL	PORTLAND OR	97229
1S1E03CD 90211	D J L LLC %LOUIE,DAVID	1906 SE MOUNTAIN VIEW DR	PORTLAND OR	97215
1N1E33AD 80037	DADSETAN,KAMBIZ	2985 SW 116TH AVE	BEAVERTON OR	97005
1S1E10DB 80091	DAGG,DONALD J TR & DAGG,LYNNE B TR	0841 SW GAINES ST #600	PORTLAND OR	97239-3101
1N1E34BB 40262	DAHL,CAROL A & CAIRNS,JOHN S	6691 E MERCER WAY	MERCER ISLAND WA	98040
1S1E11BB 3900	DAIRY EXPORT CO (LSD LAND O'LAKE INC % DARIGOLD INC TAX DEPT2	P O BOX 79007	SEATTLE WA	98119-7907
1N1E34DD 2200	DAISY INVESTMENT CO L L C	1701 LINCOLN AVE	VANCOUVER WA	98660-2310
1N1E34CB 99230	DAKROUB,MARWAN H	333 NW 9TH AVE #809	PORTLAND OR	97209-3340
1N1E33DA 1300	DALE BUILDING LLC %QUIXOT INVESTMENT	PO BOX 759	PORTLAND OR	97207
1S1E04AD 80244	DALE,IRENE F & ROBERT D	1500 SW PARK AVE #302	PORTLAND OR	97201
1S1E03CC 90220	DALE,RICHARD S	2221 SW 1ST AVE #426	PORTLAND OR	97201
1N1E34BC 40139	D'ALESSANDRO,SUSAN M	725 NW 10TH AVE #413	PORTLAND OR	97209
1N1E34BB 88543	DALEY,DEVONNE L TR (DEVONNE L DALEY 2006 TRUST DTD 2/10/2006)	578 WASHINGTON BLVD #410	MARINA DEL REY CA	90292-5442
1S1E04AA 70084	DALSEMER,TERRY & OWEN,GAIL	1221 SW 10TH AVE #606	PORTLAND OR	97205-2438
1N1E34BB 90325	DALY,BRIAN & DALY,EMELINDA	1030 NW 12TH AVE #201	PORTLAND OR	97209-2841
1N1E34BC 88261	DALY,EMELINDA S & DALY,BRIAN	937 NW GLISAN ST #932	PORTLAND OR	97209
1S1E03CA 90401	DAME,THORNDIKE B III	9237 NW BARTHOLOMEW DR	PORTLAND OR	97229-8410
1N1E34CB 99311	DAMICO,ROBERT P JR	27338 N 103RD ST	SCOTTSDALE AZ	85262-8315
1S1E04AD 60067	DANA,JOSEPH J & STRUBLE,LAURA S	1500 SW 11TH AVE #1104	PORTLAND OR	97201
1S1E10AC 90264	DANA,RICHARD H TR	3570 SW RIVER PKWY #1201	PORTLAND OR	97239-4541
1S1E02BD 6000	DANCO PROPERTIES LLC	13377 VERMEER DR	LAKE OSWEGO OR	97035

1S1E10DB 90783	DANDU,VEERA	20014 SW SQUIRE DR	ALOHA OR	97007
1S1E10AC 90175	DANESHMAND,SIAMAK & SHAMIE,NEDA	120 N SWALL DR #301	LOS ANGELES CA	90048-3000
1N1E34BC 99101	DANIELS,GARY M	922 NW 11TH AVE #104	PORTLAND OR	97209
1S1E10AC 90573	DANNEN,CURT & KAY	3570 SW RIVER PKWY #1403	PORTLAND OR	97239
1S1E10AC 90688	DANNEN,HERBERT C & JACQUELYN K	3570 SW RIVER PKWY #1403	PORTLAND OR	97239
1S1E10AC 90225	DANNER,MARGARET T	3570 SW RIVER PKWY #1911	PORTLAND OR	97239-4546
1S1E03CB 70171	DAOUD,FOUAD M & KELLY R & KINZIE,JOHN M & SYLVIA D	15530 NW ANDALUSIAN WAY	PORTLAND OR	97229
1N1E34CB 99151	DARBY,SALLY TR & DARBY,ELIZABETH TR	34009 VILLAGE 34	CAMARILLO CA	93012
1S1E03CC 90202	DARDIO,MARK T	2221 SW 1ST AVE #125	PORTLAND OR	97201-5069
1S1E11BB 4000	DARIGOLD INC	PO BOX 34377	SEATTLE WA	98124-1377
1S1E11BB 3900	DARIGOLD INC ATTN STENGL,PHYLLIS TAX DEPARTMENT	P O BOX 34377	SEATTLE WA	98124
1S1E03CC 90208	DARLING,DOUGLAS D & POEHLING,ELKE	2221 SW 1ST AVE #226	PORTLAND OR	97201-5061
1S1E04AD 60195	DARR,LEAH D	1500 SW 11TH AVE #1803	PORTLAND OR	97201
1N1E34BC 60389	DARROUGH,FORREST & JULIE	820 NW 12TH AVE #524	PORTLAND OR	97209-3051
1N1E34BB 80339	DARROW,WILLIAM & DARROW,KATHRYN	1133 NW 11TH AVE #201	PORTLAND OR	97209
1S1E03CC 90376	DAT PINETTI LIMITED PARTNERSHIP % PINETTI,STEPHEN & MARCIA	2647 LEAVENWORTH ST	SAN FRANCISCO CA	94133-1613
1N1E35CC 5600	DATA SYSTEMS INC	975 SE SANDY BLVD	PORTLAND OR	97214-1300
1N1E34BC 99181	DAUB,BETTY L TR	922 NW 11TH AVE #605	PORTLAND OR	97209-2778
1S1E03BC 90036	DAUBLE,JUDY	3030 S GLENMORRIE DR	LAKE OSWEGO OR	97034
1S1E04AA 80041	DAUSZ,FRANK P TR	1005 SW PARK AVE #705	PORTLAND OR	97205-2473
1N1E34BC 60395	D'AUTREMONT,HUGH F	820 NW 12TH AVE #614	PORTLAND OR	97209
1N1E33DA 80026	DAVALT,MICHAEL E	408 NW 12TH AVE #507	PORTLAND OR	97209
1S1E03BC 80015	DAVID,MARGARET DIANE TR	605 W 113TH ST #52	NEW YORK NY	10025-7991
1N1E34BB 88547	DAVID,PHILLIP & DAVID,JEAN	1310 NW NAITO PKWY #408	PORTLAND OR	97209
1N1E34BC 99369	DAVID,SALLY J TR (SALLY J DAVID TRUST)	922 NW 11TH AVE #1013	PORTLAND OR	97209
1N1E34BB 88062	DAVIDS,JOSEPH Z & DAVIDS,CAROL C	1260 NW NAITO PKWY #302B	PORTLAND OR	97209
1S1E03BC 80136	DAVIDSON,ANITA L TR (ANITA L DAVIDSON REVOCABLE LIVING TRUST DTD 04/18/00)	1500 SW 5TH AVE #2206	PORTLAND OR	97201-5435
1N1E33DA 80058	DAVIDSON,DARREN B	2135 SW WYNWOOD AVE	PORTLAND OR	97225
1N1E34BD 90091	DAVIDSON,ELIZABETH H	920 NW NAITO PKWY #J-4	PORTLAND OR	97209
1N1E34BB 80242	DAVIDSON,SHARON L	4044 ELSTON AVE	OAKLAND CA	94602
1N1E34CB 40269	DAVIDSON,SUSAN C & ENTRINGER,JAMES W	1301 SPRING ST #25H	SEATTLE WA	98104
1N1E34BC 99247	DAVIES,EDWARD	922 NW 11TH AVE #308	PORTLAND OR	97209
1S1E03CB 80290	DAVIES,PAUL R & DAVIES,ROSEMARY F	231 NE SAN BAYO CIR	NEWPORT OR	97365
1N1E35CB 2700	DAVIS EVERETT PROPERTIES LLC	5845 JEAN RD	LAKE OSWEGO OR	97035
1N1E33DA 3100	DAVIS GARAGE LLC ET AL	920 SW 6TH AVE #223	PORTLAND OR	97204
1N1E34DD 4400	DAVIS PROPERTY INVESTMENTS LLC	8002 NE HWY 99 #712	VANCOUVER WA	98665
1N1E33CD 80048	DAVIS,ASHLEY N	2021 SW MAIN ST #69	PORTLAND OR	97205-1533
1N1E34BC 70048	DAVIS,BRIAN E & DAVIS,NANCY F	618 NW 12TH AVE #411	PORTLAND OR	97209
1N1E34BB 70271	DAVIS,CRAIG	412 8TH ST	LAKE OSWEGO OR	97034
1S1E03CB 70088	DAVIS,DANIEL	111 SW HARRISON ST #12D	PORTLAND OR	97201-5382
1N1E34BB 70515	DAVIS,DAVID J	1255 NW 9TH AVE #910	PORTLAND OR	97209
1N1E34BC 5400	DAVIS,GORDON E & WHITE,VIKI L	1035 NW HOYT ST	PORTLAND OR	97209-3211
1N1E34CB 60019	DAVIS,JASON J	333 NW 9TH AVE #515	PORTLAND OR	97209-3336
1N1E34BB 70364	DAVIS,JEFFREY C & TELL,CHRISTINE A	PO BOX 366	GLENEDEN BEACH OR	97388
1N1E34BB 70249	DAVIS,JEFFREY C TR & TALL,CHRISTINE A TR (DAVIS-TELL LIVING TRUST)	PO BOX 366	GLENEDEN BEACH OR	97388
1N1E33DA 60079	DAVIS,JONATHAN	222 SW HARRISON ST #12E	PORTLAND OR	97201-5370
1S1E10DB 90235	DAVIS,LELAND S III	949 NW OVERTON ST #1213	PORTLAND OR	97209-3275

1S1E04AB 90017	DAVIS,MARY J	1441 SW CLAY ST #207	PORTLAND OR	97201
1N1E34CB 60030	DAVIS,MICHAEL W & FREYDA D	5910 HORSEMAN'S CANYON DR #4C	WALNUT CREEK CA	94595-3901
1N1E33DA 80067	DAVIS,NOELLE	408 NW 12TH AVE #204	PORTLAND OR	97209
1N1E34BC 4600	DAVIS,RAYMOND & DAVIS,ROBERTA H	609 NW 11TH AVE	PORTLAND OR	97209-3235
1N1E33CD 80038	DAVIS,ROBERT A	PO BOX 5761	PORTLAND OR	97228
1S1E04AA 70158	DAVIS,ROBERT B & JUANITA M	1221 SW 10TH AVE #1110	PORTLAND OR	97205
1N1E34CB 99216	DAVIS,SCOTT A & DAVIS,ELIZABETH A M	333 NW 9TH AVE #510	PORTLAND OR	97209-3335
1N1E34BB 90291	DAVIS,STEPHEN H & DAVIS,SANDRA J	1030 NW 12TH AVE #101	PORTLAND OR	97209-2839
1S1E03CB 70250	DAVIS,TIMOTHY J	100 S CLARKSON ST APT 304	DENVER CO	80209-2153
1S1E04AD 80072	DAVIS,WILEY & CHERYL A	6768 POPLAR WAY	DUBLIN CA	94568
1N1E27BD 7600	DAVISBLOCK LLC	809 N RUSSELL ST #201	PORTLAND OR	97227-1731
1N1E33CB 50344	DAWES,NICHOLAS J & NAKAMA,MARI L	2351 NW WESTOVER RD #408	PORTLAND OR	97210
1S1E04AB 70062	DAWSON,COLIN	1535 SW CLAY ST #132	PORTLAND OR	97201
1N1E34BB 50281	DAWSON,ELIZABETH & KIPPS,DEREK	1001 NW LOVEJOY ST #1001	PORTLAND OR	97209
1S1E03CB 80127	DAWSON,MARVIN L & ABBY W	255 SW HARRISON ST #18D	PORTLAND OR	97201
1N1E33DA 3400	DAY PORTLAND BUILDING LLC % DAY,DUANE L	PO BOX 189	ESTACADA OR	97023-0189
1N1E33DA 80073	DAY,LISA A	49 VIEW RIDGE LN	LONGVIEW WA	98632
1N1E34BB 50442	DAY,PHILLIP R & DAY,KAREN R	PO BOX 189	BEAVERTON OR	97075-0189
1S1E02CD 17600	DAY,STEVEN T %REALTY MNGT ADVISORS OREGON I	2835 NE BROADWAY	PORTLAND OR	97232-1762
1N1E34BD 90627	DAYAL,PEEYUSH & RITU	14525 SW MILLIKAN WAY #53941	BEAVERTON OR	97006-2346
1N1E33DC 70808	DAYBORN,MICA C & DAYBORN,JODI L A	14 NICOLE CT	COPIAGUE NY	11726
1N1E35CB 1100	DAYNE,JEFFREY H & PAULLA E	6901 SW 8TH AVE	PORTLAND OR	97219-2165
1N1E34BC 90004	DAYTON,RODEGERDTS	1011 NW GLISAN ST #205	PORTLAND OR	97209-3224
1N1E34DD 2400	DCE HOLDINGS LLC	126 CROSSTREE DR	HILTON HEAD SC	29926-1249
1N1E26CC 10500	DE BAUW,WILLIAM C TR & DE BAUW,VIRGINIA M TR	13500 SW PACIFIC HWY PMB 179	TIGARD OR	97223
1S1E03CA 90089	DE BESS,EMILIO E	0305 SW MONTGOMERY ST #204	PORTLAND OR	97201
1S1E04AB 90002	DE CICCO,CHRISTOPHER & SHARON K	1441 SW CLAY ST #102	PORTLAND OR	97201-6003
1N1E34BB 90236	DE GABRIELE,DAVID M & RAGAIN,KATHY L	1030 NW 12TH AVE #509	PORTLAND OR	97209
1S1E03CA 90189	DE LA GRANGE,PATRICK N TR	7500 SW FAIRWAY DR	WILSONVILLE OR	97070-6747
1S1E03CB 70002	DE LA MOTTE,SARI J & DE LA MOTTE,KEVIN R	111 SW HARRISON ST #1B	PORTLAND OR	97201
1N1E34CB 40194	DE LUNA,RENATO & FRIAS,DAVID	1025 NW COUCH ST #619	PORTLAND OR	97209
1S1E03CC 90053	DE MERS,HELEN TR	9465 SW SADDLE DR	BEAVERTON OR	97008
1S1E03BC 80110	DE NAULT,CONSTANCE G TR	P O BOX 811	FELTON CA	95018
1S1E03CC 90293	DE OLIVEIRA,MARILYN & FITZPATRICK,TREVOR	2221 SW 1ST AVE #1821	PORTLAND OR	97201
1N1E33DD 3500	DE PAUL TREATMENT CENTERS INC	P O BOX 3007	PORTLAND OR	97208-3007
1N1E34CB 88004	DE SOTO BUILDING LLC % ROBERT KOCH	817 SW 2ND AVE	PORTLAND OR	97204
1N1E27CB 1500	DE WOLF PROPERTIES RANDOLPH LLC	2303 N RANDOLPH AVE	PORTLAND OR	97227
1N1E34BC 88072	DE WOLF,ASCHWIN M W	937 NW GLISAN ST #1034	PORTLAND OR	97209
1S1E03CB 80229	DE,AMBARISH	255 SW HARRISON ST #19E	PORTLAND OR	97201
1N1E33CB 50142	DEAN,MARY & DEAN,GREG	2351 NW WESTOVER RD #705	PORTLAND OR	97210-3783
1N1E35CC 10300	DEARBORN,DAVID	225 SE 16TH AVE	PORTLAND OR	97214
1S1E02CD 18800	DEARBORN,DAVID S	225 SE 16TH AVE	PORTLAND OR	97214
1N1E26CD 50013	DEATON,DOUGLAS C	4615 NE KILLINGSWORTH ST #6	PORTLAND OR	97218
1S1E03CD 90456	DEATON,KENNETH D JR & TSAI,STELLA I	389 MULBERRY ST #200	MACON GA	31201
1N1E33AD 40426	DEATON,MICHELLE J & DEATON,CHRISTIAN A	1400 NW IRVING ST #718	PORTLAND OR	97209
1S1E03CC 90180	DEBARDELABEN,GARFIELD & DEBARDELABEN,MARIAN	2221 SW 1ST AVE #1025	PORTLAND OR	97201
1S1E03CC 90255	DEBARDELABEN,GARFIELD & DEBARDELABEN,MARIAN L	2221 SW 1ST AVE #1025	PORTLAND OR	97201-5071

1N1E34BB 50007	DEBOER,BRYAN B & DEBOER,STEPHANIE L	1 EASTWOOD DR	MEDFORD OR	97504-7501
1S1E04AC 2800	DECISION POINT CONSULTING LLC	1431 NW 28TH AVE	PORTLAND OR	97210
1N1E34BC 60292	DEE,AMES	P O BOX 6584	PORTLAND OR	97228-6584
1S1E10DB 80042	DEEN,MAHEEN	0841 SW GAINS ST #317	PORTLAND OR	97239
1S1E10DB 80433	DEEN,MUEEZ TR & DEEN,KULWANTI TR (DEEN LIVING TRUST)	45753 STANFORD CT	FREMONT CA	94539
1S1E04AA 70498	DEEN,MUEEZ UD & DEEN,KULWANTI	45753 STANFORD CT	FREMONT CA	94539
1S1E03CC 90100	DEES,ALVIN B & DEES,VIRGINIA R	12214 NYANZA RD SW	LAKEWOOD WA	98499-1444
1N1E33AD 40369	DEGAETANO,CHRISTOPHER M	1400 NW IRVING ST #525	PORTLAND OR	97209
1N1E34CB 70002	DEGALAN,MATTHEW	327 NW PARK AVE #1A	PORTLAND OR	97209
1N1E34BC 88243	DEGHER,ALEXANDRA	937 NW GILSAN ST #1234	PORTLAND OR	97209
1S1E04AA 90021	DEGHETALDI,LAWRENCE D & HUBENETTE,LYNNE	707 SUNSET LN	SOQUEL CA	95073
1N1E34CB 2100	DEHEN PROPERTY LLC ATTN: PETER DEHEN	PO BOX 4106	PORTLAND OR	97208-4106
1S1E03CB 70259	DEHNING,STEPHEN & DEHNING,SUSAN	PO BOX 1575	GRESHAM OR	97030-0513
1N1E33DA 70026	DEIBELE,THERESA K	5606 SE YAMHILL ST	PORTLAND OR	97215-2718
1S1E10DB 80607	DEJAGER,JOSEPH M TR & DEJAGER,DIANE TR	0841 SW GAINES ST #219	PORTLAND OR	97239-3062
1S1E10DB 80292	DEJAGER,JOSEPH M TR & DEJAGER,DIANE TR (DEJAGER FAMILY TRUST)	5535 SW HEWETT BLVD	PORTLAND OR	97221
1N1E34BB 70389	DEL ROSARIO,CRISTINA F & ACOSTA,EVANGELINE G	1255 NW 9TH AVE #201	PORTLAND OR	97209
1N1E33DA 70012	DELAHUNT,TODD	PO BOX 4101	PORTLAND OR	97208-4101
1N1E34CB 99279	DELAMARTER,HAROLD G TR & DELAMARTER,ELIZABETH A TR	24411 NE 128TH ST	BRUSH PRAIRIE WA	98606
1S1E04AD 90033	DELANGE,CONLEY & DEVON,JENNIFER	1410 SW 11TH AVE #801	PORTLAND OR	97201
1S1E04AB 70029	DELEO,THERESE M	61 N GULL PL	HOODSPORT WA	98548
1S1E03CB 70008	DELGADO,DIANE & DELGADO,DAVID	111 SW HARRISON ST #2D	PORTLAND OR	97201
1S1E03CB 80302	DELGADO,DIANE C & DELGADO,DAVID M	255 SW HARRISON ST #14C	PORTLAND OR	97201
1N1E34BC 99209	DELHAGEN,KATHLEEN A & BURDICK,DENISE M	922 NW 11TH AVE #103	PORTLAND OR	97209
1N1E33AD 70101	DELIA,DORETTA N	1420 NW LOVEJOY ST #605	PORTLAND OR	97209
1S1E04BA 2300	DELKRO INC % DELANEY,DAVID	1436 SW HARRISON ST	PORTLAND OR	97201
1N1E33DC 70383	DELLONA,FERINAND D & MARIA NINA L	2135 KINGSBURY CIR	SANTA CLARA CA	95054-4006
1N1E34CB 40282	DELMORE,SHANE & ZOBEL,SUNIA B	1025 NW COUCH ST #1318	PORTLAND OR	97209
1N1E34BD 90670	DELOZIER RENTALS LLC % DELOZIER,CHERYL C	3570 SW RIVER PKWY #2001	PORTLAND OR	97239
1S1E02CA 15600	DELTA REAL ESTATE LLC	626 N SKIDMORE ST	PORTLAND OR	97217
1N1E33CB 50155	DELUCA,VINCENT J & BERNARDI,JANE M	2351 NW WESTOVER RD #507	PORTLAND OR	97210
1N1E33CB 50042	DELUCA,VINCENT J TR & BERNARDI-DELUCA,JANE M	2351 NW WESTOVER RD #507	PORTLAND OR	97210
1S1E03BC 80088	DEMARTINI,PATRICIA A TR	1500 SW 5TH AVE #1204	PORTLAND OR	97201-5457
1S1E02CA 11300	DEMAS,CHRISTINA TR	4408 SW DICKINSON ST #51	PORTLAND OR	97219-7457
1N1E33CD 99004	DEMELE,RONALD & GREAVES,MARIKO	495 CHESTNUT ST APT 4	ASHLAND OR	97520-1559
1N1E34BC 40314	DEMERSSEMAN,LORRAINE E	820 NW 12TH AVE #510	PORTLAND OR	97209
1S1E03CB 70223	DEMETRO,JAMES M & EVA M	21727 NE ALLWORTH RD	BATTLE GROUND WA	98604
1S1E03BC 80115	DEMME,LORE	1500 SW 5TH AVE #2105	PORTLAND OR	97201-5434
1S1E10AC 90241	DEMSHKI,MICHAEL J	3570 SW RIVER PKWY #2207	PORTLAND OR	97239
1N1E34BD 90418	DEMURO,SUSAN A TR (SUSAN A DEMURO TRUST DTD 04/07/10)	4118 W WHITTON AVE	PHOENIX AZ	85019
1S1E04BA 6200	DENHART,BRENT C	PO BOX 1692	EASTSOUND WA	98245-1692
1N1E34CB 60134	DENHART,GUN K E TR % THRESHOLD GROUP ATTN STEELE,JAMES	1415 WESTERN AVE #600	SEATTLE WA	98101-2165
1S1E04AB 60079	DENLOYE,OLASOJI	1234 SW 18TH AVE #308	PORTLAND OR	97205
1S1E04BA 80031	DENNIS,HELEN B	1132 SW 19TH AVE #404	PORTLAND OR	97205-1743
1N1E33CD 80037	DENNIS,JOAN H	2021 SW MAIN ST #57	PORTLAND OR	97205
1S1E03CB 80185	DENNIS,NIKKI B TR (THE NIKKI B DENNIS LIVING TRUST DTD 5/29/12)	255 SW HARRISON ST #TH2	PORTLAND OR	97201-5360
1N1E34BB 40463	DENOTHER,JOSEF A	949 NW OVERTON ST #905	PORTLAND OR	97209

1N1E34BB 40264	DENOVILLE,DAVID	949 NW OVERTON ST #1511	PORTLAND OR	97209-3278
1N1E33AD 70346	DENTEL,DAVID I & HICKMAN,CINDY S	1420 NW LOVEJOY ST #421	PORTLAND OR	97209-2742
1N1E33DA 60040	DENTON,KENNETH E & DENTON,CATHERINE L	66876 ROBIN RD	NORTH BEND OR	97459-8411
1S1E03AD 1702	DEPARTMENT OF TRANSPORTATION ATTN: RIGHT OF WAY SECTION MS#2	4040 FAIRVIEW INDUSTRIAL DR SE	SALEM OR	97302
1S1E03CC 90515	DEPRIEST,GINETTE	2211 SW 1ST AVE #1701	PORTLAND OR	97201
1S1E03AD 4302	DEPT OF TRANSPORTATION	355 CAPITOL ST #411	SALEM OR	97301-3871
1S1E03AD 1701	DEPT OF TRANSPORTATION(LEASED EASTBANK COMMERCE CENTER LLC %PRPTY MNGMT #52846 EASTBANK	4040 FAIRVIEW INDUSTRIAL DR MS	SALEM OR	97302-1142
1S1E03AD 3600	DEPT OF TRANSPORTATION(LEASED IRON HORSE GROUP % PROPERTY MGMT FILE #52846 AX	4040 FAIRVIEW IND DR SE MS#2	SALEM OR	97302-1142
1S1E03AD 4305	DEPT OF TRANSPORTATION(LEASED OMSI #52866-//4065	355 CAPITOL ST #411	SALEM OR	97301-3871
1S1E03CC 90060	DERAS,WARREN C TR & DERAS,ROSEMARY L TR	2211 SW 1ST AVE #1105	PORTLAND OR	97201-5057
1N1E34BC 40144	DERBY,CRAIG S	1030 NW JOHNSON ST #423	PORTLAND OR	97209
1N1E34BC 40381	DERMENJIAN,NERCES L TR	1030 NW JOHNSON ST UN 421	PORTLAND OR	97209
1N1E34BB 70239	DERSTINE,NATHAN & MIERS,MELANIE	1255 NW 9TH AVE #507	PORTLAND OR	97209
1N1E34BB 70464	DES CAMP,JOHN B JR	PO BOX 4448	PORTLAND OR	97208
1N1E34BC 3300	DESHLER,DIANA R TR	1119 NW IRVING ST	PORTLAND OR	97209
1S1E03CB 70079	DESHPANDE,NIKHIK M & SUJATA N	16311 SW HORSESHOE WAY	BEAVERTON OR	97007
1N1E33CD 400	DESIGN CENTER PDX LLC % MULTNOMAH ATHLETIC CLUB ATTN: RICH,NORMAN C	1849 SW SALMON ST	PORTLAND OR	97205-1726
1S1E04AD 80096	DESLER,JERRY G	1500 SW PARK AVE #524	PORTLAND OR	97201
1N1E34CB 60126	DESMOND,THOMAS & DESMOND,SUSAN	420 NW 11TH AVE #1104	PORTLAND OR	97209
1N1E34BB 90295	DESSEL,MONIQUE D & OSUNA,JOSE A JR	1420 NW RIBIER PL	CORVALLIS OR	97330
1N1E33DA 40027	DETHLOFF,HEIDI J	323 NW 13TH AVE #411	PORTLAND OR	97209
1N1E34BB 70038	DEUEL,KRISTEN	1255 NW 9TH AVE #1105	PORTLAND OR	97209-2897
1N1E34BB 88566	DEUTSCH,DAVID E	1260 NW NAITO PKWY #1006	PORTLAND OR	97209-3156
1S1E04AD 70004	DEUTSCHE BANK TRUST CO AMERICAS TR %OCWEN LOAN SERVICING LLC	1661 WORTHINGTON RD #100	WEST PALM BEACH FL	33409
1N1E33AD 40136	DEVENY,DENNIS & BREDFELT,RACHEL J	2127 NW IRVING ST #103	PORTLAND OR	97210-5242
1S1E04AA 90022	DEVINE,JEFFREY C	1134 SW JEFFERSON ST #401	PORTLAND OR	97201
1S1E04AD 90014	DEVON,JENNIFER & DEVON,JEANNE	1410 SW 11TH AVE #PH801	PORTLAND OR	97201
1N1E34BB 80314	DEVOTO,RALPH STEPHEN TR (RALPH STEPHEN DEVOTO TRUST)	1835 WESTLAKE DR	KELSEYVILLE CA	95451
1N1E34BD 90375	DEWEY,MICHAEL W & KATHLEEN H	810 NW NAITO PKWY #F-10	PORTLAND OR	97209
1N1E34BB 50094	DEZEEUW,RICHARD TR & DEJARDIN,JULIE TR	1001 NW LOVEJOY ST #811	PORTLAND OR	97209
1S1E10DB 90635	DHANAKODI,GOPINATH & RANGAIAH,SUSHMA	12702 NW ALSACE LN	PORTLAND OR	97229
1N1E33DC 2400	DHARMA LLC	2944 NW VERDE VISTA TER	PORTLAND OR	97210
1S1E04AA 90036	DHARMA PROPERTIES LLC % ELLIS,ERIC	53000 BREITENBUSH RD	DETROIT OR	97342
1N1E34CA 12100	DHARMA THEATER LLC %LEFTBANK	240 N BROADWAY #122	PORTLAND OR	97227
1S1E02CD 10500	DHSF HOLDINGS LLC	2407 SE 10TH AVE	PORTLAND OR	97214
1N1E34BD 90008	DI GREGORIO,JOHN A	2735 SW BERTHA BLVD	PORTLAND OR	97239
1N1E33AD 3800	DI GREGORIO,LAURA C TR & DI GREGORIO,LEONARD P TR	7007 SW 7TH AVE	PORTLAND OR	97219
1N1E33AD 70070	DI TOMASO,MILENA	1420 NW LOVEJOY ST #533	PORTLAND OR	97209
1N1E34BB 88053	DIAL,CORNELIUS	1310 NW NAITO PKWY #305	PORTLAND OR	97209
1S1E10AC 90365	DIAMOND,GEORGE N & PAULA D	18380 RIVER EDGE LN	LAKE OSWEGO OR	97034
1S1E10AC 90622	DIAMOND,JASON P	18380 RIVER EDGE LN	LAKE OSWEGO OR	97035
1S1E04DA 2300	DIAMOND,MICHAEL N ET AL % REAL ESTATE INVEST GROUP	2839 SW 2ND AVE	PORTLAND OR	97201-4711
1N1E34CB 99379	DIAMOND,MICHELLE M	18380 RIVER EDGE LN	LAKE OSWEGO OR	97034
1N1E33DC 70758	DIAMOND,MICHELLE M-1/3 & DIAMOND,NICHOLAS G-1/3 & DIAMOND,JASON P-1/3	618 5TH ST	LAKE OSWEGO OR	97034
1S1E10AC 90623	DIAMOND,NICHOLAS	2360 NW RALEIGH ST	PORTLAND OR	97210-2633
1N1E34CB 99259	DIAMOND,NICHOLAS G	2360 NW RALEIGH ST	PORTLAND OR	97210
1N1E33CB 50043	DIAMOND,NICOLE M & DIAMOND,MICHAEL N	2351 NW WESTOVER RD #508	PORTLAND OR	97209

1S1E10DB 80548	DIAMOND,SCOTT K	0841 SW GAINES ST #812	PORTLAND OR	97239-3101
1N1E33CB 50217	DIAS,CLIFFORD C & DIAS,KATHERINE L	2351 NW WESTOVER RD #902	PORTLAND OR	97210-3784
1N1E34CB 99181	DIAZ,JUAN B III	333 NW 9TH AVE #1317	PORTLAND OR	97209
1N1E34CA 80019	DIAZ,KEVIN	411 NW FLANDERS ST #510	PORTLAND OR	97209
1S1E03CB 70164	DIAZ,LUCAS F	111 SW HARRISON ST #3H	PORTLAND OR	97201
1S1E02CA 14600	DIBENEDETTO,ANTHONY J & DIBENEDETTO,SUSAN R-1/2 & DIBENEDETTO,ANNA M-1/2	1015 SE MARKET ST	PORTLAND OR	97214
1S1E04AA 80009	DIBERT,CHARLES TR & MOCK,JOHN R TR	6951 OFFENBACH CT NE	KEIZER OR	97303
1S1E04AD 60031	DICHARRY,DOUGLAS C & DICHARRY,KATHRYN K	851 80TH AVE NE	MEDINA WA	98039
1N1E34BB 40366	DICK,J NATHANIEL J	4121 SW ARTHUR WAY	PORTLAND OR	97221-3201
1N1E34BC 99298	DICKASON,JERRY G TR & DICKASON,ELISABETH C TR	922 NW 11TH AVE #315	PORTLAND OR	97209
1S1E03BC 80066	DICKERSON,JOYCE O	1500 SW 5TH AVE #603	PORTLAND OR	97201
1S1E04AA 70079	DICKSON,DAVID K & DICKSON,KATHRYN G	1221 SW 10TH AVE #601	PORTLAND OR	97205
1N1E35BB 80018	DICKSTON,OLIVER S	5533 1ST CT	WEST LINN OR	97068-3214
1N1E33DC 70497	DIEDRICH,DAMIAN C	PO BOX 5554	PORTLAND OR	97228
1S1E04BA 12600	DIETRICH,GARY L & CAPRI,JUDY L	1255 NUUANU AVE	HONOLULU HI	96817-4017
1S1E03BC 80004	DIETRICH,HOWARD JR	PO BOX 82448	PORTLAND OR	97282
1S1E03CD 90024	DIETZ,GABRIEL A-99% & DIETZ,STEPHEN A & DIETZ,LINDA J-1%	41 CUTTER DR	WATSONVILLE CA	95076-2209
1N1E33AD 80053	DIETZLER,M JULIANN G	1314 NW IRVING ST #411	PORTLAND OR	97209
1S1E02CD 18400	DIGGER LLC	PO BOX 14652	PORTLAND OR	97293-0652
1S1E04BA 80080	DIGMAN,LORA E TR	1132 SW 19TH AVE #912	PORTLAND OR	97205
1S1E10DB 90199	DIGREGORIO,CATHERINE M	3601 SW RIVER PKWY #1714	PORTLAND OR	97239-4562
1N1E34CB 99224	DILDAY,DORRIE	333 NW 9TH AVE #915	PORTLAND OR	97209-3342
1N1E28DD 1200	DILLER PROPERTIES LLC %AUTO WHEEL SERVICE	1400 NW RALEIGH ST	PORTLAND OR	97209
1N1E34CB 99127	DILLON,RICHARD TR & DILLON,ROBYN TR (DILLON FAMILY TRUST)	15703 NW FAIR ACRES DR	VANCOUVER WA	98685
1N1E35BB 80033	DILSON,MARK R	533 NE HOLLADAY ST #304	PORTLAND OR	97232-2084
1N1E34BB 88174	DIMITMAN,SUSAN D	1310 NW NAITO PKWY #904A	PORTLAND OR	97209
1N1E33AD 40226	DIMOND,CHARLES R	1400 NW IRVING ST #620	PORTLAND OR	97209
1N1E34BB 60283	DINHAM,CAROL E	1125 NW 9TH AVE #515	PORTLAND OR	97209
1S1E04BA 70042	DIORIO,MARY J	2024 SW HOWARDS WAY #303	PORTLAND OR	97201
1S1E02BD 6600	DISTILLERY BUILDING 900 SE SALMON LLC	900 SE SALMON ST	PORTLAND OR	97214
1S1E04AD 60339	DITTMER,EMIL TR & DITTMER,CHIARA TR	678 NW HEATH ST	DALLAS OR	97338-1380
1N1E33AD 80108	DIVINE,CONOR	555 LINCOLN ST	EUGENE OR	97401
1N1E34CC 1900	DIVISION & OAK STREET PROPERTIES LLC % HAROUN & CO INC	9370 NW 9TH AVE	VANCOUVER WA	98665
1S1E02CC 7800	DIVISION PLACE PROPERTIES LLC	6140 SW MACADAM AVE	PORTLAND OR	97239-3648
1S1E02CD 8800	DIVISION STREET INVESTORS LLC	2424 SE 11TH AVE	PORTLAND OR	97214-5308
1S1E02CC 2900	DIX,ELLA L TR-1/2 & DIX,ELLA L TR-1/2	1545 SE 223RD AVE #254	GRESHAM OR	97030-2547
1N1E35CC 1300	DJR PROPERTIES III LLC	1535 SE 3RD AVE	PORTLAND OR	97214
1S1E02CB 1200	DK WEST SIDE L L C	1834 SE 8TH AVE	PORTLAND OR	97214
1N1E33DD 1600	DLS INVESTMENTS INC %K.E. ANDREWS & CO	1900 DALROCK RD	ROWLETT TX	75088
1N1E33DA 40016	DMDM INVESTMENTS LLC	PO BOX 5350	BEND OR	97708-5350
1S1E02BB 6600	DMFK PROPERTIES LLC % LANE REALTY WORKS	143 NE 6TH AVE	PORTLAND OR	97232
1N1E35CB 4000	DNDC PROPERTIES LLC	132 NE GRAND AVE	PORTLAND OR	97232-2937
1N1E34BB 70161	DO,MADELYN D	1255 NW 9TH AVE #603	PORTLAND OR	97209-2895
1N1E33DC 70790	DOAN,DENNY	1926 W BURNSIDE ST UN 1213	PORTLAND OR	97209
1N1E34BD 1900	DOBBIN MANAGEMENT LLC-1/2 & VAN HAVERBEKE,C JOSEPH TR-1/2	800 NW 6TH AVE #200	PORTLAND OR	97209
1N1E34BD 90023	DOBERT,PASCAL	1010 NW NAITO PKWY #M16	PORTLAND OR	97209-3751
1N1E33DD 5000	DOBLIE,GERALD C-97.2 & DOBLIE,GERALD C & PATRICIA K	1015 SW YAMHILL ST	PORTLAND OR	97205-2534

1N1E28D 80131	DODD,DELORES B TR (DELORES B DODD LIVING TRUST)	1830 NW RIVERSCAPE DR #502	PORTLAND OR	97209-1840
1S1E03CB 80213	DODGE,GREGORY J & DODGE,HEIDI R	255 SW HARRISON ST #TH1	PORTLAND OR	97201
1S1E10DB 90232	DODGE,HIROKO & DODGE,JEFFREY	3601 SW RIVER PKWY #2100	PORTLAND OR	97239-4563
1S1E10AC 90643	DODGE,LINNE' K	PO BOX 1036	HOOD RIVER OR	97031
1S1E10AC 90355	DOE CONDO LLC ATTN: MARTIN,JAMIE	0841 SW GAINES ST #1804	PORTLAND OR	97239
1S1E10AC 90209	DOE CONDO LLC ATTN: MARTIN,JAMIE L	0841 SW GAINES ST #1804	PORTLAND OR	97239
1S1E10DB 90299	DOEBELE,ERIC	3601 SW RIVER PKWY STE 2905	PORTLAND OR	97239-4567
1N1E33CD 99020	DOEL,KATHARINE M	2020 SW MAIN ST #502	PORTLAND OR	97205-1519
1S1E04AB 6400	DOERFLER,JOHN G & BRUCE,A O	1405 SW 14TH AVE	PORTLAND OR	97201-2510
1N1E34BD 90100	DOERNER,STEPHEN	11000 NE WESTLAND LN	DAYTON OR	97114
1N1E34BB 70152	DOGAN,TARKAN TR & DOGAN,CATHERINE E TR	15 MAREMMA LN	LADERA RANCH CA	92694
1N1E26CD 90054	DOHERTY,PATRICK C	969 MARKET ST #608	SAN DIEGO CA	92101-7286
1N1E34BB 80151	DOKE,SUE ANN	1133 NW 11TH AVE #609	PORTLAND OR	97209
1N1E33AD 40216	DOLAN,BRYNNE & DOLAN,BILL	1400 NW IRVING ST #518	PORTLAND OR	97209
1N1E34BC 99224	DOMENIGHINI,DANIEL	922 NW 11TH AVE #804	PORTLAND OR	97209
1N1E35CB 8000	DOMINGUEZ,NADINE C TR	1950 NW 192ND AVE #150	BEAVERTON OR	97006-6581
1S1E10DB 80684	DOMINGUEZ,ROBERT D & DOMINGUEZ,MARION J	0841 SW GAINES ST #612	PORTLAND OR	97239
1S1E10AC 90232	DON VITO LLC	1781 LIBERTY ST SE	SALEM OR	97302-5158
1S1E10AC 90187	DON VITO LLC ATTN RICHARD GATTI	3570 SW RIVER PKWY #1405	PORTLAND OR	97239
1N1E33AD 70259	DONAHUE,BRIAN C & DONAHUE,EILEEN S	12250 MORRISON ST	VALLEY VILLAGE CA	91607-3627
1N1E34BB 70256	DONALDSON,ROBERT W & JULIA E	1255 NW 9TH AVE #1202	PORTLAND OR	97209
1N1E34BC 99030	DONNELLY,HUGH	922 NW 11TH AVE #401	PORTLAND OR	97209
1N1E34BB 60320	DONNER,CINDY JO	1125 NW 9TH AVE #222	PORTLAND OR	97209
1N1E34CA 80075	DONNOVAN,JENNIFER B & DONOVAN,PHILLIP J	5353 SW MARTHA ST	PORTLAND OR	97221-1840
1S1E03CD 90312	DONOFRIO,DON J & DONOFRIO,CAROL A	3392 EL DORADO LOOP S	SALEM OR	97302
1S1E03CB 70017	DONOVAN,ANDREW	111 SW HARRISON ST #3E	PORTLAND OR	97201
1N1E33AD 70317	DONOVAN,BRYAN	1420 NW LOVEJOY ST #329	PORTLAND OR	97209
1S1E10AC 90113	DOOD,JEFFREY	3570 SW RIVER PKWY #311	PORTLAND OR	97239
1S1E03BC 80035	DOOGHAN,JAMES K & KATHERINE	1500 SW 5TH AVE #1401	PORTLAND OR	97201
1S1E04BA 10100	DOOHER,TIMOTHY	1734 SW MARKET ST	PORTLAND OR	97201-2588
1N1E33DA 60014	DOPPELFELD,KARL & DOPPELFELD,MARY P	3051 LOIS DR #505	ANCHORAGE AK	99517
1N1E34CA 80089	DORAN,EAMON	411 NW FLANDERS ST #405	PORTLAND OR	97209-3854
1S1E04AA 5000	DORICOURT LIMITED PARTNERSHIP	3662 SW TUNNELWOOD ST	PORTLAND OR	97221-4147
1N1E34BB 40147	DOROFF,SUE & DUNCAN,HOLLY	1809 NE STANTON ST	PORTLAND OR	97212
1N1E33DA 50040	DORSEN,MICHAEL & DORSEN,EDITH	311 NW 12TH AVE #1003	PORTLAND OR	97209-2995
1S1E04AA 70568	DOTLICH & ELWOOD LLC % DOTLICH,DAVID	1221 SW 10TH AVE #1607	PORTLAND OR	97205
1S1E04AA 70218	DOTLICH & ELWOOD LLC ATTN: ELWOOD,DOUGLAS	1221 SW 10TH AVE #1607	PORTLAND OR	97205
1N1E34BB 60025	DOUBIN,VALERI M & ANDRYUSHCHENKO,TATYANA N	17007 SW NAFUS LN	ALOHA OR	97007
1S1E11BB 4800	DOUBLE G L L C	4040 GLEN TER	WEST LINN OR	97068
1N1E33AD 70311	DOUCET,TYLER & REYNOLDS,LAUREN M	1420 NW LOVEJOY ST #322	PORTLAND OR	97209-2738
1S1E03CD 90050	DOUGAN,BARBARA B TR	1920 SW RIVER DR #E805	PORTLAND OR	97201
1N1E34BB 40493	DOUGHERTY,PATRICK J & DOUGHERTY,JOYCE M	949 NW OVERTON ST #1515	PORTLAND OR	97209-3278
1N1E34BB 40309	DOUGLAS,JUSTIN B	949 NW OVERTON ST #404	PORTLAND OR	97209
1N1E33AD 80176	DOUGLAS,MARY LOU	1314 NW IRVING ST #303	PORTLAND OR	97209
1N1E34BB 60329	DOUGLAS,WILLIAM	1125 NW 9TH AVE #231	PORTLAND OR	97209
1N1E34BD 90458	DOW,GARY E TR	PO BOX 820502	VANCOUVER WA	98682-0011
1S1E03CC 90368	DOWDY,EDWARD J & DOWDY,NANCY M	PO BOX F	PORT ORFORD OR	97465-1506

1S1E04AA 70504	DOWEN,JEFF & BROCKA,JACQUELINE	1221 SW 10TH AVE #202	PORTLAND OR	97205-2428
1S1E10AC 90702	DOWLATDAD,ALI & DOWLATDAD,FARIDEH L	688 EDGEBROOK LN	WEST PALM BEACH FL	33411
1S1E04AA 70348	DOWNING,JACK G & DOWNING,SUZANNE L	1221 SW 10TH AVE #902	PORTLAND OR	97205-2445
1N1E34CB 80110	DOWNS,TERRY & MEMHARD,JENNIFER	818 SW 3RD AVE #253	PORTLAND OR	97204
1S1E04AA 1300	DOWNTOWN DEVELOPERS % GOODMAN,DOUG	920 SW 6TH AVE #223	PORTLAND OR	97204
1S1E03BA 4200	DOWNTOWN DIRT LLC	PO BOX 8547	PORTLAND OR	97207
1N1E27CB 1400	DOWNTOWN RECYCLING LLC	P O BOX 12106	PORTLAND OR	97212
1N1E33DA 3500	DOWNTOWN SELF STORAGE LLC	818 NW 14TH AVE	PORTLAND OR	97209-2703
1N1E34CB 80073	DOXEY,ANDRE G TR & TU,AURELIE TR (DOXEY-TU FAMILY TRUST)	PO BOX 574	WEST LINN OR	97068
1N1E34BC 40174	DOYLE,JOHN J & POITRA,STEVEN P	726 NW 11TH AVE #210	PORTLAND OR	97209
1N1E33DD 3600	DP ALDER HOUSE LLC % DEPAUL TREATMENT CENTERS INC ATTN SEDERSTROM,ROBERT	PO BOX 3007	PORTLAND OR	97208-3007
1N1E34CB 11100	DR MARTENS AIRWAIR USA LLC %TED GREENWOOD	10 NW 10TH AVE	PORTLAND OR	97209
1S1E04AB 60056	DRAGOSAVAC,GORDANA B TR & SEETHARAMAN,SUBRAMANIAM TR	9555 SW CYPRESS ST	BEAVERTON OR	97005
1N1E34BC 60106	DRAKE,E CHRISTOPHER & DRAKE,PAULETTE M	820 NW 12TH AVE #312	PORTLAND OR	97209
1S1E03CC 90555	DRAKE,MONTEREY L	3235 NW CHAPIN DR	PORTLAND OR	97229-8066
1S1E10DB 90032	DRAKULICH,VICTOR & DRAKULICH,LINDA B	845 BROWN ST	RENO NV	89509
1S1E02CD 13001	DRAPER,JOHN M TR & DRAPER,WENDY A TR DRAPER,JAMES A	4039 SE LICYNTRA LN	MILWAUKIE OR	97222
1N1E34CC 1000	DRENNAN,LEON B-2/3 & DRENNAN,PAMELA A TR-1/3 % INCOME PROPERTY MANAGEMENT	1800 SW 1ST AVE, SUITE 220	PORTLAND OR	97201
1N1E34BB 90345	DRESCHER,SARAH K & KARIA,ANIL S	3117 NE 32ND AVE	PORTLAND OR	97212
1S1E03BC 90020	DREVESCRAFT,CORNELIA & DREVESCRAFT,WILLIAM	1655 SW HIGHLAND PKWY	PORTLAND OR	97221
1N1E34BC 88019	DREWES,TOM C & DREWES,ROBERTA	937 NW GLISAN ST #337	PORTLAND OR	97209
1S1E03CB 80008	DREYER,CAROL A	255 SW HARRISON ST #2E	PORTLAND OR	97201
1N1E26CD 13200	DRIEVER,MARIE J	1012 NE WEIDLER ST	PORTLAND OR	97232
1S1E03CA 90160	DRISKELL,JERALD W & DRISKELL,LAVONDA M	1630 SW HARBOR WAY #406	PORTLAND OR	97201
1S1E04AB 70091	DRLJA,MIROSLAV	1535 SW CLAY ST #232	PORTLAND OR	97201
1N1E33DC 70102	DROST,JASON T	1926 W BURNSIDE ST #712	PORTLAND OR	97209
1N1E34BC 60044	D'ROVENCOURT,MICHELLE L	821 NW 11TH AVE #407	PORTLAND OR	97209
1N1E34BC 60288	D'ROVENCOURT,SERGE TR & D'ROVENCOURT,MAGALY TR	821 NW 11TH AVE #323	PORTLAND OR	97209-3230
1N1E34BB 88581	DRUMMOND,GERARD K & DRUMMOND,SANDRA H	1310 NW NAITO PKWY #502	PORTLAND OR	97209
1N1E33AD 70374	DRUMMOND,JEFFREY D	1420 NW LOVEJOY ST #521	PORTLAND OR	97209
1N1E34BB 60195	DRURY,RICHARD W & DRURY,LINDA	1125 NW 9TH AVE #112	PORTLAND OR	97209
1S1E04AD 60021	DS & G PROPERTIES LLC %DWIGHT SWOBE & GLORIA GEE	1199 LAUREL ST	BERKELEY CA	94708
1S1E04AA 90043	D'SA,REYNOLD V TR & D'SA,RACHEL H TR	1134 SW JEFFERSON ST #604	PORTLAND OR	97201
1N1E35CC 5200	DSI INC	975 SE SANDY BLVD	PORTLAND OR	97214
1N1E34BC 4200	DUA,BHUPESH & DUA,SARITA	625 NW 11TH AVE	PORTLAND OR	97209-3235
1N1E34BC 99317	DUBE,ANNA T	1510 COHN ST	HOUSTON TX	77007
1S1E10DB 90581	DUEMLING,DAVID A & SUE E L	15545 NE EILERS RD	AURORA OR	97002
1N1E33DC 4900	DUFF,JAN M	924 SW 16TH AVE #103	PORTLAND OR	97205
1S1E03CC 90005	DUGAN RUPP,J	PO BOX 4226	PORTLAND OR	97208
1S1E03CD 90516	DUJOVNE,BEATRIZ E & CARLOS A	14917 S CAENEN LN	OLATHE KS	66062-9429
1N1E35BB 80040	DUKART,LESLIE J	11730 NW WEST RD	PORTLAND OR	97229
1S1E03CA 90166	DULANEY,MARJORIE L	1616 SW HARBOR WAY #310	PORTLAND OR	97201-5165
1S1E04AA 70516	DULCE,ANDRE & GARR,ALLISON M	1221 SW 10TH AVE #218	PORTLAND OR	97205
1N1E33DC 70797	DULL,JON M	PO BOX 12647	PORTLAND OR	97212
1N1E34BB 60368	DULLEY,ERIN M % PROVIDENT FUNDING ASSOC L P	851 TRAEGER AVE #100	SAN BRUNO CA	94066-3091
1N1E34BB 80056	DULLEY,THOMAS P & DULLEY,GWENDOLYN Y	1130 NW 12TH AVE #204	PORTLAND OR	97209
1N1E34BB 50021	DUNCAN,HOWARD E TR & DUNCAN,DONNA TR (DUNCAN LIVING TRUST)	1001 NW LOVEJOY ST #304	PORTLAND OR	97209

1N1E34BB 50095	DUNCAN,JOHN A TR & DUNCAN,JANICE L TR	1001 NW LOVEJOY ST #812	PORTLAND OR	97209-3571
1N1E34BB 80219	DUNN,DEREK J TR & DUNN,KATHLEEN M TR	1130 NW 12TH AVE #400	PORTLAND OR	97209
1N1E34CB 99026	DUNN,JENNIFER A TR	P O BOX 10539	PORTLAND OR	97296
1N1E34BC 88279	DUNN,JOHN M & DUNN,LINDA T	1201 SHORT RD	KALAMAZOO MI	49008-1366
1N1E34BB 80265	DUNN,PAUL & DUNN,TRACY L	1130 NW 12TH AVE #104	PORTLAND OR	97209-2854
1S1E03CC 90252	DUNN,TERENCE H	2221 SW 1ST AVE #1022	PORTLAND OR	97201
1S1E03BC 80032	DUNN,THEODORE L TR & DUNN,CHERIE M TR	1500 SW 5TH AVE #901	PORTLAND OR	97201
1N1E34CB 99359	DUNNE,JAMES P TR & NOYES,JACK E TR	130 STARLITE DR	SEDONA AZ	86336-7019
1N1E34CB 10700	DUNSON COUCH LLC %ATLAS INVESTMENTS LLC	333 NW 9TH AVE #1009	PORTLAND OR	97209
1S1E04AD 80239	DURAND,MARY J & PETERSEN,MELINDA G	1500 SW PARK AVE #329	PORTLAND OR	97201-3474
1N1E34CB 99089	DURANT,JOSEPH L JR & DURANT,SHARON K	333 NW 9TH AVE #704	PORTLAND OR	97209
1N1E34CB 99410	DURANT,KATHERINE & GILBERT,GARY S & PARSONS,JAMES A	3425 SW BRENTWOOD DR	PORTLAND OR	97201-1619
1S1E03CA 90199	DURBIN,BARBARA L	1616 SW HARBOR WAY #402	PORTLAND OR	97201
1N1E34CB 80032	DURHAM,CATHERINE A & BRITT,AARON J	300 NW 8TH AVE #406	PORTLAND OR	97209
1N1E34BB 70545	DURKHEIMER,JOHN TR ET AL	601 SW 2ND AVE #2100	PORTLAND OR	97204
1S1E10DB 80171	DURKIN,DANIEL J TR & DURKIN,MARILYN A TR (MARILYN A DURKIN TRUST)	0841 SW GAINES ST #1608	PORTLAND OR	97239-3103
1N1E34BB 88266	DURKIN-JONES,MATTHEW N & DURKIN-JONES,SONYA J	1260 NW NAITO PKWY #803	PORTLAND OR	97209
1S1E03CD 90626	DURNING,JONATHAN C TR-40% & RONAI,MELANIE A TR-60%	3585 CHRISTEN ST S	SALEM OR	97302
1S1E03CC 90442	DURST,ELAINE W TR-1/2 & SPRUNGER,LEWIS W TR-1/2	2221 SW 1ST AVE #1925	PORTLAND OR	97201-5073
1S1E04AA 70175	DURYEA,RICHARD T TR & DURYEA,KATHLEEN A TR	311 OAK MEADOW DR	LOS GATOS CA	95032
1S1E03CD 90226	DUSSIN FAMILY HOLDINGS LLC	0715 SW BANCROFT ST #300	PORTLAND OR	97239-4273
1N1E33DC 70484	DUSSIN,BILL H	1926 W BURNSIDE ST #504	PORTLAND OR	97209
1N1E28D 90030	DUTRA,AUGUST S & DUTRA,SUSAN A	2172 NW 16TH AVE	PORTLAND OR	97209
1N1E34BB 90402	DUTTON,JULIE E	1225 S SKYLAND DR	LAKE OSWEGO OR	97034
1N1E34BD 90184	DUVALL,ANNA T	1010 NW NAITO PKWY #M-4	PORTLAND OR	97209-3750
1S1E10DB 80585	DVORAK,ERIN & JONSSON,CARL	3572 SE CARUTHERS ST	PORTLAND OR	97214-5824
1N1E34BB 50426	DWORKIN,JAN R	1001 NW LOVEJOY ST #711	PORTLAND OR	97209
1N1E33DC 70745	DWORKIN,LARRY	1926 W BURNSIDE ST #602	PORTLAND OR	97209
1S1E02BB 1000	DWW/MCW PARTNERS LTD ET AL % ZIMMERMAN,JAMES D	4145 E LIVE OAK AVE	ARCADIA CA	91006-5828
1N1E34BD 90665	DWYER,MARILYN N TR (MARILYN N DWYER REVOCABLE TRUST)	1778 GRAHAM DR	EUGENE OR	97405-1712
1N1E34BC 60029	DYER,EARL F & DYER,FLORENCE K	PO BOX 5636	PORTLAND OR	97228
1N1E34BC 60312	DYER,FLORENCE K & EARL F	PO BOX 5636	PORTLAND OR	97228
1N1E33CB 50191	DYER,JUDITH C & CARTER,RICHARD W	2351 NW WESTOVER RD #1008	PORTLAND OR	97210-3785
1N1E33DA 2100	DYNAGRAPHICS INC ATTN: ROD LISKE	PO BOX 6739	PORTLAND OR	97228-6739
1N1E34BC 88177	DYSERT,DAVID L	937 NW GLISAN ST #1035	PORTLAND OR	97209-3265
1N1E34CC 2400	DZ REAL ESTATE LLC	1035 SW STARK ST	PORTLAND OR	97205-2611
1N1E27DC 1300	E ALEXANDER LLC %LEFTBANK	240 N BROADWAY #122	PORTLAND OR	97227
1N1E33DD 3100	E FLAT LLC % KOVEL,JEFFREY	1209 SW ALDER ST #A	PORTLAND OR	97205-2246
1N1E33AD 40162	EAGAR,STEPHEN J	949 NW OVERTON ST #1004	PORTLAND OR	97209-3273
1N1E34BB 70011	EARDLEY,DIANNE C & MC LOUGHLIN,STUART J	P O BOX 91566	PORTLAND OR	97291
1N1E34BD 90198	EARHART,ALAN L TR & EARHART,JOAN L TR (EARHART FAMILY TRUST)	1370 PRITCHETT CT	LOS ALTOS CA	94024
1N1E34BD 90119	EARL OF BOTHWELL LLC % JACK BOTHWELL	PO BOX 912	RIDGEFIELD WA	98642-0912
1S1E03AA 2900	EAST BANK STORAGE LLC	14855 SE 82ND DR	CLACKAMAS OR	97015-7624
1S1E03AD 5000	EAST SIDE PLATING INC	8400 SE 26TH PL	PORTLAND OR	97202
1S1E03AD 1400	EASTBANK COMMERCE CENTER LLC % MALSIN,BRADLEY	75 SE YAMHILL ST #201	PORTLAND OR	97214
1N1E34CB 40021	EASTEP,JONATHAN & LIU,NAN	1025 NW COUCH ST #614	PORTLAND OR	97209-4130
1S1E03BC 80121	EASTERN UNION OREGON INC	4209 TOWER ONE, LIPPO CENTRE	89 QUEENSWAY	HONG KONG

1N1E33DD 6300	EASTERN WESTERN CORPORATION	PO BOX 3228	PORTLAND OR	97208-3228
1S1E03CC 90153	EASTERN,STANLEY S TR & EASTERN,BEVERLY F TR	2211 SW 1ST AVE #1405	PORTLAND OR	97201-5057
1S1E02CB 9900	EASTMAN,WILLIAM A	4604 SE BOISE ST	PORTLAND OR	97206
1S1E04AD 90034	EASTMENT,KATHERINE E & BURNS,BRUCE E	48 KINGSTON ST	SOMERVILLE MA	02144-2724
1S1E03CB 80018	EASTON,MICHAEL Y & EASTON,CYNTHIA A	255 SW HARRISON ST #3G	PORTLAND OR	97201
1N1E34BB 40537	EATON,ALICE A	949 NW OVERTON ST #1410	PORTLAND OR	97209-3277
1S1E10AC 90130	ECKHARDT,VERNA & ECKHARDT,JENS	4830 SW FAIRVIEW BLVD	PORTLAND OR	97221
1N1E34BC 6900	ECOTRUST PROPERTIES II LLC	721 NW 9TH AVE #200	PORTLAND OR	97209-3448
1N1E34BC 6800	ECOTRUST PROPERTIES LLC	721 NW 9TH AVE #200	PORTLAND OR	97209-3448
1S1E04AB 500	ECVS HOLDINGS LLC	1755 SW MADISON ST	PORTLAND OR	97205
1N1E34BB 70137	EDDINGS,MARC R & LAURA A	1255 NW 9TH AVE #307	PORTLAND OR	97209-2887
1N1E33AD 80040	EDDY,AUSTIN O	1314 NW IRVING ST UN 202	PORTLAND OR	97209
1N1E34BC 99154	EDDY,NATHY A	922 NW 11TH AVE #1005	PORTLAND OR	97209
1N1E34BC 40241	EDELMAN,CAROL A TR (SURVIVORS TRUST)	726 NW 11TH AVE #604	PORTLAND OR	97209
1N1E33AD 60000	EDGE LOFTS MASTER CONDOMINIUM ASSOCIATION	420 NW 11TH AVE, #1004	PORTLAND OR	97209
1N1E34BB 50038	EDGECOMBE,PAUL J & EDGECOMBE,FRANCES C	1001 NW LOVEJOY ST #404	PORTLAND OR	97209
1N1E33DB 9900	EDINGTON-PORTLAND LLC	6637 SE MILWAUKIE AVE #208	PORTLAND OR	97202-5658
1S1E10DB 80565	EDLEN,ANN P TR & EDLEN,MARK C TR (ANN P EDLEN FAMILY TRUST)	0841 SW GAINES ST #2202	PORTLAND OR	97239-3105
1N1E33DA 60005	EDMISTON,LORA & EDMISTON,MARGOT	1920 SW RIVER DR #E605	PORTLAND OR	97201-8048
1S1E03CD 90036	EDMISTON,THOMAS J TR & EDMISTON,GENEVA B TR	PO BOX 83854	FAIRBANKS AK	99708-3854
1N1E34BC 70045	EDWARDS,DONNA	618 NW 12TH AVE #412	PORTLAND OR	97209-3031
1S1E03CA 90212	EDWARDS,DOUGLAS K TR & ROSTAMIAN,MOJGAN TR	27999 SW LADD HILL RD	SHERWOOD OR	97140-9067
1S1E04AD 80079	EDWARDS,DUANE & EDWARDS,JENNY	3603 HOLIDAY DR SE	OLYMPIA WA	98501
1N1E33DC 70687	EDWARDS,ETHAN L	1926 W BURNSIDE ST #306	PORTLAND OR	97209
1S1E10DB 90750	EDWARDS,JAMES M & MASS,MICHELE K	3601 SW RIVER PKWY #3003	PORTLAND OR	97239
1S1E04AD 80306	EDWARDS,JENNY & DUANE	3603 HOLIDAY DR SE	OLYMPIA WA	98501
1N1E34BB 80169	EDWARDS,NATHANIEL & EDWARDS,CAROL L	1130 NW 12TH AVE #300	PORTLAND OR	97209-2819
1S1E03AD 5500	EDY MORTON & EDY LLC	P O BOX 8	WEST LINN OR	97068
1N1E34CB 60095	EFRON,RON M & ZHANG,YUAN % BARKER & CALKINS INC	3216 SE MILWAUKIE AVE	PORTLAND OR	97202
1S1E04AD 60042	EGAN,RAYMOND J & EGAN,MAURA G	1914 COMMERCIAL ST	STEILACOOM WA	98388-1316
1S1E03CB 80274	EGECK,MICHAEL	255 SW HARRISON ST #9A	PORTLAND OR	97201
1S1E03CD 90527	EGGERS,THOMAS S & EGGERS,LESLIE E	1930 SW RIVER DR #W109	PORTLAND OR	97201-8054
1S1E10AC 90717	EGHDAMI,CYRUS TR & EGHDAMI,MEHRNAZ TR	0836 SW CURRY ST #1500	PORTLAND OR	97239-4529
1N1E34BC 50011	EGIDO,CARMEN & WEINRIB,ABEL	1112 NW JOHNSON ST	PORTLAND OR	97209
1N1E34BB 70328	EHLERT,ROBERT	1255 NW 9TH AVE #420	PORTLAND OR	97209-2888
1S1E10DB 80133	EHN,CARL L & LEW,GINGER	0841 SW GAINES ST #1102	PORTLAND OR	97239
1N1E34CB 40102	EICHENLAUB,STEPHEN G TR	1025 NW COUCH ST #711	PORTLAND OR	97209
1S1E04AA 70553	EICHER,ALISA	1221 SW 10TH AVE #207	PORTLAND OR	97205-2428
1S1E04AA 70384	EICHER,ALISA L	1221 SW 10TH AVE #207	PORTLAND OR	97205-2428
1N1E34BC 80012	EIGEN,DARYL J & EIGEN,LUCY L	1009 NW HOYT ST #107	PORTLAND OR	97209
1N1E34CA 80026	EIGNER,FRANK D & EIGNER,MARILYN E & EIGNER,CHRISTOPHER S	8906 NW LAKESHORE AVE	VANCOUVER WA	98665
1S1E10DB 90290	EIL,ROBERT L & HOLDING,MARGARET J	4553 S CHELSEA LN	BETHESDA MD	20814-4758
1S1E03CD 90165	EILAND,JILL W	1900 SW RIVER DR #505	PORTLAND OR	97201
1N1E33DC 70189	EISELE,MICHAEL W TR & EISELE,LINDA M TR	60669 RIVER BEND DR	BEND OR	97702
1S1E10DB 80483	EISEN,LIZABETHANN R	454 W 54TH ST #30	NEW YORK NY	10019-4594
1N1E34BD 90468	EISENBACH,BETHANY	9847 NW SKYLINE HEIGHTS DR	PORTLAND OR	97229-2635
1N1E33CB 50270	EISENBERG,MARSHALL & EISENBERG,SHELLEY L	34717 NE SHAMROCK SLOPE RD	BATTLE GROUND WA	98604

1N1E33DA 80070	EISLOEFFEL,JOHN H III TR	408 NW 12TH AVE #207	PORTLAND OR	97209
1S1E03CA 90265	EITING RIVERPLACE INVESTMENTS LLC % EITING,JOHN & EITING,MARIE	2015 SE COLUMBIA RIVER DR #240	VANCOUVER WA	98661
1N1E34BB 88083	EK,AMY E	1310 NW NAITO PKWY #411	PORTLAND OR	97209
1N1E34BB 40169	EKBLAD,ROBERT J & EKBLAD,GLENDA M	949 NW OVERTON ST #1512	PORTLAND OR	97209
1N1E33DC 70532	ELBEL,TIMOTHY J & ELBEL,KIMBERLEE A	2724 NE 48TH AVE	PORTLAND OR	97213-1950
1S1E04AC 400	ELDERHOPE LTD PARTNERSHIP(COP LOW INC HSG REACH C	4150 SW MOODY AVE	PORTLAND OR	97239
1N1E34CC 7000	ELECTRIC BUILDING LLC % MENASHE,R BARRY	621 SW ALDER ST #800	PORTLAND OR	97205
1N1E33CA 5100	ELEPHANTS PROPERTIES LLC	700 SE CLAY ST	PORTLAND OR	97214
1S1E02CD 9300	ELEVENTH HOLDINGS LLC	2415 SE 11TH AVE	PORTLAND OR	97215
1S1E03CB 70148	ELGABRY,ABDEL K & ELGABRY,ROISIN U	111 SW HARRISON ST #21D	PORTLAND OR	97201-5385
1S1E04AA 70000	ELIOT TOWER CONDOMINIUMS OWNERS' ASSOCIATION	1221 SW 10TH AVE #1101	PORTLAND OR	97205-2476
1N1E34CB 99200	ELIZABETH LOFTS CONDOMINIUM OWNER'S ASSOCIATION	2105 SE 9TH AVE	PORTLAND OR	97214
1N1E34CB 99000	ELIZABETH LOFTS CONDOMINIUMS OWNERS' ASSOCIATION	2105 SE 9TH AVE	PORTLAND OR	97214
1N1E34BD 90440	ELIZABETH PEARL LLC % VAN RIJN-FRABACK,ANNE M & VAN RIJN,ELIZABETH C	15813 SE RIVERSHORE DR	VANCOUVER WA	98683
1S1E03CB 80299	ELIZONDO,PETER R	26045 CYPRESS OAKS	SAN ANTONIO TX	78255-3509
1N1E34BD 90217	ELKEN,LAURA R & ELKEN,THOMAS R	5003 TOTTENHAM CT	NEWARK CA	94560-2023
1N1E28DD 1700	ELLE/COLE LLC % MADDEN,LES	9787 SW LINWOOD TER	PORTLAND OR	97225
1N1E34BB 88496	ELLIBEE,ANDREW TR (FITCH LOW FAMILY TRUST)	1310 NW NAITO PKWY #412	PORTLAND OR	97209
1N1E33AD 70021	ELLINGSON,JASON C	1420 NW LOVEJOY ST #427	PORTLAND OR	97209-2743
1N1E33DC 70037	ELLIOTT,CHRISTOPHER R & SUTTON,MATTHEW C	1926 W BURNSIDE ST #401	PORTLAND OR	97209
1S1E04AB 70025	ELLIOTT,LAURA & FONBERG,MARGARET	3424 NW THURMAN ST	PORTLAND OR	97210
1S1E04AB 70026	ELLIOTT,LAURA M & FONBERG,MARGARET S	1535 SW CLAY ST #214	PORTLAND OR	97201-6018
1S1E03CC 90412	ELLIOTT,LORETTA D	2309 SW 1ST AVE #844	PORTLAND OR	97201
1S1E03BC 90013	ELLIOTT,WINSTON J TR & ELLIOTT,CAROL J TR (ELLIOTT FAMILY TRUST)	1209 SW 6TH AVE #303	PORTLAND OR	97204
1N1E33DA 50216	ELLIS,BARNES C	311 NW 12TH AVE #1503	PORTLAND OR	97209
1S1E04AD 80201	ELLIS,BRIAN & ELLIS,SUSAN	1500 SW PARK AVE #318	PORTLAND OR	97201
1S1E04AD 80064	ELLIS,DANIEL J & ELLIS,AMBER R	1500 SW PARK AVE #118	PORTLAND OR	97201
1S1E04AA 90007	ELLIS,ERIC	53000 BREITENBUSH RD	DETROIT OR	97342
1S1E04AA 90003	ELLIS,ERIC L	53000 BREITENBUSH RD	DETROIT OR	97342
1S1E03CD 90520	ELLIS,MICHAEL L	1930 SW RIVER DR #W102	PORTLAND OR	97201
1N1E33DA 80043	ELMORE,MICHAEL E & ELMORE,REBECCA E	408 NW 12TH AVE #514	PORTLAND OR	97209
1N1E34BB 88065	ELMORE,SUZANNE L	1260 NW NAITO PKWY #305	PORTLAND OR	97209
1N1E33DA 60007	ELOLA,JOSEBA B & GONSER,AMANDA M	20 NW 16TH AVE #7	PORTLAND OR	97209
1S1E10DB 90111	EL-SAYED,SALEH HOZAYIN & HOZAYIN,RUSSANNE GREEN	3601 SW RIVER PKWY #1002	PORTLAND OR	97239
1N1E34BB 90132	ELSENBACH,CHRISTOPHER P TR & ELSENBACH,VICKI A TR	1238 SW DAVENPORT ST	PORTLAND OR	97201-2228
1N1E33AD 40311	ELSER,RODNEY C TR & CARROLL,JANE C TR	1400 NW IRVING ST #329	PORTLAND OR	97209
1N1E33DC 70192	ELSTON,ROBERT T	1926 W BURNSIDE ST #1212	PORTLAND OR	97209
1N1E34BD 90036	ELWOOD,SCOTT W & DAVIS,CAROL A	1040 NW NAITO PKWY #O-15	PORTLAND OR	97209
1S1E03BA 8100	EM GEE LLC ET AL % PEGG INVESTMENT CO	920 SW 6TH AVE #223	PORTLAND OR	97205
1S1E02BC 1500	EMCF L L C	834 SW ST CLAIR AVE	PORTLAND OR	97205-1317
1S1E02BC 1400	EMCF L L C % FLOBERG,WILLIAM C	834 SW ST CLAIR AVE	PORTLAND OR	97205-1317
1S1E02BC 1600	EMCF L L C % REESE & FLOBERG	834 SW ST CLAIR AVE	PORTLAND OR	97205
1S1E03AA 4500	EMERALD OUTDOOR ADVERTISING LLC	PO BOX 14686	SPOKANE WA	99214-0686
1N1E33DC 90011	EMERALD PEARL LLC	PO BOX 388	MONMOUTH OR	97361
1S1E03CD 90337	EMERGENCY TOOTH DOCTOR PC & PHAM,THOMAS T	14665 SW MILLIKAN WAY	BEAVERTON OR	97003
1N1E28DB 1700	EMERSON HARDWOOD CO	2279 NW FRONT AVE	PORTLAND OR	97209-1820
1S1E03CB 70170	EMERSON,ROBERT D & EMERSON,ALISON	20458 JACKLIGHT LN	BEND OR	97702-3074

1S1E03BC 90022	EMLAW,MERRY M TR (MERRY M EMLAW TRUST)	1209 SW 6TH AVE #601	PORTLAND OR	97204-1089
1N1E33DC 90021	EMMERICH,ADRIANUS J	4014 N MASSACHUSETTS AVE	PORTLAND OR	97227
1N1E34BC 40133	EMOGENE JONES LLC	3908 NW CLARENCE CIR	CORVALLIS OR	97330-6502
1S1E03AD 1800	EMPIRE RUBBER & SUPPLY CO ATTN: HUTCHINSON,EDWARD J	PO BOX 14950	PORTLAND OR	97293
1N1E33DA 60009	EMPRESS COMMERCIAL LLC	0425 SW IOWA ST	PORTLAND OR	97239
1N1E33DA 60000	EMPRESS CONDOMINIUMS OWNERS' ASSOCIATION	537 SE ASH ST	PORTLAND OR	97214
1N1E33DA 60090	EMPRESS CONDOS LLC % WALLACH,JERRY	5113 SE TAYLOR ST	PORTLAND OR	97215-2626
1N1E33DA 60110	EMPRESS DEVELOPMENT CORP	537 SE ASH ST	PORTLAND OR	97214-1158
1N1E34BB 88521	EMRICK,JOHN R & EMRICK,JANE	1260 NW NAITO PKWY #501	PORTLAND OR	97209
1N1E34BB 50011	EMSHOFF,MARY E & MCDIARMID,ANNE	1001 NW LOVEJOY ST #207	PORTLAND OR	97209
1N1E34BB 40000	ENCORE CONDOMINIUMS OWNERS' ASSOCIATION	1022 NW MARSHALL ST #2	PORTLAND OR	97209-2989
1N1E28D 70023	ENG,NATHAN & TURNER,KIMBERLY	1746 NW RIVERSCAPE ST	PORTLAND OR	97209-1803
1S1E02CD 11700	ENGELKE,AARON R	2329 SE 11TH AVE	PORTLAND OR	97214-5305
1N1E33DC 70759	ENGELKE,DEREK A	24100 NE WILDWOOD RD	NEWBERG OR	97132
1N1E26CD 50005	ENGELKE,ERIK	1509 NE 10TH AVE #104	PORTLAND OR	97232
1S1E04AD 80211	ENGELKE,KIM M	1500 SW PARK AVE #301	PORTLAND OR	97201-3473
1N1E34BB 60165	ENGELMAN,BENNETT S TR & ENGELMAN,SYLVIA A TR	PO BOX 54828	IRVINE CA	92619-4828
1S1E04AD 80235	ENGELMANN,ARNOLD H & ENGELMANN,JESSICA E	1500 SW PARK AVE #325	PORTLAND OR	97201-3474
1S1E04AD 90024	ENGELMANN,MATTHEW P	2233 NW 58TH ST #322	SEATTLE WA	98107-6104
1N1E34BB 88591	ENGER,MARK M & ENGER,MARY C	1310 NW NAITO PKWY #806	PORTLAND OR	97209
1N1E34BC 88314	ENGLE,STACY S	937 NW GLISAN ST #530	PORTLAND OR	97209-3264
1S1E03CC 90258	ENGLET,HAROLD L TR	2221 SW 1ST AVE #1123	PORTLAND OR	97201-5019
1N1E28D 80095	ENGLISH,BROOKS D & ENGLISH,JAMIESON J	1830 NW RIVERSCAPE ST #311	PORTLAND OR	97209-1839
1S1E04AB 70085	ENGLISH,WOODRUFF J II & WINTERS,EVELYN E & ENGLISH,ANNIE T	6780 SW CANYON DR	PORTLAND OR	97225-3650
1S1E02CD 11500	ENGRAFT LLC	1842 SE 42ND AVE	PORTLAND OR	97215
1S1E03CA 90063	ENGRAV,GREGORY W	0305 SW MONTGOMERY ST #309	PORTLAND OR	97201
1S1E03CA 90072	ENGRAV,GREGORY W & ENGRAV,MARY B	0305 SW MONTGOMERY ST #309/310	PORTLAND OR	97201-5163
1N1E34BB 80196	ENGSTROM,ALAN L & ENGSTROM,MARGARET A	2247 CASCADE WAY	LONGVIEW WA	98632
1S1E03BA 1300	ENIE VAL GREBNRET LLC	730 SW 1ST AVE	PORTLAND OR	97204-3302
1S1E04AA 70400	ENNEKING,MARJORIE A TR	1221 SW 10TH AVE #407	PORTLAND OR	97205
1N1E27DD 8700	ENT VENTURES V LLC	1825 NW 23RD AVE	PORTLAND OR	97210
1S1E10DB 90470	ENTEZARI,PEGAH	3601 SW RIVER PKWY #2006	PORTLAND OR	97239
1S1E10AC 90540	ENTRUST NEW DIRECTION IRA INC (FBO JOSEPH BONICA JR IRA	1070 CENTURY DR #101	LOUISVILLE CO	80027
1N1E34BB 90359	ENTZ,RON	1030 NW 12TH AVE UN 309	PORTLAND OR	97209
1N1E33AA 600	EPPHAVEN PROPERTY LLC	924 MASON ST	SAN FRANCISCO CA	94129-1602
1N1E34CA 80080	EPPING,CYNTHIA C	6601 JAMIESON AVE	RESEDA CA	91335
1N1E26CD 90011	EPPS,SUZANNE M	1718 NE 11TH AVE #204	PORTLAND OR	97212
1S1E04BA 80079	EPSTEIN,LESLYE & TAYLOR,WALTER H	1132 SW 19TH AVE #911	PORTLAND OR	97205
1N1E34BB 60066	EQUI,BRIAN M	1125 NW 9TH AVE UNIT 304	PORTLAND OR	97209
1N1E33DA 60104	EQUITY TRUST CO CUST FBO RODNEY GUNTHER IRA %GUNTHER,RODNEY	20 NW 16TH AVE #8	PORTLAND OR	97209
1S1E02CA 70006	ERBACHER,KEVIN & ERBACHER,DEBRA	1924 SE 11TH AVE #6	PORTLAND OR	97214
1N1E34CA 9400	ERICKSON HOUSING LIMITED PARTNERSHIP %INNOVATIVE HOUSING INC	219 NW 2ND AVE	PORTLAND OR	97209
1S1E03BC 1900	ERICKSON REALTY LTD ATTN THOMAS,STEVEN J-PRESIDENT	4900 SW GRIFFITH DR STE 133	BEAVERTON OR	97005
1N1E34BC 60180	ERICKSON,DALENE % TWADDELL,CHRISTOPHER L	821 NW 11TH AVE #319	PORTLAND OR	97209
1N1E34BD 90061	ERICKSON,KEVIN	940 NW NAITO PKWY #L-7	PORTLAND OR	97209
1N1E34BB 40019	ERICKSON,MEGHAN J	949 NW OVERTON ST #501	PORTLAND OR	97209
1N1E34CB 99078	ERICKSON,MICHAEL R & SMIMEK,BARBARA	333 NW 9TH AVE #1312	PORTLAND OR	97209

1S1E03CB 2900	ERIDANUS WARENHANDELSGESELLSCH US BANK CORPORATE REAL ESTATE ATTN TAX DEPARTMENT	2800 EAST LAKE ST	MINNEAPOLIS MN	55406
1S1E02CD 15900	ERNY,BARBARA C TR (THE ERNY LIVING TRUST DTD 03/27/06)	309 LAKEVIEW WAY	EMERALD HILLS CA	94062-3316
1S1E10DB 80053	EROGLU,YASEMEN	0841 SW GAINES ST #339	PORTLAND OR	97239-3062
1N1E33AD 1500	ERP LLC	1140 SW SKYLINE BLVD	PORTLAND OR	97221-2660
1S1E03CC 90397	ERWIN,DONALD TR & ERWIN,CAROLINE TR	127 SHOOTING STAR ISLE	FOSTER CITY CA	94404
1S1E03CD 90429	ERZEN,MARY	PO BOX 1871	PORTLAND OR	97207
1S1E03CC 90380	ESCHERICH,A LONSDALE TR (A LONSDALE ESCHERICH LIVING TRUST DTD 12/28/07)	2309 SW 1ST AVE #843	PORTLAND OR	97201
1N1E33DC 70564	ESCOBAR,JOSE JUAN & ESCOBAR,JILL K	1926 W BURNSIDE ST #316	PORTLAND OR	97209
1N1E33DA 60065	ESCOBEDO,AUREO & ESCOBEDO,MARIA	PO BOX 86	ARLINGTON OR	97812
1S1E03CB 80266	ESHGHI,SHAHROKH	18204 SE 20TH WAY	VANCOUVER WA	98683-1800
1N1E34BC 60070	ESSER,PETER W	820 NW 12TH AVE #204	PORTLAND OR	97209
1N1E33DC 70043	ESSIN,DANIEL	1926 W BURNSIDE ST #407	PORTLAND OR	97209
1N1E34CA 8400	ESTATE LIMITED PARTNERSHIP % CENTRAL CITY CONCERN	232 NW 6TH AVE	PORTLAND OR	97209-3609
1N1E34BB 40101	ESTERLING,DONALD M & ESTERLING,LINDA G	949 NW OVERTON ST #1014	PORTLAND OR	97209
1N1E34BB 90144	ESTES,ERIC E	1030 NW 12TH AVE #518	PORTLAND OR	97209-2849
1S1E10AC 90106	ESTES,GREG & ESTES,LORI	0815 SW PENNOYER ST #TH-K	PORTLAND OR	97239
1N1E34BB 90093	ESTIME,ROSNEC	0841 SW GAINES ST #321	PORTLAND OR	97239
1N1E34BB 90040	ESTIME,ROSNEC TR & KJELSTRUP,SISSEL M TR	0841 SW GAINES ST #321	PORTLAND OR	97239-3062
1N1E34BB 90224	ESTRIDGE,PAUL R TR & ESTRIDGE,DONNA P TR	406 HIGHLAND AVE	ROSEVILLE CA	95678
1S1E03CA 90040	ESTRIN,AUDRE TR (LESTER & AUDRE ESTRIN SURVIVOR'S TRUST DTD 6/5/89)	0305 SW MONTGOMERY ST #408	PORTLAND OR	97201-5157
1S1E04AD 1800	ETHERIDGE,ARTHUR J	9203 NW 27TH AVE	VANCOUVER WA	98665-6113
1N1E33DA 50178	ETHERINGTON,LARRY & ETHERINGTON,LINDA	311 NW 12TH AVE UNIT 601	PORTLAND OR	97209-2993
1S1E02BA 5800	ETON LANE LLC	P O BOX 14746	PORTLAND OR	97214-0746
1N1E34BB 88592	ETZEL,DOUGLAS S TR & ETZEL,CHIE TR	1310 NW NAITO PKWY #1002	PORTLAND OR	97209-3162
1S1E02BA 4500	EUGOR II LLC	2320 OSU DR	NEWPORT OR	97365-5261
1N1E34BB 70298	EVANS,ALEXANDER & EVANS,CASEY	1255 NW 9TH AVE #114	PORTLAND OR	97209
1N1E34CB 99194	EVANS,ERIC D TR & BIANCHINI,CYNTHIA C TR	230 SW FLORIDA ST	PORTLAND OR	97219
1S1E03CC 90466	EVANS,FRANKLIN L	RUE DU VILLAGE 27	1214 VENIER	SWITZERLAN
1S1E03CC 90581	EVANS,JOHN D & EVANS,MARY H	2309 SW 1ST AVE #1441	PORTLAND OR	97201-5040
1S1E04AD 70026	EVANS,JOHN R & JUDITH J	34800 J PL	OCEAN PARK WA	98640
1N1E34BB 88317	EVANS,MARK J TR	1260 NW NAITO PKWY #608	PORTLAND OR	97209
1S1E10DB 90107	EVANS,MARK S & KAREN T	3801 SW HAMILTON ST	PORTLAND OR	97221
1S1E03CC 90676	EVANS,MAUREEN S	2309 SW 1ST AVE #542	PORTLAND OR	97201
1N1E34BC 60015	EVENS,MERYL O TR & EVENS,JULES TR	821 NW 11TH AVE #615	PORTLAND OR	97209-3233
1N1E34BB 60373	EVENSON,EMILY	1125 NW 9TH AVE #411	PORTLAND OR	97209
1N1E33DA 2900	EVERETT CITY LLC %OAKWOOD WORLDWIDE ATTN: CHRIS BRENK	2222 CORINTH AVE	LOS ANGELES CA	90064
1N1E34CB 5200	EVERETT STATION LOFTS LLC	528 HENNEPIN AVE #404	MINNEAPOLIS MN	55403
1N1E33DA 3000	EVERETT STREET LLC % SACKS,ROBERT A	1532 SW MORRISON ST #1000	PORTLAND OR	97205-1942
1S1E04AD 80083	EVERETT,CHRISTINE N	1500 SW PARK AVE #422	PORTLAND OR	97201
1S1E10DB 90306	EVERGREEN 2000 LLC	18317 SE 11TH ST	VANCOUVER WA	98683
1N1E34CC 8700	EVERGREEN HOLDINGS GROUP LLC % CONSTABLE,HENRY L	299 PARK AVE, 6TH FLOOR	NEW YORK NY	10171-0004
1N1E33AD 40442	EVERGREEN M & F LLC	1399 FRANKLIN BLVD 3RD FLR	EUGENE OR	97403
1N1E33AD 70067	EVERGREEN MARSHALL WELLS LLC	1500 NW 18TH AVE #111	PORTLAND OR	97209-2554
1S1E04AA 70396	EVERS,SUSANNE E % ZOUCHA,MARY E	1221 SW 10TH AVE #512	PORTLAND OR	97205
1N1E34BC 99275	EVORA,CARLOS J	922 NW 11TH AVE #201	PORTLAND OR	97209
1S1E03CB 70138	EWALD,MARY K	111 SW HARRISON ST #19F	PORTLAND OR	97201-5319
1N1E33CD 99023	EWER,GREGORY P	3550 SE 68TH AVE #A	PORTLAND OR	97206-2644

1N1E34BC 70047	EWING,AMBER N	618 NW 12TH AVE #413	PORTLAND OR	97209
1S1E10AC 90550	EWING,DANITA L	0836 SW CURRY ST #906	PORTLAND OR	97239
1N1E34AA 500	EXTENDED CARE PORTFOLIO MULTISTATE POOL LLC % PACIFICA COMPANIES	1778 HANCOCK ST #200	SAN DIEGO CA	92110
1N1E26DC 12600	F & E STRANGE FAMILY LIMITED PARTNERSHIP III>	2115 NE 48TH AVE	PORTLAND OR	97213-2065
1N1E35CC 8100	F & K LLC	2181 NW NICOLAI ST	PORTLAND OR	97210-1806
1S1E03CA 90047	F E G LP % GIEBEN,HELMUT	3254 SW FAIRMOUNT BLVD	PORTLAND OR	97239-1472
1S1E03BC 80036	FABEL,GEORGE W	1500 SW 5TH AVE APT 1601	PORTLAND OR	97201-5429
1N1E33AD 40174	FADELY,DANA G TR & MARKS,KAREN C TR	4587 ORCHARD HEIGHTS RD NW	SALEM OR	97304-1537
1S1E03CC 90212	FAGERSTROM,SVEN D & BARBARA J	2221 SW 1ST AVE #324	PORTLAND OR	97201-5018
1S1E04AD 90013	FAGG,LISA P	1410 SW 11TH AVE #303	PORTLAND OR	97201
1S1E10DB 90241	FAGIN,ADAM & FAGIN,RICHARD	3601 SW RIVER PKWY #2118	PORTLAND OR	97239
1S1E04AD 60036	FAIK,JAMAL	1500 SW 11TH AVE #701	PORTLAND OR	97201
1S1E04AD 60389	FAIK,JAMAL & LAMEHAMEDI,HOUDA	1500 SW 11TH AVE #701	PORTLAND OR	97201
1N1E26CD 90003	FAILING,BARBARA A	1116 NE SCHUYLER ST	PORTLAND OR	97212
1S1E02CA 12100	FAILLACE,FRANKLIN J	1816 SE 11TH AVE	PORTLAND OR	97214
1S1E02CD 16702	FAILOR,CATHERINE	4224 SE RAYMOND ST	PORTLAND OR	97206-5080
1S1E04BA 9900	FAIRBANK,DEXTER III TR	8611 NW SKYLINE BLVD	PORTLAND OR	97231-2618
1S1E04AD 60252	FAIRBANK,JESSE	1500 SW 11TH AVE #202	PORTLAND OR	97201-3532
1N1E33CB 50116	FAIRBANK,MEGAN & BEEKMAN,JAMES L	2351 NW WESTOVER RD #315	PORTLAND OR	97210
1N1E35CA 2800	FAIRMOUNT FINANCIAL INVESTMENT GROUP INC	5611 NE COLUMBIA BLVD	PORTLAND OR	97218-1237
1S1E04AD 80165	FAJARDO,MICHAEL J & ALICIA	1500 SW PARK AVE #206	PORTLAND OR	97201
1S1E10DB 90495	FAKHRAVAR,SHAHRZAD V & VOSSOUGHI,SIAVASH	105 KATHY CT	LOS GATOS CA	95032
1N1E34CD 1200	FAKHRY PROPERTIES LLC	400 W BURNSIDE ST	PORTLAND OR	97209-3818
1S1E03CC 90690	FAKHRY,KAMEL TR & FAKHRY,AIDA TR	13199 SW NICOLE LN	TIGARD OR	97224-1820
1N1E35BB 80066	FALBO,NICK J	533 NE HOLLADAY ST #701	PORTLAND OR	97232
1N1E34CB 99438	FALK,THEODORE C & FALK,LEILA B	333 NW 9TH AVE #1104	PORTLAND OR	97209
1N1E28D 80165	FALK,ZACHARY R	1830 NW RIVERSCAPE DR #803	PORTLAND OR	97209
1N1E34BC 80010	FAMILI,MANSOUR & JUDY	19740 NW QUAIL HOLLOW DR	PORTLAND OR	97229-1914
1S1E10DB 90440	FAN,JESSIE & MAST,JAMES	2415 SE IVON ST	PORTLAND OR	97202-1287
1N1E33DC 70590	FAN,PENGYU & KIM,SANG	1926 W BURNSIDE ST #1017	PORTLAND OR	97209
1S1E04AA 70169	FANG,NORMAN KAI-PING TR	121 S HOPE ST #011	LOS ANGELES CA	90012
1N1E33CA 3800	FARDANESH,FARZAD & ANNE M	6155 SW SEYMOUR ST	PORTLAND OR	97221
1N1E35CD 11800	FARIES INVEST	12535 SW IRON MOUNTAIN BLVD	PORTLAND OR	97219-8303
1S1E02CA 10800	FARIES INVESTMENTS	12535 SW IRON MOUNTAIN BLVD	PORTLAND OR	97219
1S1E03CD 90040	FAROUKI,JUHAINA TAJI	1920 SW RIVER DR #E702	PORTLAND OR	97201
1N1E34BC 99201	FARR,BRIAN H & FARR,JEANNE M	922 NW 11TH AVE #512	PORTLAND OR	97209
1S1E04AC 2600	FARR,KATHRYN A TR & CLARK,IVAN W III TR (FARR CLARK FAMILY TRUST)	4457 SW WASHOUGA AVE	PORTLAND OR	97239-1377
1N1E33AD 70326	FARRELL,CHAD	1420 NW LOVEJOY ST #318	PORTLAND OR	97209
1S1E10DB 90008	FARRELL,ZAC L & FARRELL,ASHLEY H	3601 SW RIVER PKWY #215	PORTLAND OR	97239
1N1E34BB 80267	FARRENS,WILLIAM & FARRENS,THERESA & WRENN,ERIKA W	821 NW 11TH AVE #611	PORTLAND OR	97209-3233
1N1E34BC 60239	FARRENS,WILLIAM & THERESA R	821 NW 11TH AVE #611	PORTLAND OR	97209-3233
1S1E04AD 60024	FARRINGTON,LILA A	946 CHEYENNE DR	WALNUT CREEK CA	94598-4425
1S1E10DB 80022	FARRIS,CATHERINE A	0841 SW GAINES ST #217	PORTLAND OR	97239
1N1E34BB 40364	FARROW,SUE & FARROW,ANTHONY	3520 RIDGECREST DR	CARLSBAD CA	92008-2033
1S1E03BC 80098	FARSAD,FOROUZANDEH & FARSAD,MANSOUR	607 N MACEWEN DR	OSPREY FL	34229
1N1E34BC 88096	FARTHING,DONALD R JR TR & FARTHING,CHRISTI L TR (FARTHING FAMILY TRUST)	3641 CAMINA DR	MEDFORD OR	97504
1S1E10AC 90161	FARUQI,OBAID A	PO BOX 4017	BEAVERTON OR	97075-4017

1S1E10AC 90050	FARZAN,JAMSHYD J TR & FARZAN,TOBY TR	0836 SW CURRY ST #1008	PORTLAND OR	97239
1N1E33DA 70100	FASEL,TIM J	420 NW 11TH AVE #904	PORTLAND OR	97209
1N1E34BB 50374	FAULK,ROBERT W & FAULK,NANCY J	1001 NW LOVEJOY ST #403	PORTLAND OR	97209-3568
1S1E10CA 400	FAVA LLC % DOUG BEAN & ASSOC INC ATTN BEAN,DOUGLAS L	1650 NW NAITO PKWY #302	PORTLAND OR	97209
1N1E28D 80059	FAVILLE,DAVID & FAVILLE,LILLI J	1830 NW RIVERSCAPE ST #607	PORTLAND OR	97209-1840
1N1E33DA 70015	FAWCETT,RITA W TR & FAWCETT,DANIEL C TR	416 NW 13TH AVE #105	PORTLAND OR	97209
1N1E35CD 12700	FAY FAMILY LLC	418 SE 9TH AVE	PORTLAND OR	97214
1N1E35CD 12600	FAY FAMILY LLC %MARK FAY	1674 COVE PT RD	KLAMATH FALLS OR	97601-9300
1N1E34BB 70210	FAY,HAROLD C	33322 SLAVEN RD	WARREN OR	97053
1N1E34CB 60009	FAY,LAWRENCE D & FAY,SHEILA	265 RIVERSIDE DR #110	NEW YORK NY	10025
1S1E04AD 50010	FCC ENTERPRISES INC % FIRST CHRISTIAN CHURCH	1314 SW PARK AVE	PORTLAND OR	97201-3520
1S1E10AC 90322	FEDERAL HOME LOAN MORTGAGE CORPORATION	5000 PLANO PKWY	CARROLLTON TX	75010-4900
1N1E33AD 40250	FEDERAL NATIONAL MORTGAGE ASSOCIATION	14221 DALLAS PKWY #1000	DALLAS TX	75254-2951
1S1E04AD 80046	FEDERAL NATIONAL MORTGAGE ASSOCIATION % SETERUS INC	14523 SW MILLIKAN WAY #200	BEAVERTON OR	97005-2352
1S1E03BC 80017	FEDERAL NATIONAL MORTGAGE ASSOCIATION % SUNTRUST MORTGAGE INC	1001 SEMMES AVE 4TH FL	RICHMOND VA	23224-2245
1N1E33DC 90018	FEDERAL NATIONAL MTG ASSN % WELLS FARGO BANK NA	1 HOME CAMPUS MAC X2302-04D	DES MOINES IA	50328-0001
1N1E34BB 50156	FEDEWA,NATHANIEL	1001 NW LOVEJOY ST #806	PORTLAND OR	97209-3571
1N1E33DA 70010	FEE,ROBERT B	416 NW 13TH AVE #208	PORTLAND OR	97209
1N1E34BB 60400	FEES,BRIDGET T	31 MAPLE AVE	FAIRFAX CA	94930
1N1E34CB 60012	FEI,DAISY T	420 NW 11TH AVE #510	PORTLAND OR	97209-2958
1N1E34CB 60077	FEIBLEMAN,GILBERT B ET AL	1815 COMMERCIAL ST SE	SALEM OR	97302
1S1E04AA 1800	FEIGENSON INVESTMENT COMPANY TO H GAR LLC	1905 SE 10TH AVE	PORTLAND OR	97214-4659
1S1E04AA 70151	FEINER,DANIEL L	1221 SW 10TH AVE #1103	PORTLAND OR	97205
1N1E33AD 40432	FEINGOLD,JASON I	1400 NW IRVING ST #724	PORTLAND OR	97209
1N1E34BC 99226	FEINSTEIN,EDWARD B & FEINSTEIN,GLORIA B	4950 CENTRAL ST #405	KANSAS CITY MO	64112
1N1E34BC 99047	FELDMAN,CATHY A	1 NORMANDY CT	HO HO KUS NJ	07423-1217
1N1E34CB 60100	FELDMAN,MICHAEL B & RUTH T	420 NW 11TH AVE #915	PORTLAND OR	97209-2970
1S1E04AD 70007	FELLER,LANCE R & FELLER,KELLI J	1104 SW COLUMBIA BLVD #105	PORTLAND OR	97201-3389
1N1E34CB 99309	FELLMAN,KRYSTA	2138 CLUBHOUSE DR	WEST LINN OR	97068
1S1E10AC 90378	FELLMAN,RENEE	3570 SW RIVER PKWY #1313	PORTLAND OR	97239
1S1E03CB 70254	FELLOWS,THELMA M TR	16306 CROCHERON AVE 1ST FL	FLUSHING NY	11358
1N1E34CC 7900	FELTON PROPERTIES % FELTON,BILL	520 SW 6TH AVE #610	PORTLAND OR	97204
1N1E34CB 60110	FELTON,MATTHEW J TR	420 NW 11TH AVE #1006	PORTLAND OR	97209
1N1E34BC 80026	FELZMAN,JOSEPH & LISA-MARIE	1009 NW HOYT ST #206	PORTLAND OR	97209
1N1E34BC 80025	FELZMAN,JOSEPH D & LISA M	PO BOX 3618	PORTLAND OR	97208-3618
1N1E33DC 70210	FENG,LI & MACKENZIE,ANDREW S	1327 SE TACOMA ST #270	PORTLAND OR	97202-6639
1N1E34BC 99146	FENG,WU CHANG & LEE,SEUR-GI	922 NW 11TH AVE #510	PORTLAND OR	97209-2778
1N1E34BC 99249	FENG,WU-CHANG & LEE,SEUR-GI	922 NW 11TH AVE #510	PORTLAND OR	97209-2778
1N1E27BD 7700	FENK-HAMPTON,LAURIE & HAMPTON,GARY B % HAMPTON,GARY B	817 N RUSSELL ST	PORTLAND OR	97227
1S1E10AC 90246	FENNER FAMILY VENTURES LLC	3550 SW BOND AVE #2807	PORTLAND OR	97239-4730
1S1E10AC 90258	FENNER,PETER D TR & FENNER,NANCY R TR	3550 SW BOND AVE #2807	PORTLAND OR	97239-4730
1N1E34BC 88269	FENWICK,STEPHEN C	937 NW GLISAN ST #1032	PORTLAND OR	97209
1S1E04AD 4300	FERAR PROPTS LLC % FERAR,LAURENCE	1016 SW CLAY ST	PORTLAND OR	97201
1N1E34BC 99230	FERGUSON,KELLY L & HOWARD,EDWARD A & MARIANNE L	922 NW 11TH AVE #415	PORTLAND OR	97209
1N1E33DA 60052	FERGUSON,RANDALL J	4806 NE 138TH CT	VANCOUVER WA	98682-6020
1S1E03CA 90454	FERNALD,LEANNE K TR (LEANNE K FERNALD LIVING TRUST DTD 4/20/2002)	1575 W WARM SPRINGS RD #3224	HENDERSON NV	89014
1S1E04AA 70615	FERNANDEZ,PHILIP & FERNANDEZ,CATHERINE	75-796 HIONAST	HOLUALOA HI	96725

1N1E34BB 70445	FERNAS,ROBERT C	1255 NW 9TH AVE #417	PORTLAND OR	97209
1N1E34BB 88459	FERNEY,RALPH R & FERNEY,EVELYNE	1260 NW NAITO PKWY #604	PORTLAND OR	97209
1S1E10DB 80089	FERRARI,PIETRO	0841 SW GAINES ST #514	PORTLAND OR	97239
1N1E34BB 90371	FERRIDAY,VIRGINIA	1030 NW 12TH AVE #402	PORTLAND OR	97209
1S1E04AD 70014	FERSHLEISER,JEREMY	4767 NE MASON ST	PORTLAND OR	97218
1S1E04AD 60403	FESTER,LARRY TR & FESTER,SHIRLEY A TR	1500 SW 11TH AVE #2504	PORTLAND OR	97201-3546
1N1E34BB 60137	FEUSS,KARL	1125 NW 9TH AVE #110	PORTLAND OR	97209
1N1E34BB 60040	FEUSS,KARL E	1125 NW 9TH AVE #110	PORTLAND OR	97209-2865
1N1E33CB 50255	FEVES,MICHAEL L & FEVES,ELIZABETH C	2351 NW WESTOVER RD #504	PORTLAND OR	97210
1N1E33DC 4100	FEVES,MICHAEL L ET AL	2284 NW THURMAN ST	PORTLAND OR	97210-2519
1S1E04AB 6600	FEVES,MICHAEL-1/2 & FEVES,MICHAEL & CHRISTINE-1/2 % CIRCUM-PACIFIC PROPERTIES	2284 NW THURMAN ST	PORTLAND OR	97210-2519
1N1E34CD 9600	FFI REAL ESTATE HOLDINGS LLC	1220 MAIN ST #260	VANCOUVER WA	98660-2961
1N1E33DA 60018	FICKER,BENJAMIN	20 NW 16TH AVE #107	PORTLAND OR	97209
1N1E34CB 60101	FICKETT,BRUCE F	420 NW 11TH AVE #917	PORTLAND OR	97209
1N1E34BD 90019	FIELD,DIANE H TR & WILLIAMS,RICHARD C TR	1100 NW 91ST AVE	PORTLAND OR	97229-6408
1N1E33CB 50082	FIELDER,KATHLEEN L	2351 NW WESTOVER RD #1001	PORTLAND OR	97210
1N1E34BB 90263	FIELDS,HOWARD L	755 EUCLID	BERKELEY CA	94708-1348
1S1E03CC 90448	FIELDS,RAY A	P O BOX 728	MCMINNVILLE OR	97128-0728
1S1E03CA 90331	FIERSTEEN,MICAH	SCHERTLINGASSE 3	4051 BASEL	SWITZERLAN
1S1E03CA 90307	FIERSTEIN,MICAH A TR	12 SECOR RD	SCARSDALE NY	10583
1N1E34BB 40085	FIFE,CHAD J & MONG,HIM YENG PRISCILLA	949 NW OVERTON ST #912	PORTLAND OR	97209
1S1E03CA 90018	FIFE,MASIE R TR	PO BOX 1807	APTOS CA	95001
1N1E34BC 80022	FIFIELD,MICHAEL E	2660 CRESTA DE RUTA ST	EUGENE OR	97403-1849
1N1E34CD 7100	FIFTH AVE LLC	621 SW ALDER ST #800	PORTLAND OR	97205
1N1E34CC 7700	FIFTH/ALDER ASSOCIATES LP % KIMPTON HOTEL & RESTAURANT G	222 KEARNY ST #200	SAN FRANCISCO CA	94108
1S1E04DA 1400	FIGO LLC % ACKER,RANDAL B	525 SW JACKSON ST	PORTLAND OR	97201
1S1E03CD 90021	FILARDO,JOSEPH P & FILARDO,CLAIRE S	1920 SW RIVER DR #E404	PORTLAND OR	97201
1S1E03CA 90395	FILER,CHARLES D JR & REBECCA S	1730 SW HARBOR WAY #404	PORTLAND OR	97201
1S1E04AA 70475	FILES,LAWRENCE A & FILES,MARGARET G	1221 SW 10TH AVE #508	PORTLAND OR	97205
1N1E33CB 50293	FILIPOVICH,MARK S	2351 NW WESTOVER RD #506	PORTLAND OR	97210
1N1E34BB 90129	FINCH,SALLY W & TRZYNKA,ANDREW R	1030 NW 12TH AVE #409	PORTLAND OR	97209
1N1E33AD 70151	FINDING NINO LLC	PO BOX 4017	BEAVERTON OR	97075
1N1E34CB 80094	FINE,DANIEL M & FINE,KIMBERLY M	838 FIR ST	EDMONDS WA	98020
1S1E03CD 90235	FINE,DEREK & SHIMABUKURO,JONI M	1930 SW RIVER DR #W606	PORTLAND OR	97201
1N1E34DC 1500	FINKBEINER INVESTMENT CO	02107 SW GREENWOOD RD	PORTLAND OR	97219-8362
1N1E28D 90045	FINLAYSON,BRIAN T & WARREN-FINLAYSON,SUSAN M	1620 NW RIVERSCAPE ST	PORTLAND OR	97209
1N1E33DA 50162	FINLEY,CHRISTIAN TR & FINLEY,LANA TR	311 NW 12TH AVE #1002	PORTLAND OR	97209
1S1E10DB 80088	FINLEY,JON L	7308 QUEENSBRIDGE WAY	SAN JOSE CA	95120
1N1E34BC 88112	FINLEY,RYAN TR & FINLEY,MARY TR	937 NW GLISAN ST #1534	PORTLAND OR	97209-3267
1N1E35CD 12900	FIRE STATION NO 7 LLC % VENERABLE PROPERTIES	70 NW COUCH ST #207	PORTLAND OR	97209
1N1E34BD 90559	FIREPROOF HOLDINGS II LLC	PO BOX 440	ESTER AK	99725
1S1E04AA 600	FIRST BAPTIST CHURCH	909 SW 11TH AVE	PORTLAND OR	97205-2002
1S1E04AD 600	FIRST CHRISTIAN CHURCH	1314 SW PARK AVE	PORTLAND OR	97201-3520
1S1E03BB 3100	FIRST CONGREGATIONAL CHURCH	1126 SW PARK AVE	PORTLAND OR	97205-2440
1S1E03BB 3200	FIRST CONGREGATIONAL CHURCH OF PORTLAND(LEASED C O P	1126 SW PARK AVE	PORTLAND OR	97205-2440
1S1E03BB 3400	FIRST CONGREGATIONAL CHURCH(LEASED C O P	1126 SW PARK AVE	PORTLAND OR	97205-2440
1S1E03CB 3300	FIRST INTERSTATE BANK OF OR % WELLS FARGO BANK DELOITTE TAX LLP	PO BOX 2609	CARLSBAD CA	92018-2609

1N1E26DC 12400	FIRST INTERSTATE BK OF OR LOUISE SNEAD %DEERING MGMNT	4800 SW MACADAM AVE #120	PORTLAND OR	97239
1S1E04BA 6900	FIRST METHODIST CHURCH OF PORTLAND OREGON>	1838 SW JEFFERSON ST	PORTLAND OR	97201-2463
1N1E33DD 3800	FIRST PRESBYTERIAN CHURCH	1200 SW ALDER ST	PORTLAND OR	97205-2298
1N1E33DD 3700	FIRST PRESBYTERIAN CHURCH % PRESBYTERY OF THE CASCADES	0245 SW BANCROFT ST #D	PORTLAND OR	97239-4272
1N1E34CA 80114	FIRST TEN PROPERTIES LLC	4742 42ND AVE SW #239	SEATTLE WA	98116
1S1E04AA 4100	FIRST UNITARIAN CHURCH OF PORTLAND OREGON	1034 SW 13TH AVE	PORTLAND OR	97205-2017
1S1E04BA 8900	FIRST UNITED METHODIST CHURCH OF PORTLAND OREGON TRUST>	1838 SW JEFFERSON ST	PORTLAND OR	97201-2463
1N1E34BB 88038	FISCHER,JEFFREY M & JOHNSON,BARBARA P	1260 NW NAITO PKWY #202	PORTLAND OR	97209-3150
1S1E10AC 90506	FISCHER,MARK S TR & FISCHER,TRACY L TR	3570 SW RIVER PKWY #1211	PORTLAND OR	97239
1N1E27CA 1500	FISCO,BENJAMIN T TR	265 N HANCOCK ST #100	PORTLAND OR	97227-1973
1N1E35BB 80021	FISHER WILLIAMS,INGA TR (INGA FISHER WILLIAMS LIVING TRUST DTD 6/10/04)	533 NE HOLLADAY ST #201	PORTLAND OR	97232
1S1E10DB 90284	FISHER,ERIC	1744 FERN PL	LAKE OSWEGO OR	97034-4642
1S1E03CB 70123	FISHER,GEORGE L & LAURA A	21300 S GRAPEVINE RD	WEST LINN OR	97068
1N1E33AD 80077	FISHER,MARIE T	3870 18TH ST #B	SAN FRANCISCO CA	94114
1N1E34BC 70009	FISHER,ROBERT S & FISHER,ANNA HELENA R	618 NW 12TH AVE #208	PORTLAND OR	97209
1N1E33DA 3700	FISHER,RUTH TR	P O BOX 4188	PORTLAND OR	97208-4188
1S1E10AC 90569	FISHER,RYAN W	13074 ROGERS RD	LAKE OSWEGO OR	97035-6792
1N1E34BB 70033	FISHER,SARAH A & FISHER,JAMES A & FISHER,CATHERINE M	1255 NW 9TH AVE #306	PORTLAND OR	97209
1S1E04AA 90015	FISHER,SCOTT	1134 SW JEFFERSON ST #303	PORTLAND OR	97201-3399
1S1E10DB 80487	FISHMAN,NANCY M	0841 SW GAINES ST #1502	PORTLAND OR	97239-3103
1N1E33AD 70200	FISHMAN,VALERIE R & FISHMAN,JOEL C	1420 NW LOVEJOY ST #210	PORTLAND OR	97209-2735
1N1E33DC 90044	FISKE,DAVID & LAU,VALERIE	3510 NW ROOSEVELT DR	CORVALLIS OR	97330
1S1E03CA 90082	FISKE,JENNIFER L	0225 SW MONTGOMERY ST #ES-1	PORTLAND OR	97201
1N1E34BB 70272	FITZGERALD,BRIAN	1255 NW 9TH AVE #206	PORTLAND OR	97209
1S1E03CC 90292	FITZWATER,BRUCE E TR & FITZWATER,CYNTHIA L TR (FITZWATER REVOC LIVING TRUST)	2221 SW 1ST AVE #1725	PORTLAND OR	97201-5023
1N1E34CA 11400	FIVE LLC %LEFTBANK	240 N BROADWAY #122	PORTLAND OR	97227
1S1E04BA 90017	FLACHS,PATRICK M & FLACHS,LORRAINE P	2020 SW MARKET ST DR #303	PORTLAND OR	97201
1N1E34CB 60005	FLAHERTY,JANET M	420 NW 11TH AVE #503	PORTLAND OR	97209
1S1E03CB 80235	FLANAGAN,JAMES A	255 SW HARRISON ST #18A	PORTLAND OR	97201
1N1E35CB 900	FLANDERS 720 L L C % KREBS,KEN	3341 SW CASCADE TER	PORTLAND OR	97205
1N1E34CB 90000	FLANDERS LOFTS CONDOMINIUM ASSN> % APPLETON PROPERTIES INC	7100 SW HAMPTON ST #103	TIGARD OR	97223
1N1E34CA 2800	FLANDERS PROPERTIES LLC	4722 SW 18TH PL	PORTLAND OR	97239
1N1E34CB 3100	FLANDERS VENTURE LLC % SPECHT INVESTMENTS INC	10260 SW GREENBURG RD #170	PORTLAND OR	97223-5511
1S1E04AA 70009	FLAXEL,CARMEN G TR & FLAXEL,JOHN TR	2595 BROADWAY AVE	NORTH BEND OR	97459-1634
1S1E10DB 90482	FLAXEL,CHRISTINA J	PO BOX 80401	PORTLAND OR	97280
1N1E34CB 40272	FLECK,DAVID	1025 NW COUCH ST #1219	PORTLAND OR	97209
1N1E33DC 70066	FLECK,MARGARET F & BOZADJIAN,JAMES	394 S EAGLEVILLE RD	STORRS MANSFIELD CT	06268-1815
1N1E34BC 60284	FLECK,MICHAEL D TR & FLECK,LINDA L TR	1139 SAN ANDREAS RD	LA SELVA BEACH CA	95076-9639
1S1E04BA 90016	FLECK,MYRON & FLECK,PATRICIA A	2020 SW MARKET STREET DR #302	PORTLAND OR	97201-7718
1S1E04AA 90039	FLECK,TIMOTHY	237 COLUMBIA ST #1	CAMBRIDGE MA	02139-1531
1S1E03CC 90522	FLEMING,BARBARA W & FLEMING,STEPHEN R	2309 SW 1ST AVE #242	PORTLAND OR	97201-5039
1S1E04BA 70016	FLEMING,GREGORY P	2024 SW HOWARDS WAY #504	PORTLAND OR	97201
1N1E34CB 90027	FLEMING,JEAN S & MALCOLM M	725 NW FLANDERS ST STE 405	PORTLAND OR	97209-3540
1N1E28D 90057	FLEMING,SUSAN M	1652 NW RIVERSCAPE ST	PORTLAND OR	97209
1S1E04AD 80171	FLEMING,SUZANNE	1500 SW PARK AVE #212	PORTLAND OR	97201-3473
1N1E33DC 70788	FLICK,PETER Q & MENDEZ,GIL	2412 HARRISON ST #213	SAN FRANCISCO CA	94110-2773
1N1E34BB 40355	FLOBERG,JILL A TR (JILL ANNE FLOBERG REVOCABLE LIVING TRUST)	PO BOX 7683	OLYMPIA WA	98507

1N1E34BC 80014	FLOCK,KLAUS D	1009 NW HOYT ST #212	PORTLAND OR	97209-3217
1S1E11BB 600	FLOG AZ LLC	1455 SOUTH LIPAN ST	DENVER CO	80223
1N1E28D 80120	FLOMER,THOMAS J TR (LOREN V FLOMER SUPPORT TRUST)	PO BOX 324	WOODBURN OR	97071
1S1E02CC 6600	FLOWERS,ORVILLE L	7715 NE 21ST AVE	PORTLAND OR	97211-1963
1S1E04BA 80077	FLOWERS,WILLIAM W	1132 SW 19TH AVE #905	PORTLAND OR	97205-1744
1S1E10DB 90759	FLUEGEL,BRETT D	3601 SW RIVER PKWY #2008	PORTLAND OR	97239-4562
1N1E33AD 40306	FLYNN,ADINA R	1400 NW IRVING ST #324	PORTLAND OR	97209
1S1E03CB 70010	FLYNN,THOMAS & PATTI	111 SW HARRISON ST #2F	PORTLAND OR	97201
1N1E33DA 2400	FMD LLC % FREDERICK B CLAUSSEN	12522 SUMNER DR	SARATOGA CA	95070
1N1E34CB 99290	FOBES,SUSAN J	333 NW 9TH AVE #405	PORTLAND OR	97209
1N1E33DC 70075	FODOR,IOAN R	2629 NE 7TH AVE	PORTLAND OR	97212-3857
1N1E33DC 70733	FOGARTY,BRUCE E & FOGARTY,NANCY B	1926 W BURNSIDE ST #1514	PORTLAND OR	97209
1S1E10DB 80147	FOGARTY,WILLIAM R & FOGARTY,THERESE R	0841 SW GAINES ST #1302	PORTLAND OR	97239
1N1E34CA 80083	FOLEY,MICHAEL & POLINSKY,KAREN	10001 NE BEACH CREST DR	BAINBRIDGE ISLAND WA	98110-1354
1N1E33DC 90023	FOLEY,STEVEN J & FOLEY,JAMIE D	85 SHRINE RD	ISLE LA MOTTE VT	5463
1S1E03CD 90624	FONDELL,JOAN TR (JOAN FONDELL TRUST DTD 8/31/2000)	1930 SW RIVER DR #602	PORTLAND OR	97201
1N1E34BB 88012	FONG,KING K & FONG,SHIRLEY Y	PO BOX 33786	PORTLAND OR	97292
1N1E33AD 40220	FONG,RICHARD A	1400 NW IRVING ST #512	PORTLAND OR	97209
1N1E35CA 6100	FOONG,FOO-HONG	9039 NE CLIFF ST	PORTLAND OR	97220-5048
1S1E10AC 90081	FOOTE,JEFFREY P TR & FOOTE,CYNTHIA A TR	0836 SW CURRY ST #1700	PORTLAND OR	97239
1S1E03CB 80153	FORAND,RICHARD A TR & FORAND,DEBORAH C TR	5295 NW SKYCREST PKWY	PORTLAND OR	97229
1N1E34BB 50190	FORBES,BERT E TR & FORBES,CANDACE M TR % VERONICA CIARI SEILER & CO L	PO BOX 8038	REDWOOD CITY CA	94063-0937
1S1E04AA 80036	FORBES,GEORGE G	1005 SW PARK AVE	PORTLAND OR	97205
1N1E34BC 99255	FORBES,ORCILIA Z	922 NW 11TH AVE #P2	PORTLAND OR	97209
1S1E03CB 80327	FORBUSH,JAMES	15 CLARKS COVE DR	SOUTH DARTMOUTH MA	2748
1S1E04AD 60094	FORD,CHARLES R	741 E 18TH ST	THE DALLES OR	97058
1S1E03CD 90591	FORD,CHERYL A	1930 SW RIVER DR #205	PORTLAND OR	97201-8054
1S1E03CB 70210	FORD,LAFORREST J	111 SW HARRISON ST #19H	PORTLAND OR	97201
1S1E03CA 90043	FORD,PATRICK & CYNTHIA J	0305 SW MONTGOMERY ST UN F409	PORTLAND OR	97201
1S1E10DB 90787	FORD,STEPHEN S	3601 SW RIVER PKWY #2701	PORTLAND OR	97239-4566
1N1E34BC 40212	FOREMAN,MICHAEL H & SCULLION,ANN C	1111 VINTNER PL	LIVERMORE CA	94550
1S1E10AC 90662	FOREST INVESTMENT CORP % NORRIS & STEVENS	621 SW MORRISON ST #800	PORTLAND OR	97205
1S1E02BD 2700	FORGE WORKS LLC %NAI NORRIS BEGGS & SIMPSON	121 SW MORRISON ST #200	PORTLAND OR	97204
1N1E34BB 70066	FORINASH,DAVID & PARADISI,JULIANNA	1255 NW 9TH AVE #511	PORTLAND OR	97209-2888
1S1E03CC 90103	FORISTER,DF TR	2211 SW 1ST AVE #1204	PORTLAND OR	97201-5057
1N1E34BB 40294	FORMAN,HAROLD A & STEFFENS,HEIDI	949 NW OVERTON ST UN 305	PORTLAND OR	97209
1N1E34BB 40009	FORMAN,HAROLD A TR & STEFFENS,HEIDI TR	949 NW OVERTON ST #305	PORTLAND OR	97209
1N1E34CB 99037	FORNACA,JOANNE	333 NW 9TH AVE #914	PORTLAND OR	97209
1N1E33DA 50016	FORNBERG,PER E & FORNBERG,DENISE J	311 NW 12TH AVE #503	PORTLAND OR	97209
1S1E10AC 90180	FOROUD,HOMAYOUN	3570 SW RIVER PKWY #1305	PORTLAND OR	97239
1S1E10DB 80072	FORREST,GRAEME N	0841 SW GAINES ST #429	PORTLAND OR	97239
1N1E33AD 70309	FORSTER,NATHAN P & FORSTER,LESLIE R	1420 NW LOVEJOY ST #324	PORTLAND OR	97209
1S1E10DB 90164	FORSYTHE,JEFFRY A & FORSYTHE,ELIZABETH A	3037 NW 29TH AVE	CAMAS WA	98607
1N1E34BD 90096	FOSSE,BRIAN	920 NW NAITO PKWY #J3	PORTLAND OR	97209
1N1E34BD 90218	FOSSE,BRIAN S	920 NW NAITO PKWY #J-3	PORTLAND OR	97209
1S1E03BC 80045	FOSSEEN,WILLIAM R & MONIKA	2379 HOGAN LN	LAKE HAVASU CITY AZ	86406
1N1E34BB 60124	FOSTER,CARL & FOSTER,VICTORIA	1125 NW 9TH AVE #522	PORTLAND OR	97209

1N1E34BB 88561	FOSTER,ERIC & ALLEN,ALIZA	1310 NW NAITO PKWY #1003	PORTLAND OR	97209-3162
1N1E34BB 70351	FOSTER,RANDOLPH C	1255 NW 9TH AVE #614	PORTLAND OR	97209
1N1E34CB 1700	FOSTER,ROBERT P TR % DAVIDSON TRUST CO	2 CENTERPOINTE DR #400	LAKE OSWEGO OR	97035-8629
1N1E34CB 1200	FOSTER,ROBERT P TR ET AL	17210 NE 30TH PL	RIDGEFIELD WA	98642
1N1E34BC 88048	FOSTER,SHALISAN L	1653 RAMBLING LN	MEDINA WA	98039-2334
1S1E04AB 70061	FOULKES,GABRIELLE F	617 NE PRESCOTT ST	PORTLAND OR	97211-3965
1S1E02CA 15300	FOUNDATION FOR THE PRESERVATION OF THE MAHAYANA TRADITION INC	1632 SE 11TH AVE	PORTLAND OR	97214
1S1E04AA 1600	FOUNTAIN PLACE APARTMENTS LP %HOME FORWARD ATTN ASSET MANAGEMENT	135 SW ASH ST	PORTLAND OR	97204-3540
1S1E03BA 1900	FOUNTAIN VILLAGE DEVELOPMENT	115 SW ASH ST #500	PORTLAND OR	97204-3575
1N1E34CD 500	FOUNTAIN VILLAGE DEVELOPMENT CO	115 SW ASH ST #500	PORTLAND OR	97204-3575
1N1E34CA 7800	FOUNTAIN VILLAGE DEVELOPMENT L	115 SW ASH ST #500	PORTLAND OR	97204
1N1E34CD 7300	FOURTH AVE LLC	621 SW ALDER ST #800	PORTLAND OR	97205
1N1E33AD 80188	FOURTH DIMENSION STUDIO INC	1331 NW 17TH AVE	PORTLAND OR	97209
1N1E33AD 80130	FOURTH DIMENSION STUDIO INC % HILLMAN,HENRY	1331 NW 17TH AVE	PORTLAND OR	97209
1N1E34BC 60119	FOURTOUNIS,PANAGIOTIS	820 NW 12TH AVE #516	PORTLAND OR	97209-3051
1S1E03CC 90059	FOWLER,RONALD J TR & FOWLER,REGINA L TR	2211 SW 1ST AVE #1104	PORTLAND OR	97201-5057
1S1E03CB 70134	FOWLES,BRIAN W & LEE,WEIZHONG	16429 SW SNOWY OWL LN	ALOHA OR	97007
1S1E03BB 4400	FOX TOWER L L C	805 SW BROADWAY #2020	PORTLAND OR	97205
1S1E10AC 90614	FOX,LAWRENCE H	836 SW CURRY ST #1606	PORTLAND OR	97239
1N1E34BC 70032	FOX,MEAGAN H	129A ORD ST	SAN FRANCISCO CA	94114-1967
1N1E33AD 40253	FOX,TONG CHUN	1400 NW IRVING ST #501	PORTLAND OR	97209
1S1E04AA 70095	FOXES 2 LLC %ANDREAS ANDERSON	51 DANIEL RD	WASHOUGAL WA	98671
1N1E33AD 40431	FOY,CHRISTOPHER T	1400 NW IRVING ST #723	PORTLAND OR	97209
1N1E34BB 70460	FRAGENTE,LISA M	1255 NW 9TH AVE #512	PORTLAND OR	97209-2895
1S1E04AD 80089	FRANCES,SUSAN	13308 NW 9TH AVE #E	VANCOUVER WA	98685
1N1E34BC 40073	FRANCESCHI,MICHELLE	0650 SW GAINES ST #1008	PORTLAND OR	97239
1S1E04AA 90012	FRANCIS,ANTHONY A & SHARON A	12305 SW DUCHILLY CT	TIGARD OR	97224
1S1E03CA 90440	FRANCIS,ROBERT T	2158 S CHIPPER WAY	EAGLE ID	83616
1S1E04AD 60186	FRANK,EDMUND & SU,EUSTACIA	1500 SW 11TH AVE #1504	PORTLAND OR	97201-3544
1S1E10DB 90594	FRANK,FREDERICK & FRANK,JACQUELINE	3601 SW RIVER PKWY #313	PORTLAND OR	97239-4554
1S1E04AD 80155	FRANK,STEPHEN R & GRAVES,PATRICIA L	1500 SW PARK AVE #421	PORTLAND OR	97201
1N1E33AD 40202	FRANK,TREVOR J	1400 NW IRVING ST #415	PORTLAND OR	97209
1N1E34BD 90543	FRANKEL,ISAAC	6731 SW 33RD PL	PORTLAND OR	97219
1N1E34BD 90517	FRANKEL,ISAAC C	6731 SW 33RD PL	PORTLAND OR	97219-1701
1N1E33DA 80102	FRANKEL,JEFFREY TR (NON SONO QUI TRUST)	408 NW 12TH AVE #313	PORTLAND OR	97209-2945
1S1E10AC 90226	FRANKEL,MILDRED D	3570 SW RIVER PKWY #1913	PORTLAND OR	97239-4546
1S1E02CA 12800	FRANKLAND,STEPHEN	1817 SE 12TH AVE	PORTLAND OR	97214
1S1E04AD 70019	FRANKLIN,CHRISTOPH & WATNICK,SARI	19 NE FARGO ST	PORTLAND OR	97212
1S1E04AD 70018	FRANKLIN,CHRISTOPHER & WATNICK,SARI	19 NE FARGO ST	PORTLAND OR	97212
1S1E02BC 4800	FRANKLIN,GRIFFITH L TR & FRANKLIN,LUCY-AVIS O TR (FRANKLIN FAMILY TRUST)	PO BOX 1655	LAKE OSWEGO OR	97035
1S1E03CB 70285	FRANKLIN,PATRICIA L	111 SW HARRISON ST #15D	PORTLAND OR	97201
1S1E10DB 90217	FRANSEN,KENNETH J & FRANSEN,CAROL H	3601 SW RIVER PKWY, UN 1910	PORTLAND OR	97239-4562
1S1E02BC 1700	FRANZEN,GERALD L & BEVERLY J	20815 S SOUTH END RD	OREGON CITY OR	97045-7717
1N1E34BB 80191	FRANZINO,JUSTIN & FRANZINO,CLAUDIA	1130 NW 12TH AVE #112	PORTLAND OR	97209
1N1E34BB 60175	FRANZOSA,GINA L	5218 NE 34TH AVE	PORTLAND OR	97211
1N1E34BC 70037	FRASER,NATHAN G & FRASER,DEBORAH L	618 NW 12TH AVE #305	PORTLAND OR	97209
1S1E03CB 80026	FRATINO,MICHAEL	2058 SW ROSE LN	PORTLAND OR	97201-8012

1N1E34BB 40442	FREANEY,DIANE M TR (DIANE M FREANEY REVOCABLE TRUST DTD 01/08/10)	949 NW OVERTON ST #609	PORTLAND OR	97209
1N1E33CA 14500	FRED MEYER INC %NICKEL & CO	1014 VINE ST 7TH FL	CINCINNATI OH	45202-1141
1N1E33DC 90034	FREDEKING,MALCOLM B & FREDEKING,SINDE J	2929 FLOYD AVE #157	MODESTO CA	95355
1S1E03CC 90250	FREDERICK,ANNICE M	2221 SW 1ST AVE #926	PORTLAND OR	97201-5061
1S1E10AC 90096	FREEDMAN,JOANA TR & COOK,CAROL TR	0855 SW PENNOYER ST	PORTLAND OR	97239-4401
1S1E03CA 90371	FREEDMAN,SAMUEL P TR & FREEDMAN,KAREN J TR	0305 SW MONTGOMERY ST #308	PORTLAND OR	97201
1N1E34CB 99447	FREEDMAN,THOMAS	333 NW 9TH AVE #1113	PORTLAND OR	97209-3346
1N1E33AA 1201	FREEDOM CENTER I LLC % OVERTON PEARL LLC	1355 NW 13TH AVE	PORTLAND OR	97209-3284
1N1E35CD 3200	FREELAND,BRIAN C	PO BOX 9007	PORTLAND OR	97207-2007
1N1E28D 90059	FREEMAN,EUGENE D ET AL % WILLIAM DOUGLAS BRANDT TRUST	3455 EL DORADO CT S	SALEM OR	97302-9722
1N1E34BB 90208	FREEMAN,MEYER	2537 NW THURMAN ST #203	PORTLAND OR	97210-2591
1S1E10DB 90715	FREEMAN,NORMAN R	3601 SW RIVER PKWY #2208	PORTLAND OR	97239
1S1E10DB 90571	FREESE,JEFFERY & FREESE,SUSAN	3601 SW RIVER PKWY #811	PORTLAND OR	97239-4555
1S1E10DB 90766	FREESE,MICHAEL S	3601 SW RIVER PKWY #1000	PORTLAND OR	97239
1S1E03CD 90405	FREI,RENE & MAK,CHAI MEI CAROL	3913 NE 57TH AVE	VANCOUVER WA	98661-3241
1S1E04AD 80285	FREIWAT,HANNY & SPEER,DANA P	1500 SW PARK AVE #428	PORTLAND OR	97201
1S1E03CC 90428	FRENCH,E EUGENE & ROBERTA J	2221 SW 1ST AVE #2025	PORTLAND OR	97201
1S1E03CC 90307	FRENCH,E EUGENE & ROBERTA J % GRANT	2221 SW 1ST AVE #2025	PORTLAND OR	97201
1N1E34CB 90023	FRENCH,TAMI R TR	725 NW FLANDERS ST #409	PORTLAND OR	97209-3540
1N1E34BB 40407	FRETT,JOSEPH L	949 NW OVERTON ST #1011	PORTLAND OR	97209
1N1E33DA 60117	FRETZ,JORDAN	PO BOX 2370	PORTLAND OR	97208-2370
1N1E34BB 40163	FREYMULLER,FRED K	949 NW OVERTON ST #1506	PORTLAND OR	97209-3278
1N1E33DC 70251	FREYRE,ERIKA	406 S GRANT ST	NEWBERG OR	97132
1N1E33AD 70351	FRIDAY,AMY S & BUNTE,JEFF L	1420 NW LOVEJOY ST #429	PORTLAND OR	97209
1N1E34BB 88529	FRIDGEN,JIEWEI & FRIDGEN,PETER F	4611 NE 75TH ST	SEATTLE WA	98115-5206
1S1E03CC 90130	FRIEDLI,JANICE P	2211 SW 1ST AVE #101	PORTLAND OR	97201-5066
1S1E03CC 90001	FRIEDLI,JANICE P TR (JANICE P FRIEDLI REVOCABLE TRUST)	2211 SW 1ST AVE #101	PORTLAND OR	97201-5066
1N1E34BB 90189	FRIEDMAN,ALISON L TR & FRIEDMAN,JOSHUA J TR	1030 NW 12TH AVE #510	PORTLAND OR	97209
1S1E04AD 80253	FRIEDMAN,DANIEL J	1500 SW PARK AVE #401	PORTLAND OR	97201-3474
1S1E03CD 90521	FRIERSON,JAMES C	1930 SW RIVER DR #W103	PORTLAND OR	97201
1S1E03CA 90384	FRIES,DOUGLAS B & JOANN	1730 SW HARBOR WAY #501	PORTLAND OR	97201
1S1E03CA 90194	FRIESZ,BRIAN & FRIESZ,SUE	1616 SW HARBOR WAY #303	PORTLAND OR	97201
1N1E34BC 70027	FRISCH,PAUL R & FRISCH,NANCY W	12208 SW BREYMAN AVE	PORTLAND OR	97219-8418
1S1E03CA 90434	FRITSCH,LAURI K	811 S KIHEI RD #4E	KIHEI HI	96753-9086
1N1E34CB 90012	FRITZ,AMANDA L & FRITZ,LUKE S	725 NW FLANDERS ST #208	PORTLAND OR	97209
1N1E34BB 70245	FRITZ,MICHAEL P	1255 NW 9TH AVE #804	PORTLAND OR	97209
1N1E34BC 60317	FRODEL,ANN T	1009 COLUMBIA ST	HOOD RIVER OR	97031
1N1E26CD 12300	FROGMAN PARTNERS LLC	PO BOX 25504	PORTLAND OR	97298
1N1E33AD 70056	FROMMELT,JON M & LE PAGE,ALISON	1420 NW LOVEJOY ST #704	PORTLAND OR	97209
1S1E04AD 3900	FRONT & PINE LLC	920 SW 6TH AVE #223	PORTLAND OR	97204
1N1E28DB 1400	FRONT AVENUE NORTHWEST LLC % NORRIS BEGGS & SIMPSON	121 SW MORRISON ST #200	PORTLAND OR	97204
1S1E04AD 90029	FROST,ROD & DIAZ,DIANA	PO BOX 2622	BOISE ID	83701-2622
1S1E04AD 60075	FROST,RODNEY J & DIAZ,DIANA	PO BOX 2622	BOISE ID	83701-2622
1N1E34BD 90169	FRYE,JAY M JR	930 NW NAITO PKWY #K-12	PORTLAND OR	97209
1N1E34BD 90213	FU,WANGXI & REN,KELAN	4590 NW DRESDEN PL	PORTLAND OR	97229
1N1E34BD 90155	FU,YINGXI & TOMLINSON,RICHARD % FU,WANGXI AND REN,KELAN	4590 NW DRESDEN PL	PORTLAND OR	97229
1N1E28D 90004	FUCHS,ALICIA A & ROVICS,CAREN	2014 NW 16TH AVE	PORTLAND OR	97209

1N1E34BD 90330	FUERTES,FERNANDO B	4749 HASTINGS PL	LAKE OSWEGO OR	97035-5723
1N1E34BD 90489	FUERTES,JOSE A B	4749 HASTINGS PL	LAKE OSWEGO OR	97035-5723
1N1E34CB 60018	FUERTH,DEBORAH R TR	4344 N SHASTA LOOP	EUGENE OR	97405-4440
1S1E04BA 80044	FUJIWARA,MIHO & GALON,PETER G	1132 SW 19TH AVE #507	PORTLAND OR	97205
1N1E34BC 70053	FUKA,GARY	618 NW 12TH AVE #401	PORTLAND OR	97209
1S1E04AB 60090	FUKE,YASUTAKE	1234 SW 18TH AVE #412	PORTLAND OR	97205-1755
1S1E03CB 80181	FUKUNAGA,KENNETH TR	255 SW HARRISON ST #26B	PORTLAND OR	97201-5374
1S1E03CC 90280	FUKUTA,YOKO	2221 SW 1ST AVE #1523	PORTLAND OR	97201
1S1E03CD 90399	FULLER,BEVERLY R TR (BEVERLY FULLER REVOCABLE TRUST AGREEMENT)	1920 SW RIVER DR #E506	PORTLAND OR	97201
1S1E03CC 90408	FULLER,ERIC D	2309 SW 1ST AVE #1643	PORTLAND OR	97201
1N1E28D 80176	FULLER,PATRICIA A	1830 NW RIVERSCAPE ST #407	PORTLAND OR	97209-1840
1N1E28D 90002	FULLER,PEGGY S	2428 NW MASER DR	CORVALLIS OR	97330-2222
1N1E34CB 80051	FULLER,ROBERT B	6323 NW MANOR DR	PORTLAND OR	97210
1N1E34BC 70031	FULLER,SCOTT E	3035 SW VESTA ST	PORTLAND OR	97219-8926
1N1E34CB 6500	FULLER'S RENTAL LLC	17393 SE WALTA VISTA DR	MILWAUKIE OR	97267
1S1E04BA 80005	FULTON,ROBERT C TR	311 CHICO CANYON RD	CHICO CA	95928
1S1E03CC 90147	FULTON,STEVEN A & FULTON,DIANE E	2211 SW 1ST AVE #901	PORTLAND OR	97201-5013
1N1E33CB 50035	FUN,JIM & FUN,KAY	11894 SW ASPEN RIDGE DR	TIGARD OR	97224-2561
1S1E03CC 90352	FUNES,ELISA S TR	2221 SW 1ST AVE #1524	PORTLAND OR	97201
1S1E03CD 90538	FUNG,ALWIN & WESTON,WARREN	1930 SW RIVER DR #W305	PORTLAND OR	97201
1S1E10DB 90092	FUNG,ANDREW K	3601 SW RIVER PKWY #810	PORTLAND OR	97239
1S1E04AA 70469	FUNG,SERENE S	1221 SW 10TH AVE #412	PORTLAND OR	97205-2436
1S1E02BC 6000	FUNHAD LLC	1417 SE 9TH AVE	PORTLAND OR	97214
1S1E03BC 80108	FUNK,WILLIAM M III & CATHERINE K	1819 SW 5TH AVE	PORTLAND OR	97201-5277
1N1E34CB 99184	FUQUA,GARY LEE TR (GARY LEE FUQUA TRUST)	333 NW 9TH AVE #1301	PORTLAND OR	97209-3348
1S1E02CD 13300	FURUSHO,ROBERT G	2225 SE 12TH AVE	PORTLAND OR	97214-5321
1N1E34BB 88093	G & P INVESCO LLC	9 SW 68TH AVE	PORTLAND OR	97225
1S1E03BA 5100	G M & D ASSOC %KINKO'S INC - ATTN LEASE ADMI THREE GALLERIA TOWER	13155 NOEL RD STE 1600	DALLAS TX	75240
1N1E34CD 3000	G&I VII LINCOLN BUILDING LP % DRA ADVISORS LLC ATTN: TAX DEPT	220 E 42ND ST 27TH FL	NEW YORK NY	10017-5819
1N1E33DA 80051	GABR,MARK T	408 NW 12TH AVE #607	PORTLAND OR	97209
1S1E10DB 80526	GABRIEL,JOSEPH W & GABRIEL,MARY C	0841 SW GAINES ST #223	PORTLAND OR	97239-3062
1S1E10DB 80600	GABRIEL,JOSEPH W & GABRIEL,MARY CATHERINE	0841 SW GAINES ST #223	PORTLAND OR	97239-3062
1N1E26CD 90040	GABRIEL,MARK	1718 NE 11TH AVE #407	PORTLAND OR	97212
1S1E02CB 5600	GAITTENS-MCLEMORE,SHANNON & GAITTENS-MCLEMORE,ALEXIS & REIERSON,JOE	6028 SE 51ST AVE	PORTLAND OR	97206
1N1E35BB 80024	GALATIS,ZACHARIAH C	533 NE HOLLADAY ST #204	PORTLAND OR	97232
1N1E33AD 40263	GALBRAITH,GREGG & KRISTI	1400 NW IRVING ST #628	PORTLAND OR	97209
1S1E04AA 70240	GALEN,WILLIAM P TR & GALEN,BEVERLY TR	1221 SW 10TH AVE #1804	PORTLAND OR	97205
1S1E10AC 90174	GALISKY,FRANCES M	3801 NE ROSA PARKS WAY	PORTLAND OR	97211-7852
1S1E10DB 90624	GALL,MICHELLE & HELVOIGT,TED	2411 WASHINGTON ST	EUGENE OR	97405-2673
1N1E34BC 40236	GALLAGHER,JOAN E	1030 NW JOHNSON ST APT 420	PORTLAND OR	97209-3075
1S1E03CD 90463	GALLAGHER,MATTHEW W & CHARLENE	1900 SW RIVER DR #N705	PORTLAND OR	97201
1N1E34CC 9400	GALLERIA BUILDING DE LLC	2701 NW VAUGHN ST #390	PORTLAND OR	97210
1N1E34BB 60262	GALLETES,BRADBERRY K	6440 SW OLD SCHOLLS FERRY RD	PORTLAND OR	97223-7154
1N1E35CC 90002	GALLI,DAVID B & JOHNSON,EMILY M	5328 NE CLEVELAND AVE	PORTLAND OR	97211
1N1E34BB 40367	GALLI,RAYMOND M	PO BOX 30956	PORTLAND OR	97294
1N1E34CB 80041	GALLUZZI,MIGUEL ANGEL TR & MARTINI,MARIA SOL CARO TR	700 PROSPECT BLVD	PASADENA CA	91103-3238
1N1E33AD 80059	GALLUZZO,JAMES S TR (JAMES S GALLUZZO TRUST)	1314 NW IRVING ST #512	PORTLAND OR	97209

1N1E34BB 80156	GALSTER,GEORGE C TR & HANNA-GALSTER,NANCY TR	19222 BURLINGTON DR	DETROIT MI	48202
1S1E03CB 70041	GAMBRELL,JAMES A	111 SW HARRISON ST #6E	PORTLAND OR	97201-5367
1S1E03CC 90092	GAMET,DOUGLAS J & MCLEAN,NANCY S	2211 SW 1ST AVE #G20	PORTLAND OR	97201
1N1E33DA 80101	GAMEZ,JESSE & GAMEZ,VICKI	408 NW 12TH AVE #211	PORTLAND OR	97209-2944
1S1E02CA 70005	GAMMEL,SUSAN E	1924 SE 11TH AVE #5	PORTLAND OR	97214
1N1E33DC 70602	GANG,TODD	10704 SE CLINTON ST	PORTLAND OR	97266-1232
1N1E33CB 50202	GANGAL,KAANCHAN S	2351 NW WESTOVER RD #903	PORTLAND OR	97210
1S1E03CC 90436	GANNON,BENNETT I	2221 SW 1ST AVE #2421	PORTLAND OR	97201
1S1E10DB 80690	GANS,FREDERICK J TR & GANS,CAROL J TR	0841 SW GAINES ST #608	PORTLAND OR	97239
1S1E02CA 14400	GANTMAN,MANUS N-25% & GANTMAN,JOSEPH & LUCILE-75%	4748 SW 39TH DR	PORTLAND OR	97221
1S1E10DB 80058	GANTT,KERHYL J	646 S COCHRAN AVE #207	LOS ANGELES CA	90036-4004
1S1E03CC 90012	GAO,JING	2211 SW 1ST AVE #303	PORTLAND OR	97201
1S1E04AD 60308	GARBARINO,ALEXIS	1500 SW 11TH AVE #403	PORTLAND OR	97201
1S1E03CB 70128	GARBER,HELEN A	111 SW HARRISON ST #18D	PORTLAND OR	97201-5319
1N1E34CA 80032	GARCIA,AGATA R	411 NW FLANDERS ST #704	PORTLAND OR	97209-3857
1S1E10DB 90055	GARCIA,ARMANDO & KIM,DAYOUNG	3601 SW RIVER PKWY #511	PORTLAND OR	97239
1N1E34BC 88015	GARCIA,CYNTHIA K & GARCIA,CHRISTOPHER R	772 COLORADO CIR	CARSON CA	90745-2871
1N1E33DC 70489	GARCIA,ROBERTO T	1926 W BURNSIDE ST #905	PORTLAND OR	97209
1N1E33DC 70121	GARCIA,TREVOR J	2477 DEMENSE AVE	GRAND JUNCTION CO	81505
1S1E03CC 90619	GARDEN CONDOMINIUM LLC % GRASING,KENNETH	5204 SE 88TH ST	OKLAHOMA CITY OK	73135
1S1E02BA 9000	GARDENBURGER INC	1411 SW MORRISON ST #400	PORTLAND OR	97205-1912
1N1E34BC 60042	GARDINER,ELIZABETH M	17 GROVE ST	BATH ME	04530-2704
1S1E04AA 90047	GARDNER,JANE	1134 SW JEFFERSON ST #608	PORTLAND OR	97201
1N1E33AD 70350	GARDNER,LESLIE C	1420 NW LOVEJOY ST #430	PORTLAND OR	97209
1N1E34CB 40162	GARDNER,MARLA K	1025 NW COUCH ST #1512	PORTLAND OR	97209
1S1E03BC 80016	GARDNER,TARA N	76 DOMBEY CIR	THOUSAND OAKS CA	91360-3601
1N1E34CB 99477	GARDNER,TIM	32001 E SHINGLE MILL LN	ARCH CAPE OR	97102
1N1E33DC 90001	GARDUNO,P KATHERINA	2324 LAREDO RD	SACRAMENTO CA	95825-0243
1N1E34BB 50082	GARFIELD,KATHLEEN TR	2305 CANYONBACK RD	LOS ANGELES CA	90049
1S1E04AB 70067	GARNAAS,TRACEY-80% & GARNAAS FAMILY LIMITED PARTNERSHIP-20%	1948 N PALO VERDE BLVD	LAKE HAVASU CITY AZ	86404
1N1E33AD 80029	GARRETT,DAVID T	1314 NW IRVING ST #414	PORTLAND OR	97209
1S1E10DB 80509	GARRISON,CORT R & GARRISON,KIMBERLY G	0841 SW GAINES ST #912	PORTLAND OR	97239
1N1E34CB 99008	GARSHA,ROBERT & GARSHA,PATTI J	1410 NW KEARNEY ST #1025	PORTLAND OR	97209
1N1E34BB 70442	GARSIDE,JOSEPH C	1255 NW 9TH AVE #414	PORTLAND OR	97209
1N1E34CB 60076	GARY,JANE C & GARY,WILLIAM	2727 AGATE ST	EUGENE OR	97403
1N1E34CB 40084	GASKE,KENNETH R TR & GASKE,LINDA K TR	84175 MURDOCK RD	EUGENE OR	97405-9595
1S1E04AA 70484	GASKINS,HANNAH J	1014 MT CURVE AVE	MINNEAPOLIS MN	55403-1152
1S1E04AD 70002	GASPORRA,SUSAN J & GASPORRA,DAVID A	2350 SW 257TH AVE APT E301	TROUTDALE OR	97060-3703
1N1E33CD 99039	GAST,WARREN G TR	2020 SW MAIN ST #708	PORTLAND OR	97205
1N1E33AD 70340	GASTICH,KARI & GASTICH,DOUGLAS	16907 CHERRY CREST DR	LAKE OSWEGO OR	97034
1S1E03CC 90309	GATES,BRUCE L	2221 SW 1ST AVE #2122	PORTLAND OR	97201
1N1E33DC 70127	GATES,SEAN & RAY,HEATHER M	9775 SW VENTURA CT	TIGARD OR	97223
1S1E03CB 70270	GATES,VICKIE	3414 NORTHLINE AVE #B	GREENSBORO NC	27410
1N1E33DA 60059	GATLIN,VAN & GATLIN,DALE	15448 SW 145TH TER	TIGARD OR	97224
1S1E10DB 90436	GATTI,CHASE	1414 SW 3RD AVE #2502	PORTLAND OR	97201
1S1E10DB 90205	GATTI,JASON D	1414 SW 3RD AVE #2502	PORTLAND OR	97201-6625
1S1E10DB 90630	GATTI,RICHARD D	1414 SW 3RD AVE #2502	PORTLAND OR	97201-6625

1S1E10AC 90491	GATTI,RYAN R	0836 SW CURRY ST #1306	PORTLAND OR	97239
1S1E03CB 80368	GATTO,STEVE A	255 SW HARRISON ST #8G	PORTLAND OR	97201
1N1E33AD 70214	GAVIN,DENNIS W & GAVIN,ALICE J PMB 4811	411 WALNUT ST	GREEN CV SPGS FL	32043-3443
1N1E34CB 60038	GAY,ROY REX III & ORETSKY,SUSAN	420 NW 11TH AVE #615	PORTLAND OR	97209
1S1E03CC 90178	GAYNON,DAVID B TR & GAYNON,TRINA D TR (GAYNON FAMILY TRUST)	14911 TROJAN CIR	HUNTINGTON BEACH CA	92647
1S1E02CA 11800	GAYOMALI,JESSE & GAYOMALI,AGUSTIN R C	10722 SE LEXINGTON ST	PORTLAND OR	97266-6344
1S1E04AA 4000	GBSK&G LLC % GRIM,DOUGLAS R	1200 SW MAIN ST	PORTLAND OR	97205-2039
1N1E34CA 5700	GC MASON EHRMAN LLC	818 W 7TH ST #410	LOS ANGELES CA	90017
1N1E34CD 9600	GC YEON LLC % YIP,VALERIE	550 MONTGOMERY ST 2ND FLOOR	SAN FRANCISCO CA	94111-2535
1S1E11BA 12200	GE EQUIPMENT SMALL TICKET LLC SERIES 2009-1 ATTN PROPERTY TAX COMPLIANCE	PO BOX 3649	DANBURY CT	06813-3649
1N1E33DD 5300	GEARY STREET VENTURES LLC % INCOME PROPERTY MANAGEMENT ATTN KIRCH,KIRBY	721 SW OAK ST #100	PORTLAND OR	97205-3717
1N1E33AD 70384	GEBAROWSKI,MATTHEW L & GEBAROWSKI,AIMEE	1420 NW LOVEJOY ST #514	PORTLAND OR	97209
1S1E03CC 90660	GEDDES,ROBERT D TR	2211 SW 1ST AVE #1004	PORTLAND OR	97201-5013
1N1E34CA 10600	GEE HOW OAK TIN BENEVOLENT ASS	26 NW 4TH AVE	PORTLAND OR	97209-3802
1S1E03BA 3400	GEFFNER,PHILIP	2473 NW QUIMBY ST	PORTLAND OR	97210-2627
1N1E33DA 70007	GEFFRARD,DEBORAH M	402 NW 13TH AVE	PORTLAND OR	97209
1N1E33DA 70029	GEHRET,BERNARD G	416 NW 13TH AVE #309	PORTLAND OR	97209-2932
1S1E04AD 70013	GEIGER,DEBBIE L	12245 NW BIG FIR CT	PORTLAND OR	97229
1S1E04AB 90022	GEKKO,JOANN H	1831 SW SUNSET BLVD	PORTLAND OR	97201
1S1E03CC 90417	GELARDO,GARY A	2221 SW 1ST AVE #425	PORTLAND OR	97201
1S1E04BA 70014	GELHAUSEN,UDO & KATHLEEN P	3152 POWDER RIVER DR	EUGENE OR	97408
1N1E34BB 90206	GELINEAU,JILL S	1030 NW 12TH AVE #331	PORTLAND OR	97209
1S1E03CC 90474	GELPKE,ROBERT M & GELPKE,CAROLYN M	2221 SW 1ST AVE #1322	PORTLAND OR	97201
1N1E33DA 80028	GENE BLAKE LLC	4037 N LONGVIEW AVE	PORTLAND OR	97227
1N1E34CB 1300	GENERAL AUTO BUILDING LLC	4800 SW MACADAM AVE STE 120	PORTLAND OR	97239
1S1E11BB 3900	GENERAL ELECTRIC CAPTITAL CORPORATION	P O BOX 3649	DANBURY CT	6813
1N1E34CA 1300	GENERATION PARTNERS LLC-80% & RENNAKER,JASON Q-20% % RENNAKER,CHAD	3032 NE HANCOCK ST	PORTLAND OR	97212
1S1E04AD 3500	GENERATIONS COLUMBIA PROPERTY LLC ET AL % GOODMAN,GREGORY J	920 SW 6TH AVE #223	PORTLAND OR	97204
1N1E34AA 2000	GENERO LLC	PO BOX 5568	PORTLAND OR	97228-5668
1N1E33AD 40173	GENOVESE,MICHAEL J TR & GENOVESE,VIRGINIA G TR (GENOVESE FAMILY TRUST)	30432 PASEO DEL VALLE	LAGUNA NIGUEL CA	92677
1S1E03CD 90427	GENTEMANN,MARTIN H & GENTEMANN,KATHRYN V	1920 SW RIVER DR #E502	PORTLAND OR	97201
1S1E03CD 90026	GENTEMANN,MARTIN H & KATHRYN V	1920 SW RIVER DR #E502	PORTLAND OR	97201
1N1E34CB 99331	GENTRY,JAMES V TR & GENTRY,KATHY B TR	333 NW 9TH AVE #604	PORTLAND OR	97209
1N1E28D 90012	GENTZKOW,JAY S	2046 NW 16TH AVE	PORTLAND OR	97209
1N1E34CD 4200	GEORGE LAWRENCE INVESTMENTS LL	9 SE 3RD AVE #100	PORTLAND OR	97214
1S1E04DA 300	GEORGE PSU LEASE LLC ET AL PORTLAND STATE UNIVERSITY ATTN:ZONE MAINT & PROPERTY MGM	PO BOX 751 - FPM	PORTLAND OR	97207-0751
1S1E04DA 400	GEORGE PSU LEASE LLC-50% & FOURIER,JAN J-50%	3481 E SUNSET RD #100	LAS VEGAS NV	89120
1S1E03CB 80063	GEORGE,LEONARD B III TR & GEORGE,TERESA N	5874 ALEXANDRIA PL	STOCKTON CA	95207-4668
1S1E10DB 90471	GERDES,GLEN S & GERDES,DEBRA L	5855 NW FAIR OAKS DR	CORVALLIS OR	97330
1N1E34CB 40122	GERDING,DIANA M TR	1025 NW COUCH ST #1410	PORTLAND OR	97209-4138
1S1E04AA 70376	GERMAIN,KATHLEEN	1221 SW 10TH AVE #709	PORTLAND OR	97205-2443
1N1E33DD 5400	GERMAN AMERICAN SOCIETY	5626 NE ALAMEDA ST	PORTLAND OR	97213-3422
1N1E34BD 90117	GERMAN,JIMMY L & MARGARET A	1818 SAVO CT	LUTHERVILLE MD	21093
1N1E33DC 70530	GERSON,CARLY T	3234 NE 48TH AVE	PORTLAND OR	97213-1837
1N1E33DC 70768	GERSON,MICHAEL A	3746 VIA DE LA REINA	SIERRA VISTA AZ	85650
1N1E34BD 90275	GERSON,MICHAEL A & GERSON,CARLY T	1636 SE TAYLOR ST #1	PORTLAND OR	97214
1S1E10AC 90122	GERTENRICH,ROGER L & CARYL H	3570 SW RIVER PKWY #501	PORTLAND OR	97239-4536

1N1E34BB 60169	GERTS,MARIE-CHRISTINE N	1125 NW 9TH AVE STE 405	PORTLAND OR	97209
1N1E34BB 88058	GESINGER,DAVID & GESINGER,KAORI	109 LEICESTER WAY	FOLSOM CA	95630
1S1E04AA 70006	GESKE,BRENT & JENNIFER	P O BOX 3754	PORTLAND OR	97208
1N1E28D 90065	GETTINGER,CONSTANCE	1668 NW RIVERSCAPE ST	PORTLAND OR	97209-1834
1N1E33CB 50091	GETZ,WYATT B TR-50% & GETZ,MELVILLE J TR & GETZ,JUDITH M TR-50%	60336 ARNOLD MARKET RD	BEND OR	97702
1S1E10DB 90248	GHAEMMAGHAMI,FERESHTEH & GHAEMMAGHAMI,EZZATOLLAH	PO BOX 11	PORTLAND OR	97207
1S1E10DB 90692	GHAEMMAGHAMI,KOUROSH	PO BOX 11	PORTLAND OR	97207
1S1E03CB 80277	GHANDOUR,RIMA I	6034 SW IDAHO ST	PORTLAND OR	97221
1N1E34CB 40070	GHETTI,DAVID	1025 NW COUCH ST #917	PORTLAND OR	97209-4133
1N1E34CB 99489	GHITELMAN,JEFFREY I	333 NW 9TH AVE #1314	PORTLAND OR	97209
1N1E33DC 70756	GHOLE,NEERAJ	1926 W BURNSIDE ST #1208	PORTLAND OR	97209
1N1E34CB 80107	GIBERSON,CLAYTON J	4106 NE 7TH AVE	PORTLAND OR	97211-3444
1S1E10DB 90764	GIBSON,RICHARD D TR & GIBSON,SIGNA P TR	3601 SW RIVER PKWY STE 1110	PORTLAND OR	97239-4557
1N1E33DA 70099	GIBSON,WALLACE R	416 NW 13TH AVE #410	PORTLAND OR	97209
1S1E11BA 9000	GIDLAND LLC	PO BOX 5301	FULLERTON CA	92838
1N1E34BB 88009	GIESE,KAREN L	1310 NW NAITO PKWY #107	PORTLAND OR	97209
1N1E35BB 80048	GIFFIN,HERBERT K & SANDRA L	3110 NE ROCKY BUTTE RD	PORTLAND OR	97220
1N1E34BC 99245	GIFFIN,WILLIAM J	922 NW 11TH AVE #1113	PORTLAND OR	97209
1S1E04AD 50005	GIFFORDS FLOWERS INC	704 SW JEFFERSON ST	PORTLAND OR	97201-3431
1N1E34CB 80097	GIGNOUX,JOHN G & GIGNOUX,BARBARA D	77 OLD MILL RD	NEW HOPE PA	18938
1N1E33DA 60080	GIGON,ROLAND & BERNARDS,CATHERINE M	3545 FIELDCREST AVE	FAIRFIELD CA	94534-7922
1S1E03BC 90005	GILBERT,DANIEL & GILBERT,CHERYL A	922 NW 11TH AVE #106	PORTLAND OR	97209-3209
1N1E34BC 99096	GILBERT,DANIEL L & GILBERT,CHERYL A	922 NW 11TH AVE UN 106	PORTLAND OR	97209
1S1E03CC 90332	GILBERT,GEOFFREY G & GILBERT,SUSAN L	2221 SW 1ST AVE #2623	PORTLAND OR	97201
1S1E02BB 7000	GILBERTSON,LONNIE TR & GILBERTSON,CANDACE TR	731 SE YAMHILL ST	PORTLAND OR	97214-2326
1S1E03CC 90254	GILBERTSON,PHILIP N TR & GILBERTSON,CAROLE L TR	2221 SW 1ST AVE #1024	PORTLAND OR	97201
1N1E33DC 70172	GILBOURNE,LISA H	1926 W BURNSIDE ST #1110	PORTLAND OR	97209
1N1E34BB 40447	GILCHRIST,ALAN S	949 NW OVERTON ST #906	PORTLAND OR	97209
1S1E04BA 600	GILCO INVESTMENTS LLC-50% & GILCO INVESTMENTS I LLC-50%	205 E 11TH ST #LL3	VANCOUVER WA	98660-3311
1S1E03CD 90119	GILHOOLY,JOSEPH T & GILHOOLY,JENNIFER A	1900 SW RIVER DR #N701	PORTLAND OR	97201-8045
1N1E33CB 50367	GILL,BARJINDERPAL	15732 LOS GATOS BLVD #200	LOS GATOS CA	95032
1N1E34CD 7700	GILL,HARDIAL	110 WILD OAK CT	DANVILLE CA	94506
1N1E33AD 70235	GILL,KAINE C & GILL,JENNIFER K	1420 NW LOVEJOY ST #711	PORTLAND OR	97209
1N1E34BC 40344	GILLESPIE,ROBERT G TR & GILLESPIE,MARY J TR (GILLESPIE FAMILY TRUST)	1054 SW MAPLECREST DR	PORTLAND OR	97219
1N1E28D 70006	GILLESPIE,ROBERT J TR	1710 NW RIVERSCAPE ST	PORTLAND OR	97209
1N1E33AD 40383	GILLETTE,DARREN TR & CROTEAU,SHAWN TR	1400 NW IRVING ST #605	PORTLAND OR	97209
1N1E34BB 80045	GILLETTE,JOHN R TR & GILLETTE,SHAREN B TR	1133 NW 11TH AVE, UN 405	PORTLAND OR	97209
1S1E04AD 80052	GILLEY,DAMIEN G-1% & THE GILLEY GROUP LLC-99%	18 PYRENEES CT	HENDERSON NV	89011
1S1E03CB 80079	GILLILAND,WILLIAM B	255 SW HARRISON ST #11D	PORTLAND OR	97201-5339
1N1E34BC 88258	GILLIS,JOHN A	7065 SW 182ND AVE	BEAVERTON OR	97007-5224
1N1E34BD 90331	GILLIS,WILLIAM & LISA	15171 LAS FLORES AVE	LA MIRADA CA	90638
1N1E33AD 70442	GILMER,LAURIE	1420 NW LOVEJOY ST #726	PORTLAND OR	97209-2752
1N1E33DA 50031	GILMORE,CHRISTOPHER G & STRATTON,SUSAN E	311 NW 12TH AVE #803	PORTLAND OR	97209
1N1E33AD 40198	GILMORE,DAVID & WOODS,SCOTT D	61275 LANE KNOLLS CT	BEND OR	97702
1N1E34BC 40410	GILMORE,KAREN M & GILMORE,LANCE D	1030 NW JOHNSON ST #611	PORTLAND OR	97209
1N1E34CB 40005	GINGER A CARROLL TRUST % CARROLL,GINGER A TR	649 ETON BLVD	FAIRBANKS AK	99709
1S1E03CB 80301	GINO,GUY	255 SW HARRISON ST #23-B	PORTLAND OR	97201

1S1E03BC 80041	GIORDANO,ARLENE	1500 SW 5TH AVE #2101	PORTLAND OR	97201
1N1E33DC 70783	GIPSON,CORINNE	1926 W BURNSIDE ST #311	PORTLAND OR	97209
1S1E03CD 90184	GIPSON,PATRICK	1920 SW RIVER DR UNIT 201	PORTLAND OR	97201-8049
1N1E34BC 40070	GIRSBERGER,KATHERINE B	725 NW 10TH AVE #203	PORTLAND OR	97209
1N1E34BC 60357	GIRSBERGER,ROBERT G	2142 NW VILLAGE CIR	PORTLAND OR	97229-7503
1S1E03CA 90336	GISH,JO ANN TR	PO BOX 1337	EUGENE OR	97440
1N1E34CB 60119	GIUSTINA,TERESA A	3232 BRYCELER DR	EUGENE OR	97405
1S1E03BC 80065	GJOVAAG,INGHARD J & ELIZABETH	1500 SW 5TH AVE #503	PORTLAND OR	97201
1N1E27CC 100	GLACIER NORTHWEST INC %CALIFORNIA PORTLAND CEMENT CO ATTN TAX DEPT	2025 E FINANCIAL WAY	GLENDORA CA	91741-4692
1N1E34BD 90314	GLADOW,JORDAN E	710 NW NAITO PKWY #C22	PORTLAND OR	97209-3779
1N1E34BD 90232	GLASER,JOHN S & VIRGINIA H	P O BOX 257	TANGENT OR	97389
1N1E34BD 90259	GLASER,MARCY E	5404 NE FLANDERS ST	PORTLAND OR	97213-3045
1N1E34BD 90399	GLASER,STEVE TR & GLASER,VIRGINIA H TR	PO BOX 257	TANGENT OR	97389
1S1E02BD 10500	GLASGOW,KENNETH R & DONNA R	14184 SE 120TH PL	CLACKAMAS OR	97015
1N1E34BB 80231	GLASSER,GARY L TR & GLASSER,LESLIE J TR	1130 NW 12TH AVE #420	PORTLAND OR	97209-2857
1S1E03CD 90212	GLASSMAN,ANTHONY L & GLASSMAN,KAREN J	1543 NW SPRAY CT	ROSEBURG OR	97471-1917
1S1E03CB 70284	GLEASON,MICHAEL D TR & GLEASON,MARYLYN F TR	1502 LORANE HWY	EUGENE OR	97405-1907
1S1E02CB 7400	GLENN,JANE A	627 SE HARRISON ST	PORTLAND OR	97214-4528
1N1E34BB 88075	GLENN,RALPH M	1310 NW NAITO PKWY #403	PORTLAND OR	97209-3159
1N1E35BB 80071	GLENN,STEPHEN T	533 NE HOLLADAY ST #801	PORTLAND OR	97232
1N1E28D 90014	GLENN,THOMAS & BERGSMA,KATHRYN	2108 NW 16TH AVE	PORTLAND OR	97209
1N1E34CB 80027	GLICKER,GLENN S	300 NW 8TH AVE #907	PORTLAND OR	97209
1N1E34BB 50219	GLICKMAN,HARRY TR & GLICKMAN,JOANNE C TR	1001 NW LOVEJOY ST #808	PORTLAND OR	97209
1S1E03BB 3900	GLISAN PROPERTY LLC	920 SW 6TH AVE #223	PORTLAND OR	97204
1N1E34DB 300	GLOBE HOTEL LLC	1001 SE WATER AVE, STE 120	PORTLAND OR	97214-2147
1S1E02CA 16800	GLOVER,JAMES A	PO BOX 42128	PORTLAND OR	97242-0128
1S1E04AA 70423	GLOVER,NINA R	1221 SW 10TH AVE #408	PORTLAND OR	97205-2436
1N1E28D 80110	GLOWASKY,AL	1830 NW RIVERSCAPE DR #611	PORTLAND OR	97209
1N1E34DD 4500	GM CARLSTON STARK LLC ATTN: CARLSTON,GREGORY S	PO BOX 22529	MILWAUKIE OR	97269-2529
1N1E35BB 200	GM CORNERSTONE LLC ET AL %GUARDIAN MANAGEMENT LLC	710 NW 14TH AVE 2ND FL	PORTLAND OR	97209
1N1E33AD 70289	GODERSKY,STEVE O & UNDERWOOD,MARJORIE A	1420 NW LOVEJOY ST #608	PORTLAND OR	97209-2747
1S1E03CB 70103	GODFREY,DAVID & GODFREY,DONNA	111 SW HARRISON ST #15C	PORTLAND OR	97201
1N1E34BC 40327	GODFREY,TIMOTHY W	725 NW 10TH AVE #603	PORTLAND OR	97209-3243
1N1E33AD 40181	GODLA,LARRY R & GODLA,JEAN A & GODLA,SHELBY H	1400 NW IRVING ST #113	PORTLAND OR	97209
1N1E34BD 90404	GOETZ,EDWARD C III	820 NW NAITO PKWY #G-9	PORTLAND OR	97209
1S1E10DB 90251	GOGANIAN,PAIGE-1/2 & RANKIN,KRISTEN-1/2 % KOESTER,GAIL P	3601 SW RIVER PKWY, UN 2218	PORTLAND OR	97239-4563
1S1E03CD 90357	GOH,BEE HOE & THEAN,NYOON YIN	1900 SW RIVER DR #N302	PORTLAND OR	97201
1S1E10DB 90026	GOLBERG,MIKHAIL	8525 SW 67TH AVE	TIGARD OR	97223
1S1E04AA 70538	GOLBERG,MIKHAIL & GOLBERG,RIMMA	8525 SW 67TH AVE	TIGARD OR	97223
1N1E34BB 88186	GOLD,DAVID J & GOLD,KATHERINE F	1310 NW NAITO PKWY #1001	PORTLAND OR	97209-3162
1S1E03CC 90007	GOLD,HAROLD B & STRIN-GOLD,LAURIE M	9443 HILLDALE DR	DALLAS TX	75231-2701
1S1E04AA 70305	GOLD,IVAN	1221 SW 10TH AVE #1807	PORTLAND OR	97205-2485
1S1E03CC 90415	GOLDBERG,ILENE S TR	2309 SW 1ST AVE #445	PORTLAND OR	97201-5039
1N1E33DC 70243	GOLDBERG,WAYNE G & GOLDBERG,LYNN A	1926 W BURNSIDE ST #1509	PORTLAND OR	97209
1S1E03BC 2800	GOLDEN BEARS OWNER LLC	7315 WISCONSIN AVE 1100 WEST	BETHESDA MD	20814
1N1E34CC 4500	GOLDEN EAGLES OWNER LLC % PEBBLEBROOK HOTEL TRUST ATTN: FISHER,THOMAS C	7315 WISCONSIN AVE 1100 WEST	BETHESDA MD	20814
1N1E34BC 40012	GOLDEN,JOHN L TR & GOLDEN,NANCY J TR	726 NW 11TH AVE #108	PORTLAND OR	97209-3237

1S1E03CB 80121	GOLDEN,SPRING KAHELELEIMOMI	255 SW HARRISON ST #17F	PORTLAND OR	97201
1S1E03CA 90037	GOLDHAMMER,PAUL	0305 SW MONTGOMERY ST, UN 407	PORTLAND OR	97201-5163
1S1E10AC 90066	GOLDINGAY,ROGER & OTIS,CAROL L	0836 SW CURRY ST #1400	PORTLAND OR	97239-4529
1N1E34BD 90058	GOLDMAN,ERIC P & GOLDMAN,CATHERINE M	BOX 1350166	SIOUX FALLS SD	57186
1N1E34BB 88577	GOLDMAN,NANCY A & GOLDMAN,ROBERT P	1260 NW NAITO PKWY #309	PORTLAND OR	97209
1N1E34CA 11300	GOLDSMITH BLOCKS LLC	412 NW COUCH ST #220	PORTLAND OR	97209
1N1E34CA 11100	GOLDSMITH HOLDINGS LLC	412 NW COUCH ST #220	PORTLAND OR	97209
1N1E34BC 99023	GOLDSTEIN,JOEL A & REGINA V	922 NW 11TH AVE #913	PORTLAND OR	97209
1S1E03BC 80104	GOLDSTEIN,ROBERTA R	1500 SW 5TH AVE #705	PORTLAND OR	97201-5421
1N1E33DA 50124	GOLLAY,ELINOR & BRASELL,LARRY R	311 NW 12TH AVE #504	PORTLAND OR	97209
1N1E33DA 50194	GOLLAY,ELINOR-1/2 & BRASELL,LARRY R-1/2	311 NW 12TH AVE #504	PORTLAND OR	97209-2993
1S1E04AD 60056	GOMAN,ROBERT E	1500 SW 11TH AVE #907	PORTLAND OR	97201
1N1E34CB 80046	GOMERSALL,JENNIFER	300 NW 8TH AVE #204	PORTLAND OR	97209
1N1E34BC 70019	GONNELLY,MARTIN T	618 NW 12TH AVE #207	PORTLAND OR	97209-3030
1S1E10DB 90522	GONZALEZ,HECTOR Q & NGUYEN,ELIZABETH T	2025 BROOKFIELD DR	THOUSAND OAKS CA	91362
1S1E03CC 90117	GOODELL,MARGARITA G % GOODELL,DON P & GOODELL,MARK G	5210 HARPETH RIDGE DR	BRENTWOOD TN	37027
1S1E03CC 90057	GOODELL,MARK G & GOODELL,DON P	5210 HARPETH RIDGE DR	BRENTWOOD TN	37027
1N1E33AD 70001	GOODHUE,NEIL B TR & GOODHUE,DIANE C TR % GOODHUE INVESTMENTS	PO BOX 11015	PIEDMONT CA	94611-0015
1N1E34CC 8600	GOODMAN GENERATIONS III LLC-1/2 & PIPAB LLC-1/2	920 SW 6TH AVE #223	PORTLAND OR	97204
1N1E34CC 5900	GOODMAN GENERATIONS LLC	920 SW 6TH AVE #223	PORTLAND OR	97204
1S1E03CB 1500	GOODMAN GENERATIONS LLC-60%> & HARRISON STREET LLC-40%>	920 SW 6TH AVE #223	PORTLAND OR	97204
1S1E03BA 4700	GOODMAN,DOUGLAS A % CENTENNIAL BLOCK LTD % WINKLER,JAMES H	210 SW MORRISON ST	PORTLAND OR	97204
1S1E11BA 10700	GOODMAN,FLORENCE TO BLINSMAN,HARMON	24271 S LARKIN RD	BEAVERCREEK OR	97004-9606
1N1E34CB 80004	GOODMAN,GEOFF	300 NW 8TH AVE #807	PORTLAND OR	97209
1S1E04BA 80023	GOODMAN,HERBERT W TR	1132 SW 19TH AVE #306	PORTLAND OR	97205
1S1E03CB 70153	GOODMONSON,PAUL N JR & GOODMONSON,SHARON R	3923 NW CLARENCE CIR	CORVALLIS OR	97330
1N1E34BB 80186	GOODRICH,FLOYD III	1130 NW 12TH AVE #202	PORTLAND OR	97209
1S1E02CB 4700	GOODWILL INDUSTRIES	1943 SE 6TH AVE	PORTLAND OR	97214-4508
1S1E02CB 7600	GOODWILL INDUSTRIES OF COLUMBIA WILLAMETTE	1943 SE 6TH AVE	PORTLAND OR	97214-4508
1S1E02CC 1800	GOODWILL INDUSTRIES OF OREGON	1943 SE 6TH AVE	PORTLAND OR	97214-4508
1S1E02CC 2000	GOODWILL INDUSTRIES OF THE COLUMBIA WILLAMETTE	1943 SE 6TH AVE	PORTLAND OR	97214-4508
1S1E02CC 2100	GOODWILL INDUSTRIES OF THE COLUMBIA WILLAMETTE INC	1943 SE 6TH AVE	PORTLAND OR	97214-4508
1N1E33AD 70439	GOODWIN,JOHN & ROBINSON,MICHAEL-JAY	1420 NW LOVEJOY ST #701	PORTLAND OR	97209
1N1E33AD 70425	GOODWIN,JOHN F & ROBINSON,MICHAEL J	1420 NW LOVEJOY ST #701	PORTLAND OR	97209
1N1E34BB 70436	GOODWIN,KATIE M	2440 NW RALEIGH ST	PORTLAND OR	97210-2635
1N1E34BD 90405	GOODWIN,RICHARD & WENDY	820 NW NAITO PKWY #G14	PORTLAND OR	97209
1N1E33DC 3800	GOOSE HOLLOW APTS LLC % SHER,BRADLEY J	100 N CITY PKWY #1700	LAS VEGAS NV	89106
1S1E04AB 3100	GOOSE HOLLOW LOFTS LLC	735 SW 158TH AVE	BEAVERTON OR	97006-4952
1S1E04AB 6200	GOOSE NEST PROPERTIES LLC C/O WILLIAM NADEL 203 CONKWELL	BRADFORD ON AVON	BA15 2JQ	UK
1S1E03CB 80216	GOPALAKRISHNAN,RAJESH & MANOHARAN,MINSHA	255 SW HARRISON ST #10H	PORTLAND OR	97201
1N1E34BB 40003	GOPEN,ARTHUR G & GOPEN,DIANA	949 NW OVERTON ST #102	PORTLAND OR	97209-3198
1N1E34CA 80098	GORDILLO,LUZ MARIA	411 NW FLANDERS ST #508	PORTLAND OR	97209-3855
1S1E03CB 80178	GORDON,DAVID N & GORDON,JULIE N	255 SW HARRISON ST #25C	PORTLAND OR	97201
1N1E34CB 40038	GORDON,JACQUELINE A TR & STAMM,DOUGLAS A TR	1025 NW COUCH ST #1010	PORTLAND OR	97209
1N1E34CA 80126	GORDON,JEAN	411 NW FLANDERS ST #803	PORTLAND OR	97209-3858
1S1E04AD 60393	GORDON,JOHN C TR & GORDON,HELKA L TR	1500 SW 11TH AVE #2304	PORTLAND OR	97201-3546
1N1E34BB 40275	GORDON,JOSHUA A & GORDON,RENEE S	2097 DOGWOOD DR	EUGENE OR	97405-7008

1N1E34BB 90165	GORDON,LESLIE S	PO BOX 1034	NESKOWIN OR	97149-1037
1S1E03CB 80345	GORDON,RUSSELL	255 SW HARRISON ST #11H	PORTLAND OR	97201-5387
1N1E33AD 70354	GORDON,THOMAS A & GORDON,JOYCE E	1802 E MARROWSTONE RD	NORDLAND WA	98358
1S1E02CA 9300	GORES,HALA & FINKBONNER,JOE D	1332 SW CUSTER DR	PORTLAND OR	97219-2779
1S1E02CA 9400	GORES,HALA & FINKBONNER,JOSEPH	1332 SW CUSTER DR	PORTLAND OR	97219
1N1E33DD 4600	GORITSAN INVESTMENT PROP LLC	6345 SW HAMILTON WAY	PORTLAND OR	97221-1133
1S1E10DB 90099	GORSUCH,BERNIECE	9400 SW 70TH AVE	TIGARD OR	97223-9291
1N1E34CB 40082	GORTON,WENDY L	1025 NW COUCH ST #1121	PORTLAND OR	97209
1S1E10DB 80076	GORZOCH,DIANE TR	841 SW GAINES ST @437	PORTLAND OR	97239
1N1E34BC 80019	GOSLINE,WILLIAM G	1009 NW HOYT ST #214	PORTLAND OR	97209
1N1E34BB 88593	GOSS,WAYNE & TRIPP,MARIE	1310 NW NAITO PKWY #402	PORTLAND OR	97209
1S1E10DB 80209	GOTCH,EDWARD T JR	500 BROADWAY ST #506	VANCOUVER WA	98660
1N1E34BB 80020	GOTSCH,JOYCE R	1133 NW 11TH AVE #203	PORTLAND OR	97209-3012
1S1E03BC 80069	GOTTLIEB,IRA L & JULIE C	1500 SW 5TH AVE #903	PORTLAND OR	97201-5423
1N1E34BC 60018	GOTTLIEB,RICHARD N & JANIS J	435 NE FLORAL PL	PORTLAND OR	97232-3303
1N1E34BB 40542	GOTTSCHALK,PETER & GOTTSCHALK,BARBARA	949 NW OVERTON ST #814	PORTLAND OR	97209
1N1E35BB 80026	GOUGER,GARY	26506 NE 10TH AVE	RIDGEFIELD WA	98642
1N1E34BC 70041	GOUGH,CHRISTOPHER S	7035 SW KELSI TER	PORTLAND OR	97223-9605
1N1E34BB 80180	GOULD,JAMES R TR	311 NW 12TH AVE #605	PORTLAND OR	97209
1N1E33DA 50148	GOULD,JAMES R TR (JAMES R GOULD & JUDITH E GOUL LIVING TRUST)	311 NW 12TH AVE #605	PORTLAND OR	97209
1N1E34BC 88008	GOURLEY,TIMOTHY D	934 NW GLISAN ST #234	PORTLAND OR	97209
1N1E34BB 88421	GOURZIS,JAMES T TR & GOURZIS,CONSTANCE G TR	1310 NW NAITO PKWY #603	PORTLAND OR	97209
1N1E34CC 6600	GPO MORGAN LLC %URBAN RENAISSANCE GROUP LLC	720 SW WASHINGTON ST #630	PORTLAND OR	97205-3508
1N1E35BD 500	GPT PORTLAND OR 1201 LLOYD LLC	PO BOX 847	CARLSBAD CA	92018
1N1E33DC 70666	GRAALUM,MARK	2145 N ALBERTA ST	PORTLAND OR	97217-3506
1S1E04AD 1600	GRACE BIBLE CHURCH	1421 SW 12TH AVE	PORTLAND OR	97201-3308
1S1E04AD 90007	GRACYK,TODD A TR & GRACYK,JANET L TR	615 PROSPECT ST	PETALUMA CA	94952
1N1E33DA 70103	GRADY,SCOTT P TR & PRICE,KURSTEEN S TR	3332 NW SAVIER ST	PORTLAND OR	97210-1937
1S1E03CD 90568	GRAHAM,DAVID O & GRAHAM,MARY K	1930 SW RIVER DR #701	PORTLAND OR	97201
1S1E03CD 90241	GRAHAM,DAVID O & GRAHAM,MAY L	1930 SW RIVER DR #W701	PORTLAND OR	97201-8031
1N1E33DA 50176	GRAHAM,THOMAS R & GRAHAM,ROSEMOND E	311 NW 12TH AVE #1402	PORTLAND OR	97209
1N1E34CB 99004	GRAHOVAC,KELJKO & STEFANOVIC,ANA	333 NW 9TH AVE #1013	PORTLAND OR	97209
1N1E34BC 60302	GRAMMER,KYLE	8904 NW LAKESHORE AVE	VANCOUVER WA	98665-6527
1S1E02BC 3400	GRAND & SALMON LLC ATTN: BENNETT,JULIE	1959 SW EDGEWOOD RD	PORTLAND OR	97201
1N1E35BC 3000	GRAND AVENUE LLC % DOWSETT,MYRNA-RAE	3250 NE ALAMEDA TER	PORTLAND OR	97212-1634
1S1E02BC 2000	GRAND AVENUE PROPERTIES LLC	PO BOX 23429	PORTLAND OR	97281-3429
1N1E35BB 3800	GRAND VENTURES EASTLUND HOTEL LLC	1021 NE GRAND AVE	PORTLAND OR	97232
1S1E02CB 9100	GRAND/ANGEL LLC %TASKAR KIBBEE & ASSOC % BUSINESS SERVICES OPTIMIZED	11501 SW PACIFIC HWY	TIGARD OR	97223
1S1E02CD 18200	GRANDJEAN,JEAN P	2007 SE 11TH AVE	PORTLAND OR	97214-5315
1S1E03CB 70013	GRANGER,BARBARA R	111 SW HARRISON ST #3A	PORTLAND OR	97201
1N1E34BB 88118	GRANGER,BETSY S TR & GRANGER,GEORGE A TR	1310 NW NAITO PKWY #604	PORTLAND OR	97209
1S1E04AA 70208	GRANNIS,ROGER O	13 CLEARVIEW TER	RIDGEFIELD CT	6877
1N1E33DA 70074	GRANNIS,ROGER O & GRANNIS,SANDRA V	13 CLEARVIEW TER	RIDGEFIELD CT	6877
1S1E02CC 5300	GRANT SUNRISE LLC % WYSE INVESTMENT SERV CO	810 SE BELMONT ST #100	PORTLAND OR	97214
1N1E33CB 50056	GRANT,DONALD S TR & GRANT,MARLENE TR	2351 NW WESTOVER RD #607	PORTLAND OR	97210-3783
1N1E33DC 70260	GRANT,JOHN H	1926 W BURNSIDE ST #1607	PORTLAND OR	97209
1N1E26DC 12700	GRANT,LAWRENCE P & GRANT,MICHAEL J & HAMER,PATRICIA A	2544 NW MARSHALL ST	PORTLAND OR	97210-3178

1N1E28D 80075	GRANT,NATHAN TR & VAN ADELSBERG,MARIKA J TR	3490 NW RALEIGH ST	PORTLAND OR	97210
1S1E02CD 14500	GRANTEN APARTMENTS LLC	2078 NW EVERETT ST	PORTLAND OR	97209
1N1E35CD 3300	GRANTZ,ROSS A & ANGELA R	1033 SE ASH ST	PORTLAND OR	97214
1S1E04AA 80049	GRANUM,E DAVID TR & KLASSEN,JOANN E TR	19425 OLD RIVER DR	WEST LINN OR	97068-1528
1N1E34CB 8500	GRAPHIC ARTS BUILDING LLC	3865 NW GALES CREEK RD	FOREST GROVE OR	97116
1N1E34BB 88089	GRASSO,JILL M TR	1260 NW NAITO PKWY UN 405B	PORTLAND OR	97209
1N1E34BB 40487	GRATTON,JOAN	949 NW OVERTON ST #901	PORTLAND OR	97209-3272
1N1E28D 80090	GRATZ,JOAN C	14960 NW MILL RD	PORTLAND OR	97231
1S1E10DB 80577	GRAU,PHILIP A TR & GRAU,JO ANN M TR (THE GRAU FAMILY TRUST)	3064 W WELLINGTON LN	FRESNO CA	93711-1166
1S1E04AA 70334	GRAVEN,KENDALL E & GRAVEN,SHERYLL E	6950 CHAKARUN LN SE	SALEM OR	97306
1N1E34BC 70003	GRAVES,JEFFREY J & TRUONG,TRINA	16653 NW PADDINGTON DR	BEAVERTON OR	97006
1S1E03CD 90278	GRAVES,PAUL K TR & GRAVES,JUDITH T TR	1930 SW RIVER DR #1004	PORTLAND OR	97201-8057
1N1E34BB 88066	GRAVES,STEVE & GRAVES,LYNN	1260 NW NAITO PKWY #306	PORTLAND OR	97209-3151
1N1E26CD 50018	GRAY,FRANCIS I TR & GRAY,JUDITH A TR (GRAY FAMILY TRUST)	14711 RAINBOW DR	LAKE OSWEGO OR	97035
1N1E34CB 80113	GRAY,KEVIN J	2715 DANIELS ST	VANCOUVER WA	98660-2131
1N1E35BB 80046	GRAY,KIMBERLEY A	533 NE HOLLADAY ST #508	PORTLAND OR	97232
1N1E34CB 60118	GRAY,MATTHEW L & WALSH,WILLIAM J	919 TAYLOR AVE N	SEATTLE WA	98109-3934
1S1E02BB 4400	GRAY,TIMOTHY R ET AL % MINCHEFF,JEFF A	537 SE ASH ST	PORTLAND OR	97214-1158
1N1E33DC 70110	GRAYBEAL,NANCY	39675 E KNIERIEM RD	CORBETT OR	97019-9795
1S1E02CA 13700	GRAYSON,JANE R	01830 SW GREENWOOD RD	PORTLAND OR	97219-8369
1N1E35CC 12500	GRAYSON,JOEL TR TO GRAND PROPERTIES LLC	7959 SE FOSTER RD	PORTLAND OR	97206-4241
1N1E34BC 99179	GREALISH,ALENKA S	1942 SW MONTGOMERY DR	PORTLAND OR	97201
1N1E34BC 99112	GREALISH,ALENKA S & SCOTT C	1942 SW MONTGOMERY DR	PORTLAND OR	97201-2441
1S1E03BC 80055	GREBE,WALTER H & GREBE,GAIL % SCHWABE WILLIAMSON & WYATT	1211 SW 5TH AVE	PORTLAND OR	97204
1N1E35CA 3000	GREEN & MORAN PROPERTIES LLC % GREEN,SALLY	11547 SW 19TH AVE	PORTLAND OR	97219-8921
1S1E04AA 70004	GREEN LAKES HOLDINGS LLC	PO BOX 516	PORTLAND OR	97207
1N1E34BB 90300	GREEN,BRADLEY	6718 3RD ST NW #201	WASHINGTON DC	20012-2749
1N1E34BC 3000	GREEN,CHARLOTTE F TR & GREEN,MARK A TR (CHARLOTTE F GREEN TRUST)	1131 NW IRVING ST	PORTLAND OR	97209
1N1E33DA 50012	GREEN,DAVID E & GREEN,DENISE A	334 ENCINO AVE #1	SAN ANTONIO TX	78209
1S1E03CA 90340	GREEN,GERALD E	0205 SW MONTGOMERY ST #206	PORTLAND OR	97201-5160
1N1E34BB 88525	GREEN,MALIN D TR & HOWELL-GREEN,JULIE L TR	1260 NW NAITO PKWY #502B	PORTLAND OR	97209
1N1E34BC 70024	GREEN,STEVEN P	618 NW 12TH AVE #304	PORTLAND OR	97209
1S1E03CC 90006	GREEN,VIVETTE L TR-1/2 & GREEN,JAMES S SR TR-1/2	1423 SW 20TH CT	GRESHAM OR	97080-9662
1N1E33AD 40421	GREENBERG,JAY & GREENBERG,IRIS	143 TRAILS END	IRVINGTON NY	10533-1849
1N1E34BB 50023	GREENBERGER,BENJAMIN & HELEN	1001 NW LOVEJOY ST #306	PORTLAND OR	97209
1N1E34BB 60378	GREENBERGER,STUART & SUGAWARA,JOY	1342 TROON DR	WEST LINN OR	97068
1N1E34BD 90242	GREENE,LEW R	820 NW NAITO PKWY, UN G-8	PORTLAND OR	97209
1N1E34BB 88220	GREENE,ROBERT E & GREENE,ANN W	7865 N SPALDING LAKE DR	ATLANTA GA	30350
1S1E04AA 80034	GREENE,THOMAS G TR & GREENE,SHANNON K TR	6121 SE 32ND AVE	PORTLAND OR	97202-8502
1S1E04AA 80021	GREENING,SUSAN	1005 SW PARK AVE #406	PORTLAND OR	97205-2468
1N1E34BC 40285	GREENLICK,MERWYN R TR & GREENLICK,HARRIET P TR	726 NW 11TH AVE #602	PORTLAND OR	97209-3239
1S1E04AA 70300	GREENSTADT,WILLIAM M TR (WILLIAM M GREENSTADT LIVING TRUST DTD 6/8/2009)	35 E 30TH ST #9A	NEW YORK NY	10016
1N1E34BC 70035	GREENWAY,ERIK C	618 NW 12TH AVE #309	PORTLAND OR	97209-3063
1S1E10AC 90570	GREENWOOD,ALAN R & GREENWOOD,PENNY F	PO BOX 965	WHITE SALMON WA	98672
1N1E33DC 70736	GREGG,ROBERT	1926 W BURNSIDE ST #1504	PORTLAND OR	97209-2082
1N1E33DA 50002	GREGG,STEPHEN TR & GREGG,KRISTINA TR (THE S&K GREGG TRUST)	311 NW 12TH AVE #201	PORTLAND OR	97209
1N1E34BD 90122	GREGORIO,JOHN A	2735 SW BERTHA BLVD	PORTLAND OR	97239

1N1E34CB 60000	GREGORY CONDOMINIUMS OWNERS' ASSOCIATION	2105 SE 9TH AVE	PORTLAND OR	97214
1N1E34CB 60001	GREGORY PEARL LLC	1191 2ND AVE #1570	SEATTLE WA	98101
1S1E03CC 90143	GREGORY,WILLIAM H TR & GREGORY,MARIE J TR	PO BOX 710	GLENEDEN BEACH OR	97388
1N1E33AD 80103	GREISSER,ANN	1314 NW IRVING ST #407	PORTLAND OR	97209
1N1E34CD 3800	GREMAR LLC ET AL % GREMAR PROPERTIES ATTN GOODMAN,G	920 SW 6TH AVE #223	PORTLAND OR	97204-1207
1N1E34BB 80160	GRENNAN,GERALDINE A	1133 NW 11TH AVE #615	PORTLAND OR	97209
1S1E03CD 90544	GRENZ,DARYL D & GRENZ,ROSALENA P	1930 SW RIVER DR #W404	PORTLAND OR	97201-8055
1N1E34BC 99346	GRENZER,CHRISTOPHER R	11565 SW HALL BLVD	TIGARD OR	97223
1S1E10AC 90013	GRESS,ROBERTA	0836 SW CURRY ST #304	PORTLAND OR	97239
1N1E34BB 80025	GRIBAS,WESLEY & SWITZER,MOLLY	1130 NW 12TH AVE #308	PORTLAND OR	97209
1S1E10AC 90346	GRIBAS,YASMINE	3570 SW RIVER PKWY #1311	PORTLAND OR	97239
1N1E34BB 90379	GRIDLEY,LISA M	1030 NW 12TH AVE #412	PORTLAND OR	97209
1S1E10DB 90056	GRIES,JOHN & SUZANNE	PO BOX 534	BRUSH PRAIRIE WA	98606
1S1E04AD 80104	GRIFFITH,GWENDOLYN	PO BOX 388	MONMOUTH OR	97361
1S1E03CD 90442	GRIFFITH,LANA	1920 SW RIVER DR #E904	PORTLAND OR	97201
1N1E34BC 88049	GRIGGIO,FLAVIO	937 NW GLISAN ST #735	PORTLAND OR	97209
1N1E33DC 70208	GRIGGS,BRENT E & GRIGGS,MARY S	13592 ROYAL GLEN DR	ST LOUIS MO	63131
1N1E33DC 70068	GRIGGS,EKATERINA A	1926 W BURNSIDE ST #514	PORTLAND OR	97209
1S1E10AC 90553	GRIGSBY,JOHN W & VEGHER,JAMES	0836 SW CURRY ST #1308	PORTLAND OR	97239
1N1E34CB 50002	GRIMES,LARRY E & GRIMES,DENISE	405-B NW 9TH AVE	PORTLAND OR	97209
1N1E33DD 5900	GRIMM,HORST TR & GRIMM,ELISABETH K	1137 SW YAMHILL ST	PORTLAND OR	97205
1N1E33DA 60031	GRIMM,MICHAEL M & GRIMM,TERRY J	517 NE COOK ST	PORTLAND OR	97212
1N1E34CB 80065	GRINER,JUDSON H JR & FLOCK,MARY B	300 NW 8TH AVE #604	PORTLAND OR	97209
1S1E04AA 70564	GRINICH,ANITA H & MC REYNOLDS,EDWARD E	1722 W SHERMAN ST	HOOD RIVER OR	97031
1N1E26CD 10100	GRIPPO,WILLIAM J	3707 NE 17TH AVE	PORTLAND OR	97212-1334
1S1E04AA 70083	GRISHAM,ELKA J TR & SCHOTTLAND,HENRY A TR	1221 SW 10TH AVE #605	PORTLAND OR	97205
1N1E34BB 70075	GRITMAN,KURT	1255 NW 9TH AVE #310	PORTLAND OR	97209
1N1E33CD 99012	GROH,TAYLOR S	2020 SW MAIN ST #402	PORTLAND OR	97205
1S1E04AB 70097	GROMLICH,TIFFANY D S	6107 NE OAR DR	LINCOLN CITY OR	97367-9466
1S1E03CB 80080	GRONSETH,JAMES B	255 SW HARRISON ST #11E	PORTLAND OR	97201
1S1E04AB 60074	GROSS,MICHAEL W & GROSS,TRISHA M	5290 SW CHESTNUT AVE	BEAVERTON OR	97005-4255
1N1E34CB 60127	GROSSHUESCH,JOHN	420 NW 11TH AVE #1105	PORTLAND OR	97209
1N1E34CB 60120	GROSSMAN,ADAM G	4327 FRANCIS AVE N	SEATTLE WA	98103-7117
1N1E33DA 60019	GROSSMAN,FRED	416 NW 13TH AVE #210	PORTLAND OR	97209
1N1E33DA 70068	GROSSMAN,FRED M	416 NW 13TH AVE #210	PORTLAND OR	97209
1N1E33DA 80136	GROSSMAN,FREDERICK D & GROSSMAN,CHERYL A	408 NW 12TH AVE #502	PORTLAND OR	97209-2947
1S1E10AC 90480	GROTZINER,RAYMOND P TR & GROTZINGER,MERI L TR	0836 SW CURRY ST #102	PORTLAND OR	97239
1N1E34CA 11000	GROVE HOTEL PARTNERS LLC %NAITO DEVELOPMENT LLC	2501 SW 1ST AVE #390	PORTLAND OR	97201
1S1E04AD 70008	GROVE,BARBARA	2544 NW VAUGHN ST, APT B	PORTLAND OR	97210
1S1E04BA 70005	GROVER,JOAN M	2024 SW HOWARDS WAY #401	PORTLAND OR	97201
1S1E03BC 80125	GROVER,MYRON R JR & GERALDINE W	1500 SW 5TH AVE #806	PORTLAND OR	97201
1S1E04DA 2800	GRS PROPERTIES LLC	PO BOX 8803	PORTLAND OR	97207-8803
1S1E03CB 70236	GRUBB,WILLIAM G & GRUBB,BETH N & GRUBB,THOMAS G	PO BOX 30128	SEA ISLAND GA	31561
1N1E26CD 90045	GRUBBS,NORA	1718 NE 11TH AVE #414	PORTLAND OR	97212-4079
1N1E34BB 60121	GRUBER,SEAN P & NICKEL,LAUREN S	1125 NW 9TH AVE #221	PORTLAND OR	97209
1N1E33AD 80084	GRUETTER,DUSTIN S	1314 NW IRVING ST #503	PORTLAND OR	97209-2725
1S1E10AC 90323	GRUHER,JAMES & GRUHER,MONICA	3570 SW RIVER PKWY #1509	PORTLAND OR	97239

1S1E04AD 60083	GRYPHON,CHRISTIE M	13745 SW MISTELTOE DR	TIGARD OR	97224
1N1E35CC 6500	GSB LAND CO	107 SE GRAND AVE	PORTLAND OR	97214
1N1E35CC 11500	GSB STARK STREET LLC	107 SE GRAND AVE	PORTLAND OR	97214
1N1E34BD 807	GSL YARDS PHASE S INVESTORS LLC	3 CENTERPOINTE DR STE 130	LAKE OSWEGO OR	97035-8657
1N1E34CB 99120	GU,YUAN	10339 NW LANGWORTHY TER	PORTLAND OR	97229
1N1E33DC 70674	GU,YUAN & ZHANG,JIANMEI	10339 NW LANGWORTHY TER	PORTLAND OR	97229-8170
1S1E03CD 90095	GUGGENHEIM,JANET B TR	1900 SW RIVER DR #301	PORTLAND OR	97201-8044
1N1E34BC 88128	GUI,HAIRONG	937 NW GLISAN ST #834	PORTLAND OR	97209
1S1E04BA 80015	GUIDO,ANNETTE D & OFIARA,CAROLYN L	1132 SW 19TH AVE #208	PORTLAND OR	97205
1N1E34BD 90143	GUILFOY,GEOFFREY G TR & GUILFOY,CHERYL L TR	2044 LOCKHART DR NW	SALEM OR	97304-1104
1N1E34BB 60264	GUILLEBEAU,CHRISTOPHER TR	1125 NW 9TH AVE #424	PORTLAND OR	97209
1N1E34CB 99349	GUINASSO,CARLA J	333 NW 9TH AVE #709	PORTLAND OR	97209
1S1E03CC 90678	GUINASSO,ROSARIA V TR (ROSARIA V GUINASSO REVOCABLE TRUST DTD 06/30/11)	2309 SW 1ST AVE #1142	PORTLAND OR	97201-5008
1N1E34CA 80061	GUINN,KEVIN A	6924 SW 14TH AVE	PORTLAND OR	97219
1N1E34BB 88400	GUINN,ROBERT C & GUINN,JENNIFER L	1310 NW NAITO PKWY #201	PORTLAND OR	97209
1N1E33DA 50114	GULICK,JAMES W TR & SCHLEGEL,COLETTE S TR	311 NW 12TH AVE #304	PORTLAND OR	97209
1S1E03CB 70152	GULMAN,THOMAS J & JUDITH	111 SW HARRISON ST #22D	PORTLAND OR	97201
1S1E02BC 3200	GULSONS	307 LEWERS ST #600	HONOLULU HI	96815
1N1E34CB 99084	GUMPENBERGER,WILLIAM & GUMPENBERGER,MARY	333 NW 9TH AVE #817	PORTLAND OR	97209
1S1E02BC 3000	GUNDERSON PROPERTIES I L L C % GUNDERSON,CHRIS L	3529 SE KNAPP ST	PORTLAND OR	97202-8346
1N1E28D 90074	GUNDERSON,PHILIP D & GUNDERSON,LINDA S	1686 NW RIVERSCAPE CT	PORTLAND OR	97209
1S1E04BA 70036	GUNDLACH,HELEN TR	2024 SW HOWARDS WAY #203	PORTLAND OR	97201-7721
1N1E34BD 90154	GUNDY PEARL LLC % GUNDERSON,BARBARA	75-6104 NAKUKUI DR	KAILUA KONA HI	96740
1N1E34BC 99250	GUNN,LITTLETON & LAWRENCE-GUNN,JANE	922 NW 11TH AVE #1014	PORTLAND OR	97209
1N1E33DA 4300	GUPTA,ASHISH	9713 NW FLEISCHNER ST	PORTLAND OR	97229-8483
1S1E02CB 7300	GUPTA,ASHISH & PANDITA,CESARINE	637 SE HARRISON ST	PORTLAND OR	97214-4528
1N1E33AD 80024	GURDJIAN,ANNETTE	P O BOX 50083	EUGENE OR	97405
1N1E33CD 80052	GUSTIN,MITCHELL ET AL	2021 SW MAIN ST #51	PORTLAND OR	97205
1N1E33AD 70260	GUTIERREZ,ARIANNA A	20 10TH ST NW #2501	ATLANTA GA	30309-3871
1N1E34BD 90295	GUTIERREZ,LISA & FRANCISCO B	14962 SE STANHOPE RD	CLACKAMAS OR	97015
1N1E33AD 70192	GUTTERIDGE,KEVIN BEECHCROFT TEMPLEWOOD LANE	STOKE POGES, SLOUGH	BUCKINGHAMSHIRE SL2 4	UK
1N1E33AD 70166	GUTTERIDGE,KEVIN J	1420 NW LOVEJOY ST #309	PORTLAND OR	97209
1S1E03CC 90437	GUTTMANN-BAUMAN,INES & BAUMAN,DORIAN	2221 SW 1ST AVE UN 1122	PORTLAND OR	97201
1S1E03CC 90218	GUTTORMSON,KAJA A	2221 SW 1ST AVE #424	PORTLAND OR	97201-5018
1N1E33DA 60064	GUYNES,SETH G	17717 SE RIVER RD	PORTLAND OR	97267-5814
1N1E34BD 90025	GWARREN LLC	17601 SE 12TH DR	VANCOUVER WA	98683-5501
1S1E02BD 2300	GXI INC ATTN: BRIAN SCOTT	1020 SE 11TH AVE	PORTLAND OR	97214-2507
1S1E03CA 90182	GYLLSTROM,ELLEN S	1616 SW HARBOR WAY #306	PORTLAND OR	97201
1S1E04AA 1900	H GAR LLC	1905 SE 10TH AVE	PORTLAND OR	97214-4659
1N1E35CD 2700	H MERLO PROPERTIES LLC	1001 SE SANDY BLVD	PORTLAND OR	97214
1S1E04AD 2500	H&A REALTY LLC ATTN: TAX DEPARTMENT	1121 SW SALMON ST #500	PORTLAND OR	97205
1N1E33DC 70651	HA,KING T & HA,MEI S	PO BOX 122	LAKE OSWEGO OR	97034
1N1E34CB 60057	HAAKE,MARY J	420 NW 11TH AVE #712	PORTLAND OR	97209
1N1E33DC 70232	HAALAND,DAVID M & HAALAND,KATHLEEN Y	809 RICHMOND DR SE	ALBUQUERQUE NM	87106
1S1E10DB 80204	HAALAND,RICHARD A & HAALAND,DIANNE B	0841 SW GAINES ST #2104	PORTLAND OR	97239-3105
1N1E34BB 50244	HAAS,PAMELA P	1001 NW LOVEJOY ST #1601	PORTLAND OR	97209-3574
1N1E33DC 70583	HABAN,DIETER TR & BLUM-NEUBAUER TR	1926 W BURNSIDE ST #1106	PORTLAND OR	97209

1N1E33AD 40099	HABAS,BRYAN D & VICTORIA T	1934 E MCGRAW ST	SEATTLE WA	98112-2629
1S1E04AA 70260	HABASHI,TOM & HABASHI,VERA J	1221 SW 10TH AVE #311	PORTLAND OR	97205
1N1E33AD 80066	HABER,GARY TR (T.L. HOLDING TRUST)	16830 VENTURA BLVD #501	ENCINO CA	91436-1717
1N1E34BB 40512	HABIBI,MAJID & HABIBI,ANOUSHKA	4018 COHO LN	LAKE OSWEGO OR	97034-8460
1N1E34BB 40109	HACKER HOLDINGS LLC % HACKER,STEPHEN & HACKER,MARLA	3499 NW CONRAD DR	BEND OR	97703
1S1E03CC 90539	HADDAD,GEORGE & HADDAD,TRACI	306 SE 99TH CT	VANCOUVER WA	98664-3900
1N1E34BB 60374	HADEED,ANDREW W	1125 NW 9TH AVE #412	PORTLAND OR	97209
1S1E02CD 16704	HADEN,ANDREW C	1120 SE LINCOLN ST	PORTLAND OR	97214
1S1E03CB 80214	HADEN,WILLIAM D	5846 NE CENTER COMMONS WAY	PORTLAND OR	97213-3875
1S1E03AD 500	HADFIELD LIMITED PARTNERSHIP % HADFIELD,WILLIAM W	12811 NW LORRAINE DR	PORTLAND OR	97229-8349
1S1E03AD 1900	HADFIELD,WILLIAM W & HADFIELD,TERRIE L	12811 NW LORRAINE DR	PORTLAND OR	97229-8349
1S1E10DB 90555	HAGEL,MICHAEL & HAGEL,SHAWN	12780 FIELDING RD	LAKE OSWEGO OR	97034
1N1E33DA 60114	HAGER,EMILY	11954 NE GLISAN ST #501	PORTLAND OR	97220
1N1E35CB 3100	HAGER,MARGARET G	65044 E MT QUAIL CT	BRIGHTWOOD OR	97011
1N1E34BB 70295	HAGGAR,DENNIS	710 NW WESTOVER TER	PORTLAND OR	97210-3136
1N1E34CB 40147	HAGGERTY,PATCHEN M & SMITH,JAMES L	3214 CONKLING PL W	SEATTLE WA	98119-1834
1S1E02BB 1100	HAGGSTROM,ESTHER S TR TO STARK STREET GROUP LLC	PO BOX 1862	LAKE OSWEGO OR	97035
1N1E34BB 88600	HAGHIGHAT,KAMRAN	1260 NW NAITO PKWY #808	PORTLAND OR	97209
1N1E34BD 90039	HAGLUND,ROBERT W	20736 AMANDA OAK CT	LAND O LAKES FL	34638-4339
1N1E33AD 80156	HAHN,CRISTOPHER	1314 NW IRVING ST #403	PORTLAND OR	97209
1N1E34CB 80063	HAHN,RICHARD TR & HAHN,VICKY TR	300 NW 8TH AVE #504	PORTLAND OR	97209
1N1E33DA 70011	HAIMOFF,LARRY A & MAKI N % LOIS MOORE PROP MANAGEMENT	14511 WESTLAKE DR #250	LAKE OSWEGO OR	97035
1N1E34BC 88018	HAIMSOHN,JOHN N TR & HAIMSOHN,LORAINE M TR	937 NW GLISAN ST #336	PORTLAND OR	97209
1S1E02CC 2700	HAJARIZADEH,MAJID & HAJARIZADEH,LORI	1901 SE GRAND AVE	PORTLAND OR	97214-4514
1S1E03CC 90576	HAJIYEV,ELSHAD	2309 SW 1ST AVE #1341	PORTLAND OR	97201-5040
1S1E04AD 60348	HAKANSON,SANDRA L	1500 SW 11TH AVE #1102	PORTLAND OR	97201
1N1E33DC 70754	HAL,JEFFREY T	1926 W BURNSIDE ST #1604	PORTLAND OR	97209
1N1E34BB 88121	HALB PROPERTIES LLC	4050 CRYSTAL SPRINGS DR NE	BAINBRIDGE ISLAND WA	98110
1S1E04AA 80028	HALE,CATHERINE	1005 SW PARK AVE #506	PORTLAND OR	97205
1S1E10DB 80584	HALE,LEWIS J TR & HALE,ELIZABETH T TR (HALE PROPERTY TRUST)	1185 BROADWAY E #4	SEATTLE WA	98102-4485
1S1E10DB 80050	HALE,SUSAN C	0841 SW GAINES ST #333	PORTLAND OR	97239
1S1E03CA 90076	HALEY,JO ANN	0305 SW MONTGOMERY ST #410	PORTLAND OR	97201-5163
1S1E03CB 70291	HALEY,JOSEPH L & HALEY,MILDRED L	111 SW HARRISON ST #9D	PORTLAND OR	97201
1N1E34CA 80086	HALEY,MATTHEW W	411 NW FLANDERS ST #408	PORTLAND OR	97209-3854
1N1E34BC 99248	HALEY,STEPHEN W TR & DUNN-HALEY,KAREN TR (DUNN-HALEY FAMILY TRUST)	PO BOX 959	PEBBLE BEACH CA	93953
1S1E02BB 7700	HALEY'S BIKE ADVENTURE LLC	706 SE M L KING BLVD	PORTLAND OR	97214
1S1E10DB 90200	HALIMUDDIN,SUMINTO L & ASMAH P	17612 NE 38TH WAY	VANCOUVER WA	98682
1S1E02CB 8100	HALL TOOL CO	1724 SE GRAND AVE	PORTLAND OR	97214-3535
1S1E02CB 8000	HALL TOOL CO INC	1724 SE GRAND AVE	PORTLAND OR	97214-3535
1N1E34CB 99109	HALL,BILLY	1557 ORIOLE LN	LOS ANGELES CA	90069
1N1E34CB 99241	HALL,BILLY E	1557 ORIOLE LN	LOS ANGELES CA	90069
1N1E33DA 80062	HALL,CONSTANCE J TR	408 NW 12TH AVE #210	PORTLAND OR	97209-2944
1S1E04BA 80018	HALL,DANIEL W & KAY P & HALL,IRENE C	7400 SW MILES PL	PORTLAND OR	97219-3028
1S1E04AD 90010	HALL,JAIMIE E	2780 MOUNTAIN VIEW DR S	SALEM OR	97302
1N1E33AD 80098	HALL,JAMES P	4117 NE 232ND ST	RIDGEFIELD WA	98642-8860
1N1E34CB 99303	HALL,JONATHAN O & REGINA A	4288 MAIN ST	CHINCOTEAGUE VA	23336
1S1E02BC 200	HALL,KENNETH J TR & REYNOLDS INVEST GROUP LLC	650 LIVINGOOD LN	LAKE OSWEGO OR	97034

1N1E34CB 99062	HALL,MICHAEL E TR & HALL,BARBARA G TR	1785 NE 65TH AVE	HILLSBORO OR	97124
1N1E34BC 40176	HALL,MICHAEL M & HALL,SUSAN T	726 NW 11TH AVE #214	PORTLAND OR	97209
1S1E03CD 90514	HALL,NELS J	4513 VIA DOLCE	MARINA DEL REY CA	90292-5930
1N1E34BB 88474	HALL,ROY & FORSYTH,DANIELLE	1260 NW NAITO PKWY #609B	PORTLAND OR	97209-3154
1N1E33AD 40270	HALL,ROY A & FORSYTH,DANIELLE	1400 NW IRVING ST #707	PORTLAND OR	97209
1S1E10AC 90116	HALL,VALORIE G-90% & ADAMS,GREGORY M-10%	233 POINSETTA AVE	CORONA DEL MAR CA	92625
1N1E34BC 88278	HALL,WARWICK P TR & WEINSTEIN-HALL,YVETTE TR (WEINSTEIN-HALL FAMILY TRUST)	217 MULDOWNEY LN	LAS VEGAS NV	89138
1N1E33AD 40435	HALL,WILLIAM C & HALL,TRINA B	1400 NW IRVING ST #727	PORTLAND OR	97209
1S1E04AB 70081	HALLADAY,JOSH & HALLADAY,GAIL	5823 SW LABER CT	PORTLAND OR	97221
1N1E33CB 50391	HALLBERG,PATRICIA A & HALLBERG,ROSS	155 ARBORADO DR	WALNUT CREEK CA	94591
1N1E34BC 3800	HALLETT,NEZ C III	705 NW 11TH AVE	PORTLAND OR	97209
1N1E27BD 7900	HALLETT,NEZ C III %NEZ C HALLETT	PO BOX 10761	PORTLAND OR	97296-0761
1N1E34BC 60117	HALLIBURTON,DAVID J JR TR & HALLIBURTON,AMY M TR	820 NW 12TH AVE #610J	PORTLAND OR	97209-3053
1S1E10DB 90672	HALLIDAY,MARK	3601 SW RIVER PKWY #1814	PORTLAND OR	97239-4562
1N1E34BD 90150	HALLIGAN,KEVIN D & HALLIGAN,MICHELE	PO BOX 8788	BEND OR	97708-8788
1S1E10DB 90175	HALLMAN,W EUGENE & HALLMAN,MARY	PO BOX 668	PENDLETON OR	97801
1S1E03CA 90169	HALLMARK,WILLIAM L & R ELAINE	7038 N FAIRPORT PL	PORTLAND OR	97217
1S1E03CC 90605	HALLOCK,STEVEN D TR & HALLOCK,SANDRA J TR	2309 SW 1ST AVE #1943	PORTLAND OR	97201-5009
1N1E34BB 88245	HALLORAN,JOSEPH A TR & HALLORAN,ELEANOR L TR	1260 NW NAITO PKWY #603	PORTLAND OR	97209
1S1E03CA 90418	HALLORAN,SARAH C	1730 SW HARBOR WAY #408	PORTLAND OR	97201-5100
1S1E10DB 80021	HALLQUIST,VIRGINIA L	0841 SW GAINES ST #215	PORTLAND OR	97239-3062
1N1E28D 70019	HALPIN,VALERIE	1738 NW RIVERSCAPE ST	PORTLAND OR	97209
1N1E28D 80133	HALPIN,VALERIE J	1738 NW RIVERSCAPE ST	PORTLAND OR	97209-1803
1S1E03BC 80064	HALSEY,JEFFREY L & SEELEY,BRENT L	1500 SW 5TH AVE #403	PORTLAND OR	97201
1S1E04AD 60111	HALSTEAD,PAMELA J	1500 SW 11TH AVE #2002	PORTLAND OR	97201
1S1E04AD 60226	HALTINNER,BRUCE W	599 FLAMINGO DR	VENICE FL	34285
1S1E04AD 60321	HALVORSON,CARL M	1500 SW 11TH AVE #304	PORTLAND OR	97201
1N1E34BB 40022	HAMANO,GAVIN	949 NW OVERTON ST #505	PORTLAND OR	97209-3269
1S1E02BD 6400	HAMBLET,GARY TO BENNYCO	1006 SE SALMON ST	PORTLAND OR	97214
1N1E33DA 70036	HAMILL,CLARE L	416 NW 13TH AVE #501-3	PORTLAND OR	97209
1N1E34BB 88528	HAMILTON,JOHN P TR (JOHN PATTERSON HAMILTON TRUST)	1260 NW NAITO PKWY #903	PORTLAND OR	97209
1N1E33DA 60026	HAMILTON,JOSHUA E & HAMILTON,JENNIFER L	1308 SILVER ST	SUMNER WA	98390-1700
1N1E34BB 50081	HAMILTON,SANDRA TR	2941 EDGEWATER DR	EUGENE OR	97401-1545
1N1E34BC 70012	HAMMACK,MARY M TR	8248 SW APPLE WAY #S-101	PORTLAND OR	97225
1S1E10DB 80144	HAMMANN,KARL M & HAMMANN,IRENE M	0841 SW GAINES ST #1210	PORTLAND OR	97239
1S1E03CD 90070	HAMMER,EILEEN V	1920 SW RIVER DR UN 1104	PORTLAND OR	97201-8051
1S1E04AD 60171	HAMMER,MARK & HAMMER,JANET	1500 SW 11TH AVE #1904	PORTLAND OR	97201
1S1E04AD 60371	HAMMER,MARK & HAMMER,JANET L	1500 SW 11TH AVE #1904	PORTLAND OR	97201
1N1E34BB 90135	HAMMER,PAULA Y	1030 NW 12TH AVE #506	PORTLAND OR	97209-2849
1N1E34BD 90388	HAMMER,VALERIE F	3360 BELVEDERE ST NW	SALEM OR	97304-4127
1S1E03CD 90431	HAMMOND,DAVID E & CHRISTINE N	1900 SW RIVER DR #N805	PORTLAND OR	97201
1S1E03CB 70044	HAMOU,TARIK HADJ & HADJHAMOU,KIM	19531 STARFISH LN	HUNTINGTON BEACH CA	92648
1N1E34BB 70449	HAMPSEY,J ERIC & GIL,MARIA P	1255 NW 9TH AVE #501	PORTLAND OR	97209
1S1E10DB 90281	HAMPTON,DAVID & DEEN,ANDREA	250 S PRESIDENT ST #502	BALTIMORE MD	21202
1N1E34CB 99264	HAMRAH,EMAD TR & RAZAGHZADEH,KATAYUN TR	5 DAFFODIL LN	SAN CARLOS CA	94070-1552
1N1E33CD 80020	HANCOCK,ANNE D-1/2 & DAYTON,FRED A III-1/2	PO BOX 32354	BELLINGHAM WA	98228-4354
1N1E34CB 80122	HANCOCK,JOHN A TR & HANCOCK,KAREN K TR	300 NW 8TH AVE #804	PORTLAND OR	97209-3561

1N1E34BB 70376	HAND,LAURI M	1255 NW 9TH AVE #115	PORTLAND OR	97209
1N1E33AD 70157	HANDALY,DAVID & HANDALY,STANLEY	1420 NW LOVEJOY ST #604	PORTLAND OR	97209
1N1E34BB 50032	HANDLEY,JONATHAN B TR ATTN: HANDLEY,LISA	1022 NW MARSHALL ST #370	PORTLAND OR	97209
1N1E33AD 40067	HANDSAKER,JORDAN A & VILHAUER,BAILEY	1400 NW IRVING ST #617	PORTLAND OR	97209-2258
1N1E33AD 80006	HANES,HILARY R & FASZHOLZ,CAROLYN R	1314 NW IRVING ST #609	PORTLAND OR	97209
1S1E03CC 90645	HANLON,DELANEY	2221 SW 1ST AVE #225	PORTLAND OR	97201
1S1E03CC 90207	HANLON,SIOBHAN D	2221 SW 1ST AVE #225	PORTLAND OR	97201-5069
1N1E34BC 40329	HANNA,RONALD V TR & HANNA,SUSAN V TR	4104 SE PINE ST	PORTLAND OR	97214-2037
1N1E33AD 70343	HANNAH,RICHARD J & SEANA T	10560 NW LEE ST	PORTLAND OR	97229-6249
1N1E34BD 90251	HANNER,ELIZABETH E	920 NW NAITO PKWY #J9	PORTLAND OR	97209
1N1E34CB 80119	HANNESON,JEFFREY D	300 NW 8TH AVE #703	PORTLAND OR	97209
1S1E04AB 70098	HANSELL-JOHNSTON,MARCI	13053 SIERRA CT	LAKE OSWEGO OR	97035-6777
1S1E04AA 80005	HANSEN,ERIC B & HANSEN,JILL R	1825 SW ELIZABETH ST	PORTLAND OR	97201
1N1E34BB 88224	HANSEN,JEFFREY J & BARASHI,DAVID	1419 TAYLOR AVE N	SEATTLE WA	98109
1N1E33CD 80021	HANSEN,MICHAEL A	2021 SW MAIN ST #44	PORTLAND OR	97205
1S1E10DB 90584	HANSEN,RICHARD G & HANSEN,INGRID E	2671 EASTLAKE DR SE	SALEM OR	97306-2504
1S1E11BA 11200	HANSET BROS INC	P O BOX 42193	PORTLAND OR	97242
1S1E02CA 10300	HANSON,BRENDA	1932 SE 11TH AVE	PORTLAND OR	97214-4707
1S1E03BC 90007	HANSON,JAMES E & HANSON,GINGER	1209 SW 6TH AVE #205	PORTLAND OR	97204-1023
1N1E34BB 60362	HANSON,MARTIN V	1125 NW 9TH AVE #332	PORTLAND OR	97209
1N1E34CB 5800	HANSON,RUSSELL K & DUNAHUGH,DAVID W & NICHOLSON,LARRY D	8999 SW 57TH AVE	PORTLAND OR	97219
1N1E34BB 70302	HANSON,TANYA	1255 NW 9TH AVE #214	PORTLAND OR	97209-2886
1N1E34BB 80026	HANSON,THEODORE M & MODUN,DEBORAH A	1133 NW 11TH AVE #301	PORTLAND OR	97209
1N1E33AD 70248	HAPP,GEORGE J & HAPP,NANNERL S	1420 NW LOVEJOY ST #719	PORTLAND OR	97209-2752
1N1E34BB 40418	HARA,FUJIMI TR & YAMAZAKI,MIKA TR	24221 NE HOLLADAY ST	TROUTDALE OR	97060
1N1E34BD 90029	HARAGUCHI,JOHN P TR	4112 PUUMALU PL	HONOLULU HI	96816
1S1E02BB 4100	HARAPDX LLC % HARA,GEORGE C MANAGER	34 NW ST HELENS PL	BEND OR	97701-2642
1N1E33DC 70626	HARBERT,KYLE D	1926 W BURNSIDE ST #812	PORTLAND OR	97209-2074
1N1E34CB 40267	HARBISON,GARY & SUSAN	3220 CLAIRIDGE WAY	SACRAMENTO CA	95821-3924
1N1E33AD 70379	HARDEGGER,RICHARD J	17 14TH AVE	SAN FRANCISCO CA	94118-1005
1S1E03CC 90072	HARDIN,GENA W TR	2211 SW 1ST AVE #1402	PORTLAND OR	97201
1S1E03CC 90658	HARDIN,GENA W TR (GENA WILEY HARDIN TRUST)	2211 SW 1ST AVE #1402	PORTLAND OR	97201
1S1E02CD 16400	HARDING,KAREN K	1135 SE GRANT ST	PORTLAND OR	97214-5344
1S1E03CB 80041	HARDMAN,JOHN H TR (MILDRED S HARDMAN TRUST FBO HARDMAN,LAURA E)	PO BOX 80	GREAT FALLS VA	22066-0080
1N1E33CD 80034	HARDTLA JAMES,SANDRA	1104 SW ARDMORE AVE	PORTLAND OR	97205
1N1E34BD 90406	HARDY,MICHAEL G	820 NW NAITO PKWY #G-5	PORTLAND OR	97209
1S1E03CB 70237	HARDYMAN,PATRICK	111 SW HARRISON ST #14E	PORTLAND OR	97201
1S1E03CD 90447	HARIRI,MAZEN A & HARIRI,KATHERINE A E	1900 SW RIVER DR #N1102	PORTLAND OR	97201
1S1E03CD 90144	HARIRI,MAZEN A & KATHERINE A E	1900 SW RIVER DR #N1102	PORTLAND OR	97201
1S1E02CA 11700	HARKA LTD PARTNERSHIP	3324 SW SEYMOUR ST	PORTLAND OR	97239-1264
1N1E34CB 800	HARLOW PARAM HOTEL CORP	415 SW MONTGOMERY ST	PORTLAND OR	97201
1S1E04AA 70395	HARPER,DAVID TR & HARPER,MARYJEAN TR	2027 LEEWARD LN	NEWPORT BEACH CA	92660-3806
1N1E34BC 99353	HARRINGTON,GLORIA M	922 NW 11TH AVE #901	PORTLAND OR	97209
1S1E04AA 70035	HARRINGTON,NICHOLAS	1221 SW 10TH AVE #303	PORTLAND OR	97205
1S1E10DB 80397	HARRIS,CAROLYN D	149 COFFEE MILL RUN	TALKING ROCK GA	30175-6310
1N1E33AD 80183	HARRIS,DEANNA & CRAWFORD,MARIA	1314 NW IRVING ST #209	PORTLAND OR	97209
1S1E10AC 90718	HARRIS,DIANA B TR (DIANA B HARRIS TRUST)	0836 SW CURRY ST #300	PORTLAND OR	97239

1S1E03CD 90273	HARRIS,GAYLE A TR (GAYLE A HARRIS LIVING TRUST) PMB 214	5331 SW MACADAM AVE #258	PORTLAND OR	97239
1S1E03BC 80031	HARRIS,JO-NEAL & HARRIS,HOMER H	9001 NE 54TH ST #208	VANCOUVER WA	98662-9417
1S1E04AA 90005	HARRIS,KIMBERLY J	1134 SW JEFFERSON ST #203	PORTLAND OR	97201
1S1E02CA 70004	HARRIS,KRISTIN ET AL	18755 S WALKER RD	OREGON CITY OR	97045-9389
1N1E33DA 70079	HARRIS,LANE S & HARRIS,HEIDI J	34277 CRICKET LN NE	ALBANY OR	97322-9866
1S1E03CA 90274	HARRIS,LAWRENCE W IV	3628 INWOOD DR	HOUSTON TX	77019
1N1E33CD 6500	HARRIS,LYLE T & DUGGAN,ANNE	2210 SW KINGS CT	PORTLAND OR	97205
1N1E34BD 90148	HARRIS,MERRILL	930 NW NAITO PKWY K-4	PORTLAND OR	97209
1S1E03CB 500	HARRISON & FIRST LLC	2501 SW 1ST AVE #390	PORTLAND OR	97201-4751
1S1E03CB 2700	HARRISON COURT LLC	333 S STATE ST STE V-249	LAKE OSWEGO OR	97034
1S1E03CB 70000	HARRISON EAST CONDOMINIUMS OWNERS ASSOCIATION	1600 SW 4TH AVE #870	PORTLAND OR	97201
1S1E03CB 100	HARRISON SQUARE LLC % LOVRE,RANDY W	1800 SW 1ST AVE #600	PORTLAND OR	97201-5356
1S1E03CB 80000	HARRISON WEST CONDOMINIUMS OWNERS ASSOCIATION	1600 SW 4TH AVE #870	PORTLAND OR	97201
1N1E34BC 90012	HARRISON,JOHN K & MILLER,GRETCHEN	1011 NW GLISAN ST #306	PORTLAND OR	97209
1N1E34BD 90642	HARRY & SALLY PORTER REVOCABLE COMMUNITY PROPERTY TRUST ATTN: HOLT,KAREN A	2944 SE LUND AVE #165	PORT ORCHARD WA	98366
1S1E03AA 1300	HARSCH INVESTMENT CORP % TAX DEPARTMENT	1121 SW SALMON ST #500	PORTLAND OR	97205-2022
1S1E04AA 2900	HARSCH INVESTMENT CORP ATTN: TAX DEPARTMENT	1121 SW SALMON ST #500	PORTLAND OR	97205
1S1E04AA 2800	HARSCH INVESTMENT CORP ATTN: TAX DEPT	1121 SW SALMON ST	PORTLAND OR	97205
1S1E04AA 3000	HARSCH INVESTMENT PROPERTIES L ATTN TAX DEPARTMENT	1121 SW SALMON ST #400	PORTLAND OR	97205
1N1E33DD 7700	HARSCH INVESTMENT PROPERTIES LLC	1121 SW SALMON ST #500	PORTLAND OR	97205-2022
1N1E33DC 900	HARSCH INVESTMENT PROPERTIES LLC ATTN TAX DEPARTMENT	PO BOX 2708	PORTLAND OR	97208-2708
1S1E04AA 7900	HARSCH INVESTMENT PROPERTIES LLC ATTN TAX DEPT	1121 SW SALMON ST	PORTLAND OR	97205
1N1E33DA 4600	HARSCH INVESTMENT PROPERTIES LLC> ATTN: TAX DEPARTMENT	1121 SW SALMON ST 5TH FL	PORTLAND OR	97205
1S1E03BB 2200	HARSCH INVESTMENT REALTY LLC SERIES E	1121 SW SALMON ST	PORTLAND OR	97205
1N1E33DC 70063	HART,ANNE L TR (ANNE LORRAINE HART TRUST)	1926 W BURNSIDE ST #509	PORTLAND OR	97209-2071
1N1E33AD 40056	HART,BIANCA M & LIBKE,STEVEN W	1400 NW IRVING ST #725	PORTLAND OR	97209-2261
1N1E33CB 50145	HART,GAY A & SCANLAN,ROBERT D & HART,RYAN	4422 W BURNSIDE RD	PORTLAND OR	97210-1084
1S1E03BC 80060	HART,MEL	1500 SW 5TH AVE #1206	PORTLAND OR	97201
1S1E03BC 80128	HART,MELFORD R	1500 SW 5TH AVE #1206	PORTLAND OR	97201
1N1E33CB 50324	HART,RYAN C	4422 W BURNSIDE RD	PORTLAND OR	97210
1N1E34CB 40127	HARTFORD,NICK	1025 NW COUCH ST #615	PORTLAND OR	97209
1N1E28D 90034	HARTGERINK,ANNE	2764 NW RALEIGH ST	PORTLAND OR	97210-2457
1S1E04AB 70001	HARTLEY,JEREMIAH & IRWIN,KRISTEN A	1535 SW CLAY ST #101	PORTLAND OR	97201
1S1E03CB 70047	HARTMAN FAMILY LIVING TRUST	625 S GOLDEN KEY ST	GILBERT AZ	85233
1N1E34CB 88002	HARTMAN FRAZIER DE SOTO LLC % CHARLES HARTMAN	134 NW 8TH AVE	PORTLAND OR	97209
1N1E34BB 70107	HARTMAN,GREGORY S	PO BOX 12872	SEATTLE WA	98111
1N1E33DA 50222	HARTMAN,LAWRENCE M TR & HARTMAN,GAIL W TR	311 NW 12TH AVE #1202	PORTLAND OR	97209
1S1E03CC 90093	HARTSHORN,GARY S & HARTSHORN,LYNNE F	2211 SW 1ST AVE #G30	PORTLAND OR	97201
1N1E35CD 2800	HARTUNG,JOHN	1025 SE SANDY BLVD	PORTLAND OR	97214
1N1E33DA 50042	HARTZMAN,CRAIG D & JOHN,JAMES E	6117 BUENA VISTA DR	VANCOUVER WA	98661-7607
1S1E04AA 90045	HARVEY,ALICIA	1134 SW JEFFERSON ST #606	PORTLAND OR	97201
1S1E03CC 90519	HARVEY,JOHN M & JOAN F	2309 SW 1ST AVE #143	PORTLAND OR	97201
1S1E04AD 60227	HARVEY,MICHAEL T & ANNIE L	0841 SW GAINES ST #2100	PORTLAND OR	97239-3105
1S1E10DB 80202	HARVEY,MICHAEL T & HARVEY,ANNIE L	0841 SW GAINES ST #2100	PORTLAND OR	97239-3105
1N1E34CB 99180	HARVEY,NANCY B	1951 GASPAR DR	OAKLAND CA	94611
1S1E02CA 10400	HASKINS,MARIAN S	16890 SE 80TH PL	PORTLAND OR	97216-3183
1N1E33CB 50163	HASLE,KIM ET AL	3444 SW GALE AVE	PORTLAND OR	97239

1N1E34CB 8600	HASS,RICHARD M	1643 SE MCBROD AVE	MILWAUKIE OR	97222
1S1E03CC 90375	HASSAN,SAMMY J	2221 SW 1ST AVE #2125	PORTLAND OR	97201
1N1E33DA 70116	HASSLER,THOMAS E & HASSLER,PATRICIA J	416 NW 13TH AVE #608	PORTLAND OR	97209
1N1E33DA 70020	HASSON,LAUREN E	416 NW 13TH AVE #406	PORTLAND OR	97209
1S1E10DB 80683	HASTINGS,ROBERT W & HASTINGS,VICTORIA S	0841 SW GAINES ST #602	PORTLAND OR	97239
1S1E10DB 90655	HASWELL,ERIN E	3601 SW RIVER PKWY #2104	PORTLAND OR	97239
1N1E34BB 70419	HAU,DERRICK & HAU,JENNIPHER	1255 NW 9TH AVE #311	PORTLAND OR	97209
1S1E03CD 90480	HAUB,JOHN S & OLGA	1900 SW RIVER DR #N401	PORTLAND OR	97201
1N1E35BB 80017	HAUG,BRIAN	533 NE HOLLADAY ST, UN 206	PORTLAND OR	97232
1S1E10DB 90116	HAUG,MATSON & ISAACSON,JULIE	1524 HESS CREEK CT	NEWBERG OR	97132
1N1E26CD 90036	HAUGHEY,CHARLES O & HAUGHEY,CHARLES M & LEMON,ELLEN	1718 NE 11TH AVE #402	PORTLAND OR	97212-4077
1S1E10DB 80211	HAUGHOM,JOHN L & HAUGHOM,FRANCES P	0841 SW GAINES ST #2204	PORTLAND OR	97239-3105
1N1E34BB 90043	HAUGLAND,ALEXANDER & HAUGLAND,AMANDA	84900 S WILLAMETTE ST	EUGENE OR	97405
1N1E34CB 40256	HAUN,MARK J TR (MARK J HAUN REVOCABLE LIVING TRUST)	1025 NW COUCH ST #1116	PORTLAND OR	97209
1S1E03CB 70160	HAUSER,KELLY & HAUSER,BRIAN T	111 SW HARRISON ST #16B	PORTLAND OR	97201
1N1E34BB 40045	HAVENS,ADAM & HAVENS,JANINE	949 NW OVERTON ST #614	PORTLAND OR	97209
1S1E03CC 90591	HAWK,JOHN T & DODIER,KATHERINE A	433 33RD AVE	SAN FRANCISCO CA	94121-1605
1S1E03BC 80049	HAWKINS,DAVID S	1500 SW 5TH AVE APT 602	PORTLAND OR	97201-5420
1N1E33CD 80019	HAWKINS,JOHN W TR	2021 SW MAIN ST #24	PORTLAND OR	97205-1542
1N1E33AD 40304	HAWKINS,ROBERT H III TR & HAWKINS,CLARE S TR	3890 OCEAN VIEW DR	FLORENCE OR	97439
1S1E03CC 90381	HAWKINS,SUZANNE W TR (RESTATED SUZANNE W HAWKINS REVOCABLE TRUST)	2221 SW 1ST AVE #124	PORTLAND OR	97201
1S1E03CB 80145	HAWORTH,TYSON W	27135 S GRIBBLE RD	CANBY OR	97013-8581
1S1E02BC 6700	HAWTHORNE BLOCK LLC % MENASHE,R BARRY	621 SW ALDER ST #800	PORTLAND OR	97205
1S1E03DA 1200	HAWTHORNE DEPOT LLC	500 E BROADWAY ST	VANCOUVER WA	98660-3321
1N1E34BB 70096	HAY,PHERAK & JERMAIN,RICHARD D	1255 NW 9TH AVE #1009	PORTLAND OR	97209
1S1E02CB 8600	HAYDAY PROPERTIES LLC	532 SE CLAY ST	PORTLAND OR	97214
1N1E35BB 80039	HAYDEN,ANDREW D & ZAJANO,RACHEL M	HOLSTEINSGADE 9, 2TV	2100 COPENHAGEN	DENMARK
1S1E03CA 90313	HAYDEN,MARY H TR	0205 SW MONTGOMERY ST #305	PORTLAND OR	97201-5162
1N1E26DC 12500	HAYES VI ENTERPRISES LLC	13957 SW MISTLETOE DR	PORTLAND OR	97223-5661
1S1E03CC 90333	HAYES,BRIAN E TR & HAYES,MARY H TR (HAYES FAMILY TRUST)	2221 SW 1ST AVE #2624	PORTLAND OR	97201
1N1E34BC 40107	HAYES,DAVID F TR & GAMEL,NONA N TR (GAMEL & HAYES LIVING TRUST)	725 NW 10TH AVE #409	PORTLAND OR	97209-3242
1N1E33DA 80090	HAYES,JARED B & MACE,SARAH E	408 NW 12TH AVE #202	PORTLAND OR	97209
1S1E04AD 60313	HAYES,WADE T	12801 NW MILAZZO LN	PORTLAND OR	97229
1N1E34BC 60387	HAYHURST,DAVID G	10923 E SANTA FE TRL	SCOTTSDALE AZ	85262-3443
1S1E04AB 70015	HAYMAN,MICHAEL J	1535 SW CLAY ST #301	PORTLAND OR	97201
1N1E33DA 80022	HAYS,DEBRA	408 NW 12TH AVE #503	PORTLAND OR	97209
1S1E02CC 1900	HBK LLC %WAYNE KROGSETH	13472 PETERS RD	LAKE OSWEGO OR	97035
1N1E35CC 5000	HDRT LLC % DICK,GERALDINE A	22720 SW STAFFORD RD	TUALATIN OR	97062-6783
1N1E33AD 40193	HEALEA,TIMOTHY R	1400 NW IRVING ST #403	PORTLAND OR	97209
1N1E34BD 90010	HEARING,SYLVIA J & LAWSHE,TED F	1734 SE MAIN ST	PORTLAND OR	97214
1N1E34CB 6200	HEART OF THE PEARL LLC %JAMES PETERS CPA	610 SW ALDER ST #910	PORTLAND OR	97205
1N1E33DC 90002	HEATER,MARGARET M TR & RHODABACK,MARY A	1104 NW FOXWOOD PL	BEND OR	97703
1N1E34BD 90288	HEATH,FRANK G TR	1122 HARBOR HILLS LN	SANTA BARBARA CA	93109-1772
1N1E33DC 70502	HEATH,TOBIN	1926 W BURNSIDE ST #913	PORTLAND OR	97209
1N1E34BB 88082	HEATON,RUTH	1310 NW NAITO PKWY #410	PORTLAND OR	97209
1N1E34BB 80187	HECK,DAVID J TR & WONG,GLORIA J TR (HECK LIVING TRUST)	7890 NW RIDGEWOOD DR	CORVALLIS OR	97330
1N1E34CB 99300	HECKMAN,MICHELLE	333 NW 9TH AVE #1005	PORTLAND OR	97209

1N1E34CB 99001	HECKMAN,MICHELLE C	333 NW 9TH AVE #1005	PORTLAND OR	97209
1S1E03CB 80154	HEDGES,ALLAN J TR & HEDGES,JOAN I TR	255 SW HARRISON ST #24C	PORTLAND OR	97201-5390
1N1E28D 80122	HEDGES,GREGORY & HEDGES,DEMARIE	1830 NW RIVERSCAPE ST #306	PORTLAND OR	97209
1N1E34BB 70268	HEDGES,SIDNEY D TR	1255 NW 9TH AVE #510	PORTLAND OR	97209
1S1E03CB 70163	HEESTAND,MARION T & WILLIAMS,JULIA M	111 SW HARRISON ST #8F	PORTLAND OR	97201-5384
1S1E03CD 90493	HEETER,JOAN E	1900 SW RIVER DR #N806	PORTLAND OR	97201
1N1E34BD 90452	HEETER,RICHARD G & WEIR,KELLY L	920 NW NAITO PKWY J21	PORTLAND OR	97209
1S1E04AA 70602	HEGGE,RONALD L TR & HEGGE,CHRISTINE C TR	PO BOX 5627	EUGENE OR	97405
1N1E34BC 40266	HEIDE,DAVID M	1030 NW JOHNSON ST #522	PORTLAND OR	97209
1S1E04AA 80011	HEIDEMAN,RONALD A TR	16863 NW PADDINGTON DR	BEAVERTON OR	97006-7644
1N1E34BC 40352	HEIDER,ERIKA S TR (ERIKA SUSANNE HEIDER REV TR DTD 12/27/2013)	725 NW 10TH AVE #605	PORTLAND OR	97209
1N1E34CB 10800	HEIGHTS LLC % JONATHAN BREEDLOVE	138 SW BANCROFT CT	PORTLAND OR	97239
1S1E03CA 90025	HEILMAN,TERRY L TR & HEILMAN,ANNE M TR	0305 SW MONTGOMERY ST #404	PORTLAND OR	97201
1N1E34BD 90110	HEILMAN,TIMOTHY	1040 NW NAITO PKWY #O-5	PORTLAND OR	97209-3753
1N1E34BC 5700	HEIMS,JACK J & PHYLLIS W	614 NW 11TH AVE	PORTLAND OR	97209
1N1E35BB 80022	HEIN,ROBERT S D	8806 BATTLE POINT DR NE	BAINBRIDGE IS WA	98110-3480
1S1E04AA 90004	HEIN,WESTON	1134 SW JEFFERSON ST #202	PORTLAND OR	97201
1N1E28D 90046	HEINDEL,STEPHANIE W	2726 SE 58TH AVE	PORTLAND OR	97206-1443
1S1E04AB 90008	HEINTZ,DIANE M	1441 SW CLAY ST #108	PORTLAND OR	97201-6044
1N1E33CD 99024	HEISLER,JAMIE K	2020 SW MAIN ST #507	PORTLAND OR	97205
1S1E03BC 80057	HEITHAUS,EDGAR F TR & WILSON,PHYLLIS A TR	1500 SW 5TH AVE #1902	PORTLAND OR	97201-5432
1S1E04BA 70013	HELDSTAB,DON H TR & HELDSTAB,ROBERTA J TR	1634 APPLEWOOD DR	COOS BAY OR	97420
1N1E34BC 60097	HELGERSON,JOSEPH F	821 NW 11TH AVE #413	PORTLAND OR	97209
1N1E34BB 40457	HELLAND,STEVEN M & HELLAND,MARSHA L	61315 STEEN MOUNTAIN LOOP	BEND OR	97702-2865
1N1E34BB 40048	HELLER,MELVYN TR & HELLER,DOLORES TR	12103 N 114TH WAY	SCOTTSDALE AZ	85259-2615
1S1E03CD 90044	HELLINGS,PAMELA J	1920 SW RIVER DR #706	PORTLAND OR	97201
1S1E03CC 90389	HELLO J/R 1 LLC	2221 SW 1ST AVE #1921	PORTLAND OR	97201-5073
1S1E03CC 90251	HELLO J/R 1 LLC % JENE & RANGILA	2221 SW 1ST AVE #1922	PORTLAND OR	97201
1N1E33DC 70153	HELM,JOSHUA D	1926 W BURNSIDE ST #1009	PORTLAND OR	97209
1N1E33DA 80082	HELMLINGER,WILLIAM K & HELMLINGER,SUZANNE J	408 NW 12TH AVE #306	PORTLAND OR	97209
1N1E34BC 40072	HELPHAND,KENNETH & HELPHAND,MARGOT	2167 POTTER ST	EUGENE OR	97405
1N1E33DA 80094	HELSER,LESLIE A	408 NW 12TH AVE #215	PORTLAND OR	97209
1S1E03CC 90629	HELTZEL,JAMES G & HELTZEL,JUDITH H	2309 SW 1ST AVE #G41	PORTLAND OR	97201-5039
1N1E34BD 90691	HELZER,ALEXIS M C	1420 NW LOVEJOY ST #705	PORTLAND OR	97209-2751
1N1E33CD 80035	HELZER,WILLIAM R & HELZER,DONNA	2021 SW MAIN ST #37	PORTLAND OR	97205-1543
1S1E10DB 90286	HENDERSON,CLYDE	3601 SW RIVER PKWY #2614	PORTLAND OR	97239
1S1E04AD 60064	HENDERSON,MICHAEL A	5050 SE WINWORTH CT	MILWAUKIE OR	97222
1N1E34BC 70021	HENDERSON,PAUL HAMREN WILLIAM HARTNETT-HENDERSON,JENNIFER L	217 ADA AVE #2	MOUNTAIN VIEW CA	94043
1S1E03CA 90117	HENDERSON,PAUL W & HARTNETT-HENDERSON,JENNIFER	217 ADA AVE #2	MOUNTAIN VIEW CA	94043
1S1E10DB 90229	HENDERSON,WINNIE W & HENDERSON,WILLIAM L	3601 SW RIVER PKWY #2014	PORTLAND OR	97239-4562
1S1E04BA 6500	HENDRICKS,STEPHEN C-50% & HAWKINS,WILLIAM J III TR-50% %STELLAR REALTY & MANAGEMENT I	1503 SE HARRISON ST	PORTLAND OR	97214
1N1E33DC 70718	HENERY,DEVIN J	1926 W BURNSIDE ST #212	PORTLAND OR	97209
1N1E33AD 40408	HENRIKSEN,WALTER & HENRIKSEN,SANDRA	1400 NW IRVING ST #630	PORTLAND OR	97209
1N1E33AD 40405	HENRIKSEN,WALTER R TR & HENRIKSEN,SANDRA L TR	1400 NW IRVING ST #627	PORTLAND OR	97209-2259
1N1E34CB 40000	HENRY CONDOMINIUMS OWNERS ASSOCIATION	1120 NW COUCH ST #600	PORTLAND OR	97209
1S1E03CB 70206	HENRY DE TESSAN,PHILIPPE TR & HENRY DE TESSAN,MARY TR	24 LINCOLN DR	SAUSALITO CA	94965
1N1E33AD 70198	HENRY TING 2002 LIVING TRUST DTD 5/15/2002	1420 NW LOVEJOY ST #208	PORTLAND OR	97209-2735

1N1E34BD 90067	HENRY,BROOKE D	930 NW NAITO PKWY #K25	PORTLAND OR	97209-3747
1S1E04AD 60029	HENRY,LIBBY A	1500 SW 11TH AVE #601	PORTLAND OR	97201
1S1E04AD 60258	HENRY,MAUREEN R	201 S ANITA DR #203	ORANGE CA	92867-3312
1S1E04AD 50006	HENRY,PATRICK E JR & SORENSEN,CHANEL B	23460 SE BLUERIDGE DR	DAMASCUS OR	97089-8202
1N1E33DC 90017	HENRY,SAMUEL B	709 SW 16TH AVE #206	PORTLAND OR	97205
1N1E34BD 90214	HENRY,VEST O TR (VEST O HENRY LIVING TRUST)	930 NW NAITO PKWY #K25	PORTLAND OR	97209
1N1E34BB 90197	HENSON,WENDY	1030 NW 12TH AVE #105	PORTLAND OR	97209-2839
1S1E03CB 80287	HEPPNER,TAD M PMB 2401	818 SW 3RD AVE #221-2401	PORTLAND OR	97204-2405
1S1E10DB 80524	HERB,JAMES J & SUH,CHONGHEE	0841 SW GAINES ST #1206	PORTLAND OR	97239
1S1E03BC 80063	HERBST,ROBERT	1500 SW 5TH AVE #2602	PORTLAND OR	97201
1S1E10DB 90370	HEREDIA,ALBERTO & HEREDIA,LISA	3601 SW RIVER PKWY #329	PORTLAND OR	97239
1S1E10DB 90104	HEREDIA,ALBERTO M & HEREDIA,LISA A	3601 SW RIVER PKWY #910	PORTLAND OR	97239
1N1E27DC 2800	HERMAN,STANLEY R	2817 SW BERTHA BLVD	PORTLAND OR	97201-1103
1N1E27CA 3300	HERMAN,STANLEY R & HERMAN,VICKI L	2325 N CLARK ST	PORTLAND OR	97227
1N1E27CA 4800	HERMAN,STANLEY R & VICKI L	2817 SW BERTHA BLVD	PORTLAND OR	97239-1103
1S1E02CD 17000	HERMAN,SUSAN	P O BOX 91512	PORTLAND OR	97291
1S1E03CC 90066	HERMANN,CHRISTINE F	9909 SW LANDAU PL	TIGARD OR	97223
1N1E34BC 88075	HERMANN,CHRISTOPHER R	937 NW GLISAN ST #1037	PORTLAND OR	97209
1N1E34BD 90285	HERMANN,KODI R	7516 SE MILWAUKIE AVE	PORTLAND OR	97202-6113
1N1E34BC 88270	HERMANN,RICHARD K & HERMANN,FREYA F	937 NW GLISAN ST #237	PORTLAND OR	97209
1S1E04AD 60174	HERMANSON,ROBERT D TR	1500 SW 11TH AVE #2502	PORTLAND OR	97201-3546
1N1E33AD 70265	HERMELING,CODY M	1420 NW LOVEJOY ST #727	PORTLAND OR	97209-2752
1N1E26CD 90025	HERNANDEZ,CESAR A	1718 NE 11TH AVE #305	PORTLAND OR	97212
1N1E34BB 80035	HERNANDEZ,WILHEIM R	1133 NW 11TH AVE #308	PORTLAND OR	97209
1N1E34BB 88112	HERNANZ,ERIC	1260 NW NAITO PKWY #508B	PORTLAND OR	97209
1N1E33AD 40111	HERNHOLM,MATTHEW P	4126 ARDEN WAY	SAN DIEGO CA	92103-1529
1S1E04AA 3100	HERRERA,RICHARD & GAYE M	1101 SW MAIN ST	PORTLAND OR	97205
1S1E03CB 80280	HERSE,GARY L & HERSE,KATHLEEN J	1283 COURTNEY PL	EUGENE OR	97405-2304
1S1E03CB 80125	HERSE,GARY L TR & HERSE,KATHLEEN J TR	1283 COURTNEY PL	EUGENE OR	97405
1N1E33AD 80129	HERSHEY,JOHN D	1314 NW IRVING ST #614	PORTLAND OR	97209-2727
1S1E03CC 90195	HERSON,MICHAEL K TR & HERSON,JANICE B TR (THE HERSON LIVING TRUST)	12509 NE 5TH CT	VANCOUVER WA	98685-3063
1N1E26CD 9600	HERTEL,CHRIS A & RASMUSSEN,CAROLINE E	1731 NE 14TH AVE #B	PORTLAND OR	97212-4481
1N1E34CB 40068	HERZOG,MICHAEL J	1025 NW COUCH ST #1510	PORTLAND OR	97209-4139
1N1E34CB 40291	HERZOG,MICHAEL J TR	1025 NW COUCH ST #1510	PORTLAND OR	97209-4139
1N1E34CB 40077	HERZOG,MIKE	1025 NW COUCH ST #1510	PORTLAND OR	97209-4139
1N1E33CD 80001	HESKETT,SARA C & HESKETT,MARY L	2021 SW MAIN ST #12	PORTLAND OR	97205
1S1E04AB 70043	HESSEL,EVAN & HESSEL,LINDSAY	1535 SW CLAY ST #306	PORTLAND OR	97201-6126
1S1E04AB 70105	HESSEL,EVAN D & HESSEL,LINDSAY D	1535 SW CLAY ST #306	PORTLAND OR	97201-6126
1N1E34BB 50241	HETHERINGTON,ARTHUR & GERTRUDE O	PO BOX 9218	PORTLAND OR	97207
1S1E03CB 70132	HETTINGER,BARBARA D	111 SW HARRISON ST #18H	PORTLAND OR	97201
1N1E33DA 4400	HEUVEL,DOLORES	206 NW 15TH AVE	PORTLAND OR	97209
1S1E02CD 17300	HEVEL,NEAL B	1118 SE HARRISON ST	PORTLAND OR	97214
1S1E10AC 90618	HEY,PATRICK G	3570 SW RIVER PKWY #1505	PORTLAND OR	97239
1S1E02BB 3100	HEYKAMP,DEEK J & EGAN,CHRISTINE L	704 SE WASHINGTON ST	PORTLAND OR	97214-2220
1S1E03CA 90285	HIBLER,GARY W TR & HIBLER,JANE A TR	282 NW MACLEAY BLVD	PORTLAND OR	97210-3374
1N1E34BB 70081	HICKERSON,LESTER B & HICKERSON,PEGGIE C	1255 NW 9TH AVE #309	PORTLAND OR	97209-2887
1S1E10AC 90095	HICKEY,LINDA	0836 SW CURRY ST #2102	PORTLAND OR	97239

1N1E33AD 80166	HICKEY,LINDA R	11437 SW MILITARY RD	PORTLAND OR	97219-8323
1N1E34BB 88103	HICKEY,THOMAS A & HICKEY,MARGARET F	1310 NW NAITO PKWY #508A	PORTLAND OR	97209
1N1E33DA 80116	HICKMAN,DOUGLAS L TR & HICKMAN,ANN M TR (DOUGLAS L HICKMAN TRUST)	408 NW 12TH AVE #305	PORTLAND OR	97209
1N1E34BD 90258	HICKS,AJA E & GILROY-HICKS,SAMARA	910 NW NAITO PKWY #I-8	PORTLAND OR	97209
1N1E33AA 2100	HIDDEN SPRINGS LP-56% & NW OVERTON LLC-44% % ELLIOTT ASSOCIATES	901 NE GLISAN ST	PORTLAND OR	97232-2730
1S1E04AD 2100	HIDWELL APARTMENTS LLC ATTN: DAVID P DERNBACH, MGR	1631 NE BROADWAY PMB 133	PORTLAND OR	97232
1N1E33DA 60050	HIEGGELKE,JUSTIN P	520 S STATE ST #1117	CHICAGO IL	60605
1S1E04AB 5000	HIERONIMUS,HAPPY	2436 NW WESTOVER RD #202	PORTLAND OR	97210
1S1E10DB 90023	HIGA,BETHANY M & HIGA,JUSTIN	3601 SW RIVER PKWY #321	PORTLAND OR	97239
1S1E10DB 80033	HIGGINS,WALTER III & HIGGINS,JACQUELINE N	5610 MONT BLANC CT	RENO NV	89511-4401
1S1E03CB 80180	HIGGINSON,GRANT K & HIGGINSON,GAYLE R	255 SW HARRISON ST #26A	PORTLAND OR	97201
1S1E03CD 90485	HIGHET,ELIZABETH TR	5526 SW HEWETT BLVD	PORTLAND OR	97221
1N1E33CD 99022	HILEMAN,LAURIE TR	PO BOX 1713	WALDPORT OR	97394
1N1E34CB 80096	HILL,DAVID J & REPPELIN-HILL,VALERIE	3330 RIVERGLADE RD	POWHATAN VA	23139-4331
1S1E10DB 80403	HILL,DONALD P TR & HILL,MARILYN J TR	0841 SW GAINES ST #1002	PORTLAND OR	97239
1S1E04AB 60012	HILL,ERIC L	1234 SW 18TH AVE #205	PORTLAND OR	97205-1753
1S1E04AD 80003	HILL,JEFFREY A & HILL,LOIS M & HILL,RHIANNON A	1500 SW PARK AVE #101	PORTLAND OR	97201-3472
1S1E04BA 70015	HILL,JOHN A	PO BOX 8031	PORTLAND OR	97207-8031
1N1E34BB 90411	HILL,KENTON R & RENNIE-HILL,LESLIE	1030 NW 12TH AVE #508	PORTLAND OR	97209-2849
1N1E34CB 99340	HILL,STACIE R	333 NW 9TH AVE #602	PORTLAND OR	97209-3336
1N1E34CB 70009	HILL,STEVEN L & MARY J	414 N MAIN ST	PENDLETON OR	97801-1648
1N1E34CB 70011	HILL,STEVEN L ET AL	327 NW PARK AVE #3B	PORTLAND OR	97209-3330
1N1E34CB 80055	HILL,WENDY D TR	5610 N MARIA DR	TUCSON AZ	85704
1N1E34BC 60343	HILLMAN,LOREN C TR	820 NW 12TH AVE #212	PORTLAND OR	97209
1N1E35CB 7800	HILLS,CAROL A TR & HILLS,LAWRENCE C TR	7305 SOUNDVIEW DR #302	GIG HARBOR WA	98335
1N1E33DC 90013	HILTNER,KARL	2211 FAIRWAY BLVD	HUDSON OH	44236
1S1E02CC 3700	HILTON HOTEL CORP DBA: DOUBLE TREE LAUNDRY	755 CROSSOVER LN	MEMPHIS TN	38117
1S1E03CC 90362	HILTS,THOMAS H & HILTS,EDWARDEEN W	2221 SW 1ST AVE #2521	PORTLAND OR	97201
1S1E04BA 70023	HIMLE,CARL T	2024 SW HOWARDS WAY #205	PORTLAND OR	97201-7721
1N1E28D 80127	HIMMELBERG,BARBARA T & HIMMELBERG,JEROME P JR	1830 NW RIVERSCAPE DR #207	PORTLAND OR	97209
1S1E10DB 80026	HINCKLEY,RONALD P & HINCKLEY,JILL C	0841 SW GAINES ST #225	PORTLAND OR	97239-3062
1S1E10AC 90419	HINDE,LOLA TR	3570 SW RIVER PKWY #2403	PORTLAND OR	97239
1S1E04AD 60328	HINDS,ERIEL H JR & BORGELT,ELAINE PMB 340	25 NW 23RD PL, STE 6	PORTLAND OR	97210
1N1E34BB 40443	HINGER,ROBERT K TR & YOUNG,JANET G TR	949 NW OVERTON ST #710	PORTLAND OR	97209
1N1E33DA 60082	HINOVEANU,MARIA G & MORGAN,JON B	720 NW 1ST ST	DUNDEE OR	97115
1S1E03CA 90396	HINSDALE,KAREN H	4525 SW CONDOR AVE	PORTLAND OR	97239-4061
1N1E34CC 2600	HIP PARKING LLC % HARSCH INVESTMENT PROPERTIES ATTN TAX DEPARTMENT	1121 SW SALMON ST 6TH FLR	PORTLAND OR	97205
1N1E34CA 5000	HIP SING ASSN % CASCADE REALTY	1334 NW 25TH AVE #102	PORTLAND OR	97210
1S1E04AD 80310	HIRAHARA,IVAN W	545 QUEEN ST #522	HONOLULU HI	96813
1S1E10DB 90236	HIRSCH,BARRY W TR & HIRSCH,ARLENE J TR (THE HIRSCH FAMILY TRUST)	3601 SW RIVER PKWY #2108	PORTLAND OR	97239-4563
1N1E33AD 40107	HISER,DAVID	PO BOX 8826	PORTLAND OR	97207-8826
1N1E34CB 99419	HISEY,JEANNE & KARTER,LUCY	333 NW 9TH AVE #1016	PORTLAND OR	97209
1N1E34CB 99006	HISEY,JEANNE M & KARTER,LUCY P	333 NW 9TH AVE #1016	PORTLAND OR	97209
1N1E26CD 50022	HITCHCOCK,MARK K & SILVAS,RICHARD J JR	1441 SW CLAY ST #306	PORTLAND OR	97201
1N1E34CB 99104	HKYP LLC	311 NW 12TH AVE #302	PORTLAND OR	97209
1N1E34CB 99169	HO,ALBERT O & HO,AMY	13101 NW BERTANI ST	PORTLAND OR	97229
1N1E34BB 90375	HO,ANTHONY VAN	1030 NW 12TH AVE #417	PORTLAND OR	97209

1S1E03CD 90453	HO,BONGIL & HEEJOO	1920 SW RIVER DR #E601	PORTLAND OR	97201
1S1E10AC 90592	HO,JULIA & OBADIAH,JOSEPH M	0836 SW CURRY ST #1804	PORTLAND OR	97239
1N1E33CD 99027	HO,PEI-HSIN & CHIH-YING	2572 NW JONATHON PL	PORTLAND OR	97229-4471
1S1E10AC 90327	HO,YOUNG	3570 SW RIVER PKWY #1909	PORTLAND OR	97239
1N1E35CB 5900	HOAH PROPERTIES LLC	3439 NE SANDY BLVD PMB 106	PORTLAND OR	97232
1N1E34BB 60246	HOATLIN,MAUREEN E & BROWN,THOMAS R	4432 SW CHESAPEAK AVE	PORTLAND OR	97239-1349
1N1E33AD 40135	HOBACK,JAMES E & DARLA M	24355 EL MOLINA AVE	VALENCIA CA	91355
1S1E04AB 60075	HOBSON,JASON H	1234 SW 18TH AVE #411	PORTLAND OR	97205
1S1E04AB 90005	HOCHSTETLER,CLARK TR & HOCHSTETLER,MARY TR	513 CORONEL PL #4	SANTA BARBARA CA	93101-5456
1N1E34CB 99324	HOCK,MICHELE M TR (MICHELE M HOCK REVOCABLE TRUST)	660 OAK SPRINGS LN	SANTA BARBARA CA	93108-1101
1N1E35CD 1400	HODES,STANLEY A TR & HODES,SHIRLEY TR	1010 E BURNSIDE ST	PORTLAND OR	97214
1N1E35CC 5700	HODES,STANLEY A TR & HODES,SHIRLEY TR %TRANSMISSION EXCHANGE CO.	1803 NE M L K BLVD	PORTLAND OR	97212
1S1E03CC 90556	HODGE,MICHAEL S & WEBB,STACY L	2309 SW 1ST AVE #941	PORTLAND OR	97201
1N1E34BC 60261	HODGE,SUSAN J	P O BOX 3136	PORTLAND OR	97208
1S1E03CC 90300	HODGSON,CHERYL L	2221 SW 1ST AVE #1923	PORTLAND OR	97201
1N1E33AD 40240	HOEBER,SARA A	1400 NW IRVING ST #411	PORTLAND OR	97209
1N1E28D 70026	HOEGLER,LAURA S	1752 NW RIVERSCAPE ST	PORTLAND OR	97209
1S1E03CA 90020	HOENE,VICTORIA L	550 BATTERY ST #1001	SAN FRANCISCO CA	94111-2324
1S1E03BC 80005	HOEVET,MICHAEL R TR & LINDER,SARAH A TR	17581 SE WILDE RD	CLACKAMAS OR	97015
1S1E03CD 90084	HOFF,LINDA S	1900 SW RIVER DR #104	PORTLAND OR	97201
1S1E03CC 90114	HOFFER,ALAN TR	2211 SW 1ST AVE #302	PORTLAND OR	97201-5022
1S1E02CD 16300	HOFFMAN,BETHANY	1117 SE GRANT ST	PORTLAND OR	97214-5344
1S1E10AC 90566	HOFFMAN,BRIAN S TR & HOFFMAN,CARYL K TR	9202 NW BENSON CT	PORTLAND OR	97229
1N1E34BD 90141	HOFFMAN,EDMOND P TR & HOFFMAN,MARILYN R TR	949 NW OVERTON ST #1106	PORTLAND OR	97209-3274
1S1E10AC 90503	HOFFMAN,ERIC & HOFFMAN,RONNA H	0836 SW CURRY ST #2002	PORTLAND OR	97239
1S1E10AC 90282	HOFFMAN,ERIC & RONNA H	0836 SW CURRY ST #2002	PORTLAND OR	97239
1S1E04BA 80046	HOFFMAN,JEAN I	1132 SW 19TH AVE #511	PORTLAND OR	97205-1743
1N1E26CD 90052	HOFFMAN,MARK W & HOFFMAN,JEAN	1718 NE 11TH AVE #511	PORTLAND OR	97212-4080
1S1E03CD 90048	HOFFMAN,MARY L & HOFFMAN,RICHARD S	481 NW DOUGLAS ST	DALLAS OR	97338
1S1E03CD 90513	HOFFMAN,RICHARD S & HOFFMAN,MARY L	1920 SW RIVER DR #E802	PORTLAND OR	97201-8050
1N1E34CB 60031	HOFFMAN,SUZANNE L	420 NW 11TH AVE #608	PORTLAND OR	97209
1S1E04AD 60026	HOFMEISTER,R JON	14 NE 44TH AVE	PORTLAND OR	97213-2301
1S1E03BC 90031	HOGAN,EDWARD A IV & ROBISON,CHRISTIE J	1209 SW 6TH AVE	PORTLAND OR	97204
1N1E33AD 90003	HOGAN,MICHAEL M & PIPER,AUDREY M	PO BOX 646	PT REYES STA CA	94956-0646
1N1E34BB 40149	HOGARTH,NANCY & SCHULER,AMY L	949 NW OVERTON ST #1406	PORTLAND OR	97209
1N1E34BB 60415	HOGGE,STEVEN D & BURGAN,LYNNE	20475 NATURES WAY	COLFAX CA	95713
1N1E34CB 40086	HOHIMER,ALAN R & RENEE	1025 NW COUCH ST #1220	PORTLAND OR	97209
1S1E10DB 90711	HOLAHAN,KATHLEEN P	3601 SW RIVER PKWY #3001	PORTLAND OR	97239
1N1E33DA 80013	HOLCOMB,THOMAS J & HOLCOMB,SHERI L	408 NW 12TH AVE #213	PORTLAND OR	97209-2944
1S1E04AA 60004	HOLCON LLC	1140 SW 11TH AVE #400	PORTLAND OR	97205
1N1E34CB 40296	HOLDAWAY,SCOTT	1025 NW COUCH ST #1515	PORTLAND OR	97209
1S1E04AD 60235	HOLDEN,GAIL	1500 SW 11TH AVE #1004	PORTLAND OR	97201
1N1E34BB 80255	HOLDEN,JOHN G TR & HOLDEN,MARY A TR	1133 NW 11TH AVE #205	PORTLAND OR	97209
1S1E03CB 80236	HOLDEN,PAUL L & HAN,JIEUN	5967 NW 142ND TER	PORTLAND OR	97229-8263
1S1E04AD 70020	HOLDER,CATHERINE S	1104 SW COLUMBIA ST #306	PORTLAND OR	97201-3389
1N1E34CB 40283	HOLDER,KATHERINE W	1025 NW COUCH ST #1319	PORTLAND OR	97209-4137
1N1E34CB 99473	HOLEMAN,EDUARDO TORREZ & HOLEMAN,IVAN	333 NW 9TH AVE #1310	PORTLAND OR	97209

1N1E34BB 80306	HOLEVA,JUDITH R	1130 NW 12TH AVE #502	PORTLAND OR	97209
1N1E34CB 2200	HOLLAND INVESTMENTS AK LLC	1242 BERKELEY ST #3	SANTA MONICA CA	90404-1657
1N1E34BB 80206	HOLLAND,CHARLES K	1133 NW 11TH AVE #505	PORTLAND OR	97209
1N1E33CD 99033	HOLLAND,KENNETH C TR & HOLLAND,KATHRYN D TR	1623 NW 7TH AVE	HILLSBORO OR	97124-2976
1S1E04AD 80297	HOLLAND,LAURIE	2360 NW WESTOVER RD	PORTLAND OR	97210
1S1E03BC 90018	HOLLANDER,ANDREA J	1209 SW 6TH AVE #405	PORTLAND OR	97204
1S1E03CB 70149	HOLLANDER,RAYMOND J & HOLLANDER,MARCIA L	111 SW HARRISON ST #22A	PORTLAND OR	97201
1S1E03CC 90262	HOLLEN,GARY L	1132 SW 19TH AVE #604	PORTLAND OR	97205-1743
1S1E10DB 80082	HOLLIDAY,SHELLY L	PO BOX 6983	PORTLAND OR	97228-6983
1S1E02BA 8100	HOLLINGSWORTH HOUSE LLC	3207 NW VAUGHN ST	PORTLAND OR	97210
1S1E04AA 70374	HOLLINGSWORTH,STEVEN E & KAREN G	3500 NW 14TH AVE	CAMAS WA	98607-7933
1N1E33AD 90004	HOLLISTER,JOHN E & HOLLISTER,DEBORAH A	526 NW 13TH AVE UN 4	PORTLAND OR	97209
1S1E04AD 90011	HOLLOWAY,IRVING J	1410 SW 11TH AVE #301	PORTLAND OR	97201
1N1E34BC 40130	HOLLOWAY,RONALD & HOLLOWAY,DORINDA	111 SW 5TH AVE #1200	PORTLAND OR	97204
1N1E34BD 90361	HOLM,JAMES E & HOLM,CAROL P	3229 SE SHORELINE DR	CORVALLIS OR	97333
1S1E03CB 80317	HOLMAN,GARY G	239 SE 18TH ST	TROUTDALE OR	97060
1S1E11BB 500	HOLMAN,GARY K & CELESTE L % HOLMAN BLDG MAIN CO	2801 SE 9TH AVE	PORTLAND OR	97202
1N1E34BB 40433	HOLMES,CAMERON E	949 NW OVERTON ST #1211	PORTLAND OR	97209
1N1E34BC 40065	HOLMES,DANIEL L	725 NW 10TH AVE #509	PORTLAND OR	97209
1S1E03BC 90006	HOLMES,RICHARD P & LUCY H	1209 SW 6TH AVE #206	PORTLAND OR	97204-1023
1N1E35CB 1800	HOLMES,TIMOTHY J & HOLMES,LEA ANNE	217 NE 8TH AVE	PORTLAND OR	97232-2911
1N1E33AD 70276	HOLSTEIN,MICHAEL E TR & HOLSTEIN,SANDRA J TR	1420 NW LOVEJOY ST #601	PORTLAND OR	97209
1N1E28D 80062	HOLT,DAVID J	1830 NW RIVERSCAPE DR #610	PORTLAND OR	97209
1N1E34BC 70038	HOLT,THOMAS R TR & HOLT,EILEEN L TR	6190 CROOKED STICK LOOP SE	SALEM OR	97306-9324
1N1E27BD 8300	HOLTZ,ANDREW S TR ET AL	6901 SE OAKS PARK WAY #18	PORTLAND OR	97202-6491
1N1E34AA 100	HOLY ROSARY CHURCH	375 NE CLACKAMAS ST	PORTLAND OR	97232-1103
1N1E34AA 200	HOLY ROSARY CHURCH % SHILO INN ROSE GARDEN LLC	11600 SW SHILO LN	PORTLAND OR	97225-5995
1N1E27DD 12100	HOLY ROSARY CHURCH % WILLAMETTE DENTAL GROUP	6950 NE CAMPUS WAY	HILLSBORO OR	97124-5611
1N1E34AA 1200	HOLY ROSARY CHURCH OF PORTLAND	375 NE CLACKAMAS ST	PORTLAND OR	97232-1103
1N1E27DD 12300	HOLY ROSARY CHURCH OF PORTLAND (LEASED STARBUCKS CORP	375 NE CLACKAMAS ST	PORTLAND OR	97232-1103
1N1E34AA 1300	HOLY ROSARY CHURCH OF PORTLAND INC	375 NE CLACKAMAS ST	PORTLAND OR	97232-1103
1N1E34AA 600	HOLY ROSARY CHURCH OF PORTLAND OREGON % SHILO INN ROSE GARDEN	11600 SW SHILO LN	PORTLAND OR	97225
1N1E34CB 60125	HOLZMAN,LAWRENCE J	420 NW 11TH AVE #1103	PORTLAND OR	97209
1S1E10AC 90028	HOLZNAGEL,DONALD C & JEAN M	0836 SW CURRY ST #604	PORTLAND OR	97239
1N1E34BB 60173	HOM,LAWRENCE TR	152 INVERNESS WAY	ALAMEDA CA	94502-6422
1N1E34BD 802	HOME FORWARD	135 SW ASH ST	PORTLAND OR	97204-3598
1S1E10AC 90325	HOMES,RANDOLPH L & HOMES,DIANE P	2122 MARYLWOOD CT	WEST LINN OR	97068-1428
1S1E04BA 8500	HOMESTEAD AT GOOSE HOLLOW LLC	3743 NE 24TH AVE	PORTLAND OR	97212-1514
1S1E10DB 90283	HOMSLEY,GARY C	3601 SW RIVER PKWY #2608	PORTLAND OR	97239
1S1E03CC 90055	HONERLAH,RAYMOND W & HONERLAH,CATHERINE A	2211 SW 1ST AVE #1005	PORTLAND OR	97201-5067
1N1E27DC 1200	HONEYCHICKEN LLC %LEFTBANK	240 N BROADWAY #122	PORTLAND OR	97227
1S1E03AD 6200	HONEYCUTT ENTERPRISES LLC	16113 NW 27TH CT	VANCOUVER WA	98685
1S1E02BC 3800	HONEYCUTT PROPERTIES LLC % HONEYCUTT,EDWIN E III	1205 SE GRAND AVE	PORTLAND OR	97214
1S1E02BC 2400	HONEYCUTT,EDWIN E JR TR & HONEYCUTT,ETHEL L TR	PO BOX 4075	SEQUIM WA	98382
1N1E34BC 7600	HONEYMAN PORTLAND LLC ATTN: HONEYMAN	3021 CITRUS CIR #130	WALNUT CREEK CA	94598
1N1E34CA 7900	HONG,JO ANNE	2615 SE 73RD AVE	PORTLAND OR	97206-1130
1N1E34CA 4800	HONG,JOANNE	2615 SE 73RD AVE	PORTLAND OR	97206-1130

1S1E03CB 80195	HONG,JOEMEI & HONG,HARRY	82-20 60TH RD	MIDDLE VILLAGE NY	11379
1S1E04AB 60084	HONIG,CATHERINE C TR	130 GREAT CIRCLE DR	MILL VALLEY CA	94941-3208
1N1E28D 80162	HOOFF,MAURICE D & HOOFF,JUDY C	1830 NW RIVERSCAPE ST #202	PORTLAND OR	97209-1839
1N1E33AD 70022	HOOK,LINDA M & HOOK,JONO B	1420 NW LOVEJOY ST #518	PORTLAND OR	97209
1S1E04BA 80039	HOOK,RICHARD C & HOOK,PENNY K	1132 SW 19TH AVE #501	PORTLAND OR	97205
1N1E33DB 6902	HOOKAH CAFE LLC % YAHYA,BELAL	1806 NW COUCH ST	PORTLAND OR	97209-2119
1S1E03CA 90184	HOOPER,EARL D JR	5351 NW 126TH TER	PORTLAND OR	97229
1N1E33AD 80042	HOOPER,R MARK & STEINEGER,MELISSA	511 AVE OF THE AMERICAS #552	NEW YORK NY	10011
1N1E34BC 80027	HOOPER,STEPHANIE C	1243 18TH ST #A	SANTA MONICA CA	90404-1205
1N1E34BB 88041	HOOPER,STEVEN L & HOOPER,JOHANNE	94246 W HERITAGE HILLS RD	NORTH BEND OR	97459
1S1E03CA 90417	HOPPLE,JON S & MARIA N	7653 SW BAYBERRY DR	ALOHA OR	97007
1N1E33DA 50090	HOPWOOD,ROBERT K & HOPWOOD,HUEII H	311 NW 12TH AVE #302	PORTLAND OR	97209
1N1E34BC 99272	HORAK,CHARLENE K TR & HORAK,H LYNN TR	504 GRAND OAKS DR	WEST DES MOINES IA	50265
1N1E27BD 6300	HORINE,DANIEL P	850 N GRAHAM ST	PORTLAND OR	97227-1606
1N1E33AD 80052	HORLEY,ANNE K	1314 NW IRVING ST #311	PORTLAND OR	97209
1N1E28D 90029	HORLEY,JILL N & HORLEY,ALEC T	2168 NW 16TH AVE	PORTLAND OR	97209-2564
1S1E04AB 90024	HORN,ELIZABETH	5903 N HOUGHTON ST	PORTLAND OR	97203-3308
1S1E04AD 60098	HORN,LEWIS P TR & HORN,JEANNETTE S TR	1500 SW 11TH AVE #1704	PORTLAND OR	97201-3544
1N1E34CB 80127	HORST,SCOT W & CHARLENE R	611 HOTTENSTEIN RD	KUTZTOWN PA	19530-9473
1N1E34BB 70049	HOSKING,PATRICIA A	12733 DAVENPORT PLAZA	OMAHA NE	68154
1N1E34BB 88238	HOSKINS,JEFFREY S	1310 NW NAITO PKWY #103A	PORTLAND OR	97209-3158
1S1E02BB 1700	HOTEL CHAMBERLAIN LLC	1001 SE WATER AVE #120	PORTLAND OR	97214
1S1E03BA 900	HOTEL ROSE LLC & HOTEL ROSE 1 LLC % DINA CORP, ATTN: FOREMAN,D	155 108TH AVE NE #350	BELLEVUE WA	98004
1S1E03BC 90025	HOUHA,ROSEMARY A TR (ROSEMARY A HOUHA REVOCABLE LIVING TRUST)	1209 SW 6TH AVE #503	PORTLAND OR	97204-1027
1S1E03BA 4100	HOUSE OF GOLD INC % COHEN,ALLEN & JOSEPHINE	3604 AGATE ST	EUGENE OR	97405-4489
1S1E03BC 80012	HOUSE,W GREGORY TR & REGO,ALVARO A JR TR	799 NE 73RD AVE	HILLSBORO OR	97124-7535
1N1E34DC 1200	HOUSING AUTHORITY OF PORTLAND	135 SW ASH ST	PORTLAND OR	97204-3540
1N1E33DD 2900	HOUSING AUTHORITY OF PORTLAND MULTIPLE TENANTS	135 SW ASH ST	PORTLAND OR	97204-3540
1N1E34CB 9600	HOUSING AUTHORITY OF PORTLAND (LEASED SUSHI ICHIBAN	135 SW ASH ST #500	PORTLAND OR	97204
1S1E04AC 300	HOUSING AUTHORITY OF PORTLAND (LEASED TANPDX LLC ATTN: ASSET MANAGEMENT DIV	135 SW ASH ST	PORTLAND OR	97204-3598
1N1E35CA 5700	HOUSING AUTHORITY OF PORTLAND (LEASED TRANSITION PROJECTS IN	135 SW ASH ST #400	PORTLAND OR	97204
1N1E34BC 600	HOUSING AUTHORITY OF PORTLAND ATTN: KELLEY,DONNA	135 SW ASH ST	PORTLAND OR	97201
1S1E04AC 200	HOUSING AUTHORITY OF PORTLAND OREGON(LEASED MULTNOMAH COUNTY	135 SW ASH ST	PORTLAND OR	97204-3540
1N1E34CB 9700	HOUSING AUTHORITY OF PTLD (LEASED MULTIPLE TENANTS ATTN: KELLEY,DONNA	135 SW ASH ST #500	PORTLAND OR	97204
1S1E04AB 7500	HOUSING NORTHWEST INC	1604 SW CLAY ST	PORTLAND OR	97201
1S1E02CA 70008	HOUSTON,AMBER	1924 SE 11TH AVE #8	PORTLAND OR	97214
1N1E34BD 90655	HOUSTON,PATRICK M & CAROLYN S	3755 E BRANDON WAY	DOYLESTOWN PA	18902
1N1E34BB 88039	HOW,BRIAN & HOW,DAINA	5885 SE MCNARY RD	MILWAUKIE OR	97267-5194
1N1E33AD 400	HOWARD LOVEJOY LLC & LASKY LOVEJOY LLC & MADDEN LOVEJOY LLC	28470 THIRTEEN MILE RD #220	FAMRINGTON HILLS MI	48334
1N1E34CD 4000	HOWARD,KELLY E	2816 NW BEUHLA VISTA TER	PORTLAND OR	97210
1N1E33DA 70081	HOWARD,RICHARD N & HOWARD,SUSAN L	5980 NW ROSEWOOD DR	CORVALLIS OR	97330
1S1E03CC 90477	HOWARD,ROBERT S TR	2221 SW 1ST AVE #2422	PORTLAND OR	97201-5023
1N1E34BD 90520	HOWARD-BULLEN,MARTHA TR	777 OAK ST	ASHLAND OR	97520
1N1E33CD 99036	HOWE,DOUGLAS B & CLEVELAND,KRISTIN L	2020 SW MAIN ST #705	PORTLAND OR	97205-1535
1S1E04AA 70008	HOWELL,BRUCE F TR & HOWELL,MARGUERITE F TR (HOWELL FAMILY TRUST)	1218 SW 10TH AVE #105	PORTLAND OR	97205-2427
1N1E33DA 80053	HOWELL,LESLIE A	408 NW 12TH AVE #606	PORTLAND OR	97209
1N1E34BC 7300	HOWELL,ROBERT B TR & HOWELL,KRISTIN K TR	304 SE SPOKANE ST	PORTLAND OR	97202

1S1E03CD 90075	HOWERTON,DAVID W & HOLLY J	1920 SW RIVER DR #E1202	PORTLAND OR	97201
1N1E34BC 99124	HOWES,BARBARA M	7217 SOLITUDE RD	HELENA MT	59602
1N1E34BB 60366	HOWES,NATALIE & HOWES,PHILIP	1125 NW 9TH AVE #404	PORTLAND OR	97209
1S1E03CC 90128	HOWIESON,DIANE TR	2211 SW 1ST AVE #1305	PORTLAND OR	97201-5078
1N1E34CB 60078	HOWREY,LINDA	420 NW 11TH AVE #813	PORTLAND OR	97209
1N1E35BB 80052	HOWSE,DONALAD G TR	1838 NE 153RD PL	PORTLAND OR	97230
1N1E34CB 90020	HOYEN,RICHARD & DIMILIA,KAREN	PO BOX 13413	PORTLAND OR	97213
1N1E33AD 3700	HOYT BLDG INVESTORS L L C % DEERING MGMT GROUP	4800 SW MACADAM AVE #120	PORTLAND OR	97239
1N1E34BC 70000	HOYT COMMONS CONDOMINIUMS OWNE	333 SW 5TH AVE #200	PORTLAND OR	97205
1N1E28DD 700	HOYT STREET PROPERTIES L L C	1022 NW MARSHALL ST #709	PORTLAND OR	97209-2989
1N1E34BB 2635	HOYT STREET PROPERTIES LLC	1022 NW MARSHALL ST #270	PORTLAND OR	97209-2989
1N1E34BC 2000	HOYT STREET YARDS COMMUNITY ASSN %MULTI SERVICES INC	1500 NE IRVING ST STE 414	PORTLAND OR	97232-4208
1N1E34BC 2400	HOYT STREET YARDS COMMUNITY ASSN INC %MULTI SERVICES INC	1500 NE IRVING ST #414	PORTLAND OR	97232-4208
1N1E34BB 2642	HOYT STREET YARDS COMMUNITY ASSOCIATION INC	1022 NW MARSHALL ST #270	PORTLAND OR	97209-2989
1N1E33DA 40029	HPE PEARL 1 LLC %HP INVESTORS LLC ATTN MARC STANWORTH	9404 GENESEE AVE #330	LA JOLLA CA	92037
1S1E10DB 90323	HRIZUK,MICHAEL J & HRIZUK,FENG Y	24150 W 121ST ST	OLATHE KS	66061
1S1E03BC 90034	HRYNCEWICH,JAMES H & DAVIS,JOHN P III	1209 SW 6TH AVE #703	PORTLAND OR	97204
1S1E10DB 80103	HSIEH,GRACE FANG-LAN	0841 SW GAINES ST #706	PORTLAND OR	97239
1S1E04AA 1000	HSP HOLDINGS LLC (LSD OHSU FOUNDATION> ATTN: TAX DEPARTMENT	1121 SW SALMON ST #500	PORTLAND OR	97205
1N1E34CB 99105	HSU,HENRY & HSU,MARIAN	1900 SW RIVER DR #801	PORTLAND OR	97201
1S1E03CD 90315	HSU,HENRY TR & HSU,MARIAN TR	1900 SW RIVER DR #801	PORTLAND OR	97201
1S1E03CD 90335	HSU,MARIAN & HSU,HENRY	1900 SW RIVER DR #N801	PORTLAND OR	97201
1N1E34BB 50101	HSU,STEVEN K	13275 TWIN CREEK CT	LAKE OSWEGO OR	97035
1S1E03CD 90349	HSUEH,WEI	11600 NW REEVES ST	PORTLAND OR	97229-5660
1S1E10AC 90671	HUA,WEI & GONG,YI	21000 SW WYNDHAM HILL CT	TUALATIN OR	97062
1N1E34BC 99053	HUAN,LAWRENCE & LIANG,CLARA	241 LELAND AVE	MENLO PARK CA	94025-6157
1S1E10AC 90359	HUANG,CHUNG-YEE TR & HUANG,ELLEN TR-2/3 & HUANG,HAHN TR-1/3	0836 SW CURRY ST #600	PORTLAND OR	97239
1S1E03CC 90594	HUANG,DAVID & ADAMS,ALVIN P	2309 SW 1ST AVE #1644	PORTLAND OR	97201
1S1E03CC 90695	HUANG,DAVID & MCLAUGHLIN,WILLIAM R	73 MAYFAIR DR	RANCHO MIRAGE CA	92270-2587
1S1E03CB 80144	HUANG,JAMES L & HUANG,HWEI-JEAN & HUANG,GENE J	255 SW HARRISON ST #20E	PORTLAND OR	97201-5388
1S1E04AA 70125	HUANG,SUSAN A	1221 SW 10TH AVE #905	PORTLAND OR	97205-2448
1S1E03CD 90104	HUANG,ZHENGQING & LU,ROMEN	1900 SW RIVER DR #404	PORTLAND OR	97201
1N1E34BB 40237	HUBBARD,GARY & LA NOU,CINDY	949 NW OVERTON ST #1510	PORTLAND OR	97209
1S1E04AA 80033	HUBBARD,JOHN A & JUDY J	520 SE COLUMBIA RIVER DR #129	VANCOUVER WA	98661-8032
1N1E34CA 80052	HUBBARD,NICOLE	1420 NW LOVEJOY ST #603	PORTLAND OR	97209-2747
1S1E04AA 80035	HUDSON,JAMES E TR & HUDSON,KATHLEEN P TR	1005 SW PARK AVE #606	PORTLAND OR	97205-2471
1S1E04BA 90020	HUDSON,JERRY E & MYRA A #402	2020 SW MARKET STREET DR	PORTLAND OR	97201
1N1E33AD 70437	HUELSBECK,ROBERT P TR & HUELSBECK,JOHANNA M TR	2015 NW FLANDERS ST #412	PORTLAND OR	97209-1170
1S1E04BA 70049	HUFF,KENNETH J TR & HUFF,CHERYL A TR %KENNETH J HUFF	4646 NE 12TH AVE	PORTLAND OR	97211
1N1E34BB 40378	HUFFAKER,JULIE S & BEVAN,LESLIE	949 NW OVERTON ST #1301	PORTLAND OR	97209
1S1E02CD 18700	HUFFMAN,KURT A & MELONIS,HEATHER	2000 SE 10TH AVE	PORTLAND OR	97214-4647
1N1E28D 90001	HUFNAGEL,CHRISTOPHER & MATTHEWS,TAMRA J	2002 NW 16TH AVE	PORTLAND OR	97209
1S1E03CD 90359	HUGGINS,JONATHAN W & HUGGINS,JANELL M	59 SKY TERRACE PL	SPRING TX	77381
1N1E35BB 80067	HUGGLER,HANS N	6735 SW 185TH AVE	ALOHA OR	97007
1S1E03CB 70253	HUGHES,MICHAEL F	111 SW HARRISON ST #10E	PORTLAND OR	97201
1N1E34CB 99051	HUGHES,ROBERT A & MACKENZIE	2581 SW MONTGOMERY DR	PORTLAND OR	97201-1751
1S1E10DB 90744	HUGHES,WILLIAM A TR & KAMPS,JEAN M TR	3601 SW RIVER PKWY #2801	PORTLAND OR	97239-4567

1N1E34BC 90030	HUH,MAZIE J & RICHMOND,DANIEL J	1011 NW GLISAN ST #206	PORTLAND OR	97209
1N1E33AD 70191	HUI,RAYMOND G & HUI,LENA LIM	3206 W CANYON LAKES DR	KENNEWICK WA	99337
1S1E10AC 90138	HUI,RAYMOND G & LENA LIM	3206 W CANYON LAKES DR	KENNEWICK WA	99337
1N1E34BC 40125	HUIE,MELVIN C	726 NW 11TH AVE #416	PORTLAND OR	97209
1N1E33AD 70129	HULL,ALAN S	333 BRIDGE ST	FAIRHAVEN MA	02719-4905
1N1E34CC 8100	HULL,DENNIS J TR & HULL,ELIZABETH A TR-1/9	PO BOX 1772	MINDEN NV	89423
1S1E10DB 90651	HULL,DOUGLAS B & HULL,JANEEN R	3601 SW RIVER PKWY #217	PORTLAND OR	97239-4554
1N1E33AD 40287	HULL,JAMES E	1400 NW IRVING ST #305	PORTLAND OR	97209-2244
1N1E33DC 70186	HULME,AMIT	9103 SW EXCALIBUR PL	PORTLAND OR	97219-4939
1S1E03CA 90163	HULME,MARK TR & HULME,JEAN M TR	1710 SW HARBOR WAY #407	PORTLAND OR	97201-5155
1N1E35CD 8400	HULME,MARY T TR	1410 SW COURT ST NE	SALEM OR	97301-4239
1N1E34BB 60044	HUMBERD,PETER D	1125 NW 9TH AVE #314	PORTLAND OR	97209
1S1E03CA 90185	HUMMELT,HAROLD B TR-1/2 & HUMMELT,JUDITH P TR-1/2	10836 SW MOREY LN	WILSONVILLE OR	97070
1N1E35CA 1900	HUMMON,DAVID B-75% & CHICK,GEOFFREY-25%	P O BOX 324	MEDINA WA	98039
1S1E04AD 80184	HUMPHREY,RODNEY & HUMPHREY,QUINZA & HUMPHREY,WHITNEY	1500 SW PARK AVE #225	PORTLAND OR	97201-3473
1N1E34CD 5400	HUNG,SIAN-MING & JANE LIN % J A ATWOOD CORP	33 SW 3RD AVE	PORTLAND OR	97204-2703
1N1E34BB 40381	HUNGATE,DAN A & ZELL,ADRIENNE L	949 NW OVERTON ST #103	PORTLAND OR	97209
1N1E33DA 70097	HUNT,REEGAN	PO BOX 805	ESTACADA OR	97023
1S1E02BB 5500	HUNT,ROBERT C & HUNT,CONNIE L	39392 BURNSIDE LOOP RD	ASTORIA OR	97103
1N1E34BD 90372	HUNTLEY,JANE H TR	955 HEATHER LN SE	SALEM OR	97302-3210
1N1E33CA 13400	HUNTZINGER,NANCY L TR & HUNTZINGER,NANCY L-LE % GRANDE ENTERPRISES	111 W 39TH ST #A	VANCOUVER WA	98660-1974
1S1E04AD 60333	HURLEY,JAMES M & HURLEY,MARY C	1500 SW 11TH AVE #2603	PORTLAND OR	97201
1N1E34BB 70453	HURST,LINDA M & HURST,WILLIAM C	1942 BLACKHEATH RD	KNOXVILLE TN	37922
1S1E10DB 90619	HUSTON,DAVID M & WILSON,GAYLE A	3601 SW RIVER PKWY #1504	PORTLAND OR	97239-4559
1S1E04BA 7000	HUSTON,ROBERT K	1941 SW MARKET STREET DR	PORTLAND OR	97201
1N1E33DC 70723	HUSZAGH,PETER R	1926 W BURNSIDE ST #1606	PORTLAND OR	97209
1N1E28D 80159	HUTANI,TINA & JELER,NELLO	28016 NE 122ND AVE	BATTLE GROUND WA	98604
1S1E03CB 80111	HUTCHINS,JESSICA Y	255 SW HARRISON ST #16D	PORTLAND OR	97201
1S1E03CB 70011	HUTCHINSON,DARION	111 SW HARRISON ST #2G	PORTLAND OR	97201
1S1E04BA 7200	HUTCHINSON,JAMES E TR & BYERLY,KATHRYN J TR (HUTCHINSON BYERLY TRUST)	1929 SW MARKET STREET DR	PORTLAND OR	97201-2413
1N1E34BB 50124	HUTCHINSON,NEIL B TR & HUTCHINSON,KAREN L TR	1001 NW LOVEJOY ST #1501	PORTLAND OR	97209
1N1E33AD 40379	HUTTER,MADELEINE A	1400 NW IRVING ST #601	PORTLAND OR	97209
1S1E10DB 90136	HUYNH,CUONG T	3601 SW RIVER PKWY #1204	PORTLAND OR	97239
1N1E34CB 80038	HUYNH,MICHAEL	300 NW 8TH AVE #305	PORTLAND OR	97209-3555
1N1E33AD 40206	HVAL,DEANNA	1400 NW IRVING ST #714	PORTLAND OR	97209
1S1E10DB 80206	HWANG,THOMAS S & KIM,DONNA H	0841 SW GAINES ST #2108	PORTLAND OR	97239-3105
1S1E04BA 10700	HWEE,BENJAMIN Y & PATRICIA	1904 SW MARKET ST	PORTLAND OR	97201
1S1E03CD 90245	HYLTON,THOMAS R TR & HYLTON,KRISTEN J TR	9 CANDLEBUSH	IRVINE CA	92603
1S1E04BA 7100	HYSLOP,ROBERT S & ROBITAILLE,ELIZABETH W	1935 SW MARKET STREET DR	PORTLAND OR	97201
1N1E34BC 1900	I & G DIRECT REAL ESTATE 22 LP	931 NW 11TH AVE	PORTLAND OR	97209-3245
1S1E04AD 60356	IANNACONE,ROBERT	1500 SW 11TH AVE #902	PORTLAND OR	97201
1N1E33CD 900	ICE CREAM PARTY LLC	9171 WILSHIRE BLVD #300	BEVERLY HILLS CA	90210-5524
1N1E34CB 50005	IDENTICAL HOLDINGS LLC % DOWNES-LEGUIN,THEODORE	3340 SE CRYSTAL SPRINGS BLVD	PORTLAND OR	97202
1S1E03BA 200	IEH PORTLAND LLC %PORTLAND GENERAL ELECTRIC 1WTC0510-CORPORATE TAX DEPT	121 SW SALMON ST	PORTLAND OR	97204
1N1E33CD 99002	ILG,ROLAND W	2020 SW MAIN ST #102	PORTLAND OR	97205
1S1E03BC 80105	ILLE,MARJORIE M & KENNEDY,ANTOINETTE T	1500 SW 5TH AVE #805	PORTLAND OR	97201
1N1E33DA 4700	ILLINOIS TOOL WORKS INC ATTN HENDERSON,MILDRED HI-CONE DIVISION	1140 W BRYN MAWR	ITASCA IL	60143

1S1E04AD 60216	IM,ALICE	1500 SW 11TH AVE #1407	PORTLAND OR	97201
1S1E03CB 70019	IM,CHUN OK & YOUN,JUNG HEE	5255 237TH TER SE	ISSAQUAH WA	98029
1N1E34BB 90058	INDI PROPERTY LLC	1030 NW 12TH AVE #TH6	PORTLAND OR	97209
1S1E03CB 70147	INGLE,MARCUS D & DIANA L	111 SW HARRISON ST #21C	PORTLAND OR	97201
1N1E34BB 50058	INGLIS,GEORGIA & INGLIS,DOUG	1001 NW LOVEJOY ST #508	PORTLAND OR	97209
1N1E34BB 40020	INGLIS,JUDITH C TR	949 NW OVERTON ST #502	PORTLAND OR	97209-3268
1S1E04AA 70514	INGOMAR PARTNERS WEST LLC	3908 INGOMAR ST NW	WASHINGTON DC	20015
1S1E02CA 10900	INKSTER INVESTMENTS LLC	PO BOX 696	LAKE OSWEGO OR	97034
1S1E04AA 90011	INNOVATIVE HOUSING INC	219 NW 2ND AVE	PORTLAND OR	97209-3905
1N1E34CC 9100	INNOVATIVE KWVS LLC	219 NW 2ND AVE	PORTLAND OR	97209
1N1E34CA 8500	INNOVATIVE RICH LLC	219 NW 2ND AVE	PORTLAND OR	97209
1S1E04AD 60293	INOUE,YOKO & INOUE,YUKO % MORIHARA	700 WESTMOUNT DR #301	WEST HOLLYWOOD CA	90069-5142
1N1E33DC 70670	INOUYE,LANCE & FIRES,TIFFANY	1926 W BURNSIDE ST #1601	PORTLAND OR	97209
1N1E33DC 70468	INOUYE,LANCE & SASAKI,NATHAN	1926 W BURNSIDE ST #1601	PORTLAND OR	97209
1S1E04AA 70154	INOWAY,RITA N	1221 SW 10TH AVE #1106	PORTLAND OR	97205-2476
1S1E10DB 90028	INSCOE,GERALD D & RACHEL M	3601 SW RIVER PKWY #331	PORTLAND OR	97239
1N1E34BD 90370	INSPRIRING SALT LLC ATTN: SALT,KRISTEN	600 NW NAITO PKWY #D	PORTLAND OR	97209
1N1E27CA 5500	INTERSTATE BUILDING LLC	412 NW COUCH ST #220	PORTLAND OR	97209
1N1E27CA 5100	INTERSTATEAVE LLC %WRIGHT,WILLIAM S & WRIGHT,JANET C	809 N RUSSELL ST #201	PORTLAND OR	97227-1731
1S1E11BA 6800	INTRINSIC VENTURES INC	530 OAK GROVE AVE #201	MENLO PARK CA	94025-3255
1S1E10DB 90781	IOFFE,ANATOLIY-50% & IOFFE,SERGEY-50%	3601 SW RIVER PKWY #818	PORTLAND OR	97239-4555
1S1E04AD 8600	IONE COMMUNITIES LLC % COLRICH	444 W BEECH ST #300	SAN DIEGO CA	92101
1S1E04AD 60175	IPSEN,RICHARD E	1500 SW 11TH AVE #2003	PORTLAND OR	97201
1S1E03CB 70121	IRA SERVICES TRUST CO ET AL	PO BOX 7080	SAN CARLOS CA	94070-7080
1S1E03BC 80082	IRAJPANAH,YASSAMAN	P O BOX 702	FAIRVIEW OR	97024
1S1E03CC 90273	IRELAND,CARLENE M TR	2221 SW 1ST AVE #1422	PORTLAND OR	97201-5019
1S1E03CB 70287	IRVINE,JANE E	310 E 85TH ST #1D	NEW YORK NY	10028-4567
1N1E33AD 80125	IRVING STREET LOFTS LLC	2815 2ND AVE #360	SEATTLE WA	98121
1N1E34BD 90178	IRVING,DAVID M & APRICOT	32820 NE CHAMBERLAIN RD	CORBETT OR	97019-9606
1N1E34BB 80316	IRVING,KEVIN F & FONTE,NICOLO	1130 NW 12TH AVE #600	PORTLAND OR	97209-2859
1S1E11BA 12200	IRWIN HODSON CO INC ATTN: ACCOUNTS PAYABLE	2838 SE 9TH AVE	PORTLAND OR	97202
1S1E11BB 2600	IRWIN-HODSON CO	2838 SE 9TH AVE	PORTLAND OR	97202-2509
1S1E11BA 12200	IRWIN-HODSON SCREW MACHINE & STAMPING INC ATTN: ACCOUNTS PAYABLE	2808 SE 9TH AVE	PORTLAND OR	97202-2509
1S1E10AC 90098	ISAACMAN,BARBARA S TR ET AL	0847 SW PENNOYER ST #TH-C	PORTLAND OR	97239
1N1E34CB 99503	ISABEL LLC	330 NW 19TH AVE	PORTLAND OR	97209
1S1E04AD 80243	ISHRAK,SYED OMAR TR & ISHRAK,HELEN TR	2309 LAKE OF THE ISLES PKWY E	MINNEAPOLIS MN	55405
1N1E34CD 3200	ISIS INVESTMENTS LLC	222 SW 4TH AVE	PORTLAND OR	97204
1S1E04AD 60013	ITAMURA,WESLEY K	1500 SW 11TH AVE #306	PORTLAND OR	97201-3532
1N1E34CD 2500	ITM INVESTMENTS LLC	1500 SW 5TH AVE #1602	PORTLAND OR	97201
1S1E03CB 80318	IVANITSKAYA,NATALIA	255 SW HARRISON ST #TH	PORTLAND OR	97201-5338
1S1E04AD 80249	IVERSON,KIRK	1500 SW PARK AVE #308	PORTLAND OR	97201
1N1E33AD 80128	IWAYA,HIROSHI & IWAYA,JANINE F	1314 NW IRVING ST #703	PORTLAND OR	97209
1S1E10DB 80002	J & R ATWATER CONDO LLC	2525 MAIN ST #510	IRVINE CA	92614
1S1E04AD 80118	J & W BUSINESS LLC	15310 SW FIRTREE DR	TIGARD OR	97223
1S1E03CC 90468	J JENE HOLDINGS LLC	2221 SW 1ST AVE #1921	PORTLAND OR	97201-5073
1S1E10DB 90305	J&R JOHN ROSS RETAIL LLC % COLLIERS INTERNATIONAL	851 SW 6TH AVE #1200	PORTLAND OR	97204-1349
1S1E03CD 90147	J2KM LLC % STEWART SOKOL & GRAY LLC ATTN: JOHN SPENCER STEWART	2300 SW 1ST AVE #200	PORTLAND OR	97201

1N1E33DA 60068	JABLONSKI,JOE J	2351 NW JOHNSON ST	PORTLAND OR	97210-3231
1S1E10AC 90631	JABRI,MARWAN & JABRI,XIAO QUAN	PO BOX 583	TIBURON CA	94920-0583
1N1E34CD 9100	JACK LONDON BUILDING LLC	401 SW ALDER ST	PORTLAND OR	97204-2103
1S1E10DB 80070	JACK,RICHARD T TR & JACK,RUPA N TR	8433 NW HAWKINS BLVD	PORTLAND OR	97229
1S1E03BB 2000	JACKSON TOWER PARTNERS LLC % LAEROC FUNDS	2447 PACIFIC COAST HWY #105	HERMOSA BEACH CA	90254
1N1E34BB 90149	JACKSON,BECKY & GIDLEY,GENE	9440 NW MARVIN LN	PORTLAND OR	97229
1N1E34BB 50067	JACKSON,JANEESE TR	1001 NW LOVEJOY ST #604	PORTLAND OR	97209-3570
1N1E34BC 40347	JACKSON,JUSTIN P & HASAN,REEM	725 NW 10TH AVE #305	PORTLAND OR	97209
1S1E02CD 13800	JACKSON,KELLY M	2214 SE 11TH AVE	PORTLAND OR	97214
1N1E35CA 3600	JACKSON,ROBERT C TR & JACKSON,CYNTHIA C TR	2705 SW STREAMSIDE DR	PORTLAND OR	97219
1N1E34BD 90153	JACKSON,SHARON L	920 NW NAITO PKWY #J-16	PORTLAND OR	97209
1N1E34BD 90680	JACKSON,WILLIAM E & DEBORAH E	13363 GOODALL RD	LAKE OSWEGO OR	97034-1561
1N1E34BD 90363	JACKSON,WILLIAM E TR	13363 GOODALL RD	LAKE OSWEGO OR	97034-1561
1S1E11BA 8900	JACOBS,DANA L TR ET AL	19153 SW CHESAPEAKE DR	TUALATIN OR	97062-6706
1N1E34BB 40384	JACOBS,JEFFREY P & JACOBS,CHERYL A	1418 SE 96TH AVE	VANCOUVER WA	98664
1S1E10AC 90411	JACOBSEN,BARBARA	0836 SW CURRY ST #1104	PORTLAND OR	97239-4528
1N1E34CB 99131	JACOBSON,JUDY D TR	3131 NE ALAMEDA TER	PORTLAND OR	97212
1S1E04BA 8000	JACOBSON,PAMELA K & BUISMAN,MICHAEL	1508 SW 19TH AVE	PORTLAND OR	97201
1S1E04BA 80028	JAGGAR,KAREN L	1132 SW 19TH AVE #312	PORTLAND OR	97205
1N1E33DA 60111	JAGIELSKI,KEITH R	20 NW 16TH AVE #106	PORTLAND OR	97209
1N1E34BC 40148	JAIN,ARUN	725 NW 10TH AVE #107	PORTLAND OR	97209-3240
1S1E04AA 60002	JAKAS INDUSTRIES LLC	1005 SANSOME ST #330	SAN FRANCISCO CA	94111
1N1E33DA 50024	JAKE LLC	PO BOX 5528	EUGENE OR	97405-0528
1S1E02BA 8000	JAMES SCHROEDER	603 SE 12TH AVE	PORTLAND OR	97214-2409
1N1E33DC 70535	JAMES,ROBERT D & JAMES,HENGAMEH M	2993 SW FAIRVIEW BLVD	PORTLAND OR	97205-5828
1S1E03CC 90346	JAMES,SHERRIE S	2221 SW 1ST AVE #2523	PORTLAND OR	97201
1S1E03CA 90192	JAMESON,JEANNETTE Y TR	1616 SW HARBOR WAY #504	PORTLAND OR	97201
1N1E33DA 70110	JAMIESON,JESS C & JAMIESON,MARGARET M	416 NW 13TH AVE #601	PORTLAND OR	97209-2941
1N1E28D 90015	JAMIESON,MAURNA	15940 NE 1ST ST	BELLEVUE WA	98008
1S1E03CD 90593	JANAS,ROBERT	1920 SW RIVER DR #E804	PORTLAND OR	97201-8050
1N1E34CB 80095	JANCHAR,TIMOTHY A	300 NW 8TH AVE #401	PORTLAND OR	97209-3556
1S1E04AA 70480	JANESH,PATRICIA A	1221 SW 10TH AVE #908	PORTLAND OR	97205
1S1E10AC 90637	JANET,JOSEPH C & LEA M	1604 DESERT FORT ST	LAS VEGAS NV	89128
1N1E34CB 99256	JANKUS,TERESA A	333 NW 9TH AVE #403	PORTLAND OR	97209-3333
1S1E04AD 60003	JANSSEN,EMIL P & JANSSEN,JUDITH D PMB 8057	PO BOX 8000	SISTERS OR	97759
1S1E03CB 80086	JANSSEN,KEVIN	255 SW HARRISON ST #12-C	PORTLAND OR	97201
1N1E34BC 60344	JANSSON,SUSAN ANN	820 NW 12TH AVE #210	PORTLAND OR	97209
1N1E34CA 80016	JANTZI,KERRY T	14131 SW COMPASS DR	BEAVERTON OR	97005-2335
1S1E10DB 90165	JANZEN,HENRY & JANZEN,LARA	16499 SE ORCHARD VIEW LN	DAMASCUS OR	97089-6894
1N1E34BC 99306	JAOUEN-MULLIN,CATHERINE	11398 NW RIESLING CT	PORTLAND OR	97229
1N1E34BB 50371	JAQUA,JON V	1001 NW LOVEJOY ST #PH-2	PORTLAND OR	97209-3575
1N1E34BB 60168	JAQUA,PATRICIA O	PO BOX 11075	EUGENE OR	97440
1S1E02CD 13100	JAQUAY,MARGARET TR (PORTLAND VICTORIAN TRUST)	PO BOX 14667	PORTLAND OR	97293-0667
1S1E03CB 80297	JARMON,THAD & JARMON,EMMANUELLE	255 SW HARRISON ST #6D	PORTLAND OR	97201
1N1E34BC 99193	JARVIS,AMY	922 NW 11TH AVE #405	PORTLAND OR	97209-2777
1S1E02CB 800	JASPER C LENT POST #1442	3405 SE 87TH AVE	PORTLAND OR	97266-1952
1N1E34BD 90135	JASSEM,MARC L	6404 SE 23RD AVE #723	PORTLAND OR	97202-5461

1N1E34BC 70028	JAURIQUE,BENJAMIN & JAURIQUE,ERIN H	3403 NE 32ND AVE	PORTLAND OR	97212-2630
1S1E02BA 8700	JAX EPV LLC	PO BOX 14370	PORTLAND OR	97293-0370
1N1E34BB 88537	JAYARAM,T H & DUPONT-LAUREN,RANDI	2111 PLEASANT CREEK DR	KINGWOOD TX	77345-1667
1N1E34BD 90658	JAYFAY MANAGEMENT SERVICES INC DEFINED BENEFIT PLAN % MC CALLISTER,ROSS	15170 N HAYDEN RD #1	SCOTTSDALE AZ	85260-2571
1S1E04AB 70019	JAYNES,DAN	2411 NE 48TH AVE	PORTLAND OR	97213-1921
1S1E04AB 70093	JAYNES,DANIEL W	2411 NE 48TH AVE	PORTLAND OR	97213-1921
1N1E34BD 90351	JAYNES,STEVE & JAYNES,TAMARA	4565 SW DOGWOOD LN	PORTLAND OR	97225
1N1E34BD 90473	JAYNES,STEVEN M TR & JAYNES,TAMARA H TR	4565 SW DPGWOOD LN	PORTLAND OR	97225
1N1E34CD 9400	JB EQUITIES IV LLC	420 SW WASHINGTON ST #301	PORTLAND OR	97204
1N1E35CC 3900	JB EQUITIES XIV LLC ET AL	537 SE ASH ST #101	PORTLAND OR	97214
1N1E34CB 7300	JEAN MARTIN LLC	950 NE HAZELFERN PL	PORTLAND OR	97232-2628
1S1E04AD 3000	JEANNE MANOR APARTMENTS LLC % FOSTER PEPPER TOOZE	601 SW 2ND AVE #1800	PORTLAND OR	97204
1S1E02BB 2700	JEB REIT PDX LLC	3667 1ST AVE S	SEATTLE WA	98134-2201
1N1E28D 90018	JEE,SHASTAN	2124 NW 16TH AVE	PORTLAND OR	97209
1N1E34BB 90081	JEE,SHASTAN K	PO BOX 4017	BEAVERTON OR	97075-4017
1N1E26CD 90046	JEFFCOAT,KATHARINE & JEFFCOAT,ERIC & BURTON,BETTY H	3230 SW GALE AVE	PORTLAND OR	97239
1S1E04AB 60000	JEFFERSON CONDOMINIUMS OWNERS ASSOCIATION % SLOAN,WILLIAM T	19363 WILLAMETTE DR #233	WEST LINN OR	97068
1S1E04BA 1100	JEFFERSON HOLDINGS LLC	7935 SW BROADMOOR TER	PORTLAND OR	97225-2118
1S1E03BD 80000	JEFFERSON STATION CONDOMINIUM OWNERS ASSOCIATION % KEMPERCO LLC	1230 SW 1ST AVE #400	PORTLAND OR	97204-3234
1S1E04BA 5500	JEFFERSON WATUMULL LLC	307 LEWERS ST #600	HONOLULU HI	96815
1S1E03BC 90040	JEFFERSON,JEFFREY D	PO BOX 889	KENAI AK	99611
1S1E04AB 3300	JEFFERSON/ANGEL LLC % TASKAR KIBBEE & ASSOC PC % BUSINESS SERVICES OPTIMIZED	11501 SW PACIFIC HWY	TIGARD OR	97223
1S1E03BB 2700	JEFFERSON-MADISON CORP % OREGON HISTORICAL SOCIETY	7831 SE LAKE RD #200	PORTLAND OR	97267
1S1E10DB 80110	JEHLE,JOHN W TR (THE CLOVER BROOKS TRUST)	0841 SW GAINES ST #802	PORTLAND OR	97239
1S1E02CD 18300	JEIDY,RONALD P & GAIL M	2237 NE STANTON ST	PORTLAND OR	97212-3438
1S1E03CC 90298	JENE,JOANNE	2221 SW 1ST AVE #1921	PORTLAND OR	97201
1N1E34CB 60088	JENNEWINE,RICHARD C TR & JENNEWINE,YUKIYO S TR	420 NW 11TH AVE #901	PORTLAND OR	97209
1N1E35BB 80050	JENNINGS,JAY T	533 NE HOLLADAY ST #503	PORTLAND OR	97232
1N1E34BD 90144	JENSEN,BRUCE A	940 NW NAITO PKWY #L-6	PORTLAND OR	97209
1N1E34BD 90391	JENSEN,CARL F TR-50% & JENSEN,JANE E TR-50% % JENSEN HOME FARM LLC	6532 HOWELL PRAIRIE RD NE	SILVERTON OR	97381
1N1E33AD 70143	JENSEN,CHARLES W & PERSON,RYAN	1410 NW KEARNEY ST #814	PORTLAND OR	97209
1N1E34BB 50469	JENSEN,KENT A & TAAFFE,JEANNINE M	1001 NW LOVEJOY ST #608	PORTLAND OR	97209
1S1E03CB 80148	JENSEN,MICHAEL R	255 SW HARRISON ST #21A	PORTLAND OR	97201
1S1E04BA 70053	JENSEN,PAULA H & WILSON,KEITH	2024 SW HOWARDS WAY #407	PORTLAND OR	97201
1S1E10DB 90494	JENSON,CARL R & JENSON,MAY M	1924 OAK HILLS ST	CPE GIRARDEAU MO	63701-2934
1N1E33DC 70751	JENSON,DARREL J & JENSON,KATHLEEN L	2844 EDGEWATER DR	EUGENE OR	97401
1S1E04AD 60130	JEPSON,SALLY A & LIPPERT,LYNN S	1500 SW 11TH AVE #2401	PORTLAND OR	97201
1N1E34BC 99295	JESSUP,AVERY	922 NW 11TH AVE #312	PORTLAND OR	97209
1N1E34BB 50063	JEWELL,STEPHANIE F & JEWELL,STEVEN E	01309 SW CORBETT HILL CIR	PORTLAND OR	97219
1N1E33CA 13500	JIA,QIU SHENG ET AL	2240 SUMMIT CT	LAKE OSWEGO OR	97034-3618
1N1E33DA 80117	JIN,HEEJOUN	1281 COBBLESTONE RD	LA HABRA CA	90631-6341
1N1E33DC 70692	JIU,JENN JUNG	19177 35TH PL	LAKE OSWEGO OR	97034
1N1E34CA 80093	JMCB PROPERTIES LTD	174 KLUGE TRL	ROCKPORT TX	78382-7479
1N1E34CB 99432	JMN LLC	7327 SW BARNES RD PMB 307	PORTLAND OR	97225-6119
1N1E26CD 13000	JMR LLC	7923 SW EDGEWATER E	WILSONVILLE OR	97070-9483
1S1E03BC 80047	JMS PROPERTIES LLC % DELTA MANAGEMENT CO	203 E RESERVE ST	VANCOUVER WA	98661
1N1E34CA 2000	JO AN'S MBKK LLC	434 NW 6TH AVE	PORTLAND OR	97209

1N1E33AD 80090	JO,GRACE EUNHYE & LEE,YOUNGGI	1314 NW IRVING ST #604	PORTLAND OR	97209
1S1E03CD 90469	JODKO,STEFAN & NARKIEWICZ-JODKO,JOANNA-1/2 & NARKIEWICZ-JODKO,ARTUR-1/2	167 SOUTHSHORE LN	KLAMATH FALLS OR	97601-9111
1N1E33DC 70184	JOE JENSON PROPERTIES LLC	2844 EDGEWATER DR	EUGENE OR	97401-1544
1S1E04BA 80011	JOHANNESEN,ROBERT G & JOHANNESEN,ANN L	1132 SW 19TH AVE #204	PORTLAND OR	97205
1S1E10DB 90000	JOHN ROSS CONDOMINIUMS OWNERS ASSOCIATION	1120 NW COUCH ST #600	PORTLAND OR	97209
1S1E03CB 80192	JOHN,BONIFES M & ANTONIDASS,CASSILDA	3802 SE 191ST AVE	VANCOUVER WA	98683
1N1E33DA 50198	JOHN,JAMES & HARTZMAN,CRAIG	311 NW 12TH AVE #1104	PORTLAND OR	97209
1N1E33DA 50045	JOHN,JAMES E & HARTZMAN,CRAIG D	6117 BUENA VISTA DR	VANCOUVER WA	98661
1N1E33DA 1200	JOHNNIE JOHNSON PROPERTIES (14TH & FLANDERS) LLC>	3850 NE 202ND AVE	FAIRVIEW OR	97024
1N1E34BC 99006	JOHNS,CECILY A TR	922 NW 11TH AVE #210	PORTLAND OR	97209
1S1E04AD 90038	JOHNS,KERI & JOHNS,CHRIS	1410 SW 11TH AVE #806	PORTLAND OR	97201
1S1E04AD 60296	JOHNSEN,JEFFREY K	1500 SW 11TH AVE #1203	PORTLAND OR	97201
1N1E34BC 2300	JOHNSON STREET TOWNHOUSE CONDOMINIUMS OWNERS ASSN %MULTI-SERVICES INC	1500 NE IRVING ST #414	PORTLAND OR	97232-4208
1S1E03CB 80254	JOHNSON,BENJAMIN & JOHNSON,JERRY & JOHNSON,MILDRED	255 SW HARRISON ST #17H	PORTLAND OR	97201
1N1E34CB 90019	JOHNSON,BRAD & JOHNSON,JULIE B	1936 NW 32ND AVE	PORTLAND OR	97210
1S1E04AD 80130	JOHNSON,BRADLEY & JOHNSON,FARNOOSH	1500 SW PARK AVE #102	PORTLAND OR	97201
1N1E34BC 88199	JOHNSON,BRIAN	937 NW GLISAN ST #1435	PORTLAND OR	97209
1N1E33DC 70696	JOHNSON,BRUCE C & JOHNSON,HEATHER A	1926 W BURNSIDE ST #1119	PORTLAND OR	97209-2078
1N1E34CB 40259	JOHNSON,CHARLES R & HACHERL,CAROL A	PO BOX 1445	PORT ORFORD OR	97465
1S1E10DB 80015	JOHNSON,CHRIS A & JOHNSON,TAMARA F	0841 SW GAINES ST #203	PORTLAND OR	97239-3062
1S1E04AB 60042	JOHNSON,CONOR S	1234 SW 18TH AVE #501	PORTLAND OR	97205
1S1E03BC 80139	JOHNSON,DAVID A & JOHNSON,DONNA M	1500 SW 5TH AVE #2506	PORTLAND OR	97201-5438
1N1E34BB 80167	JOHNSON,DEXTER A	1130 NW 12TH AVE #516	PORTLAND OR	97209
1N1E33DA 80150	JOHNSON,EDWARD B & KNIEP,KATHRYN E	408 NW 12TH AVE #608	PORTLAND OR	97209
1N1E28D 70013	JOHNSON,GREGORY L TR & JOHNSON,KRISTIE A TR	1726 NW RIVERSCAPE ST	PORTLAND OR	97209
1N1E34CB 500	JOHNSON,JAMES L & SELMA S % 427B 714G, LLC	427 NW BROADWAY	PORTLAND OR	97209-3512
1S1E04AB 60047	JOHNSON,JOANN & TANAMACHI,LINDA	1234 SW 18TH AVE #509	PORTLAND OR	97205
1N1E26CD 50020	JOHNSON,KIEL I	1509 NE 10TH AVE #301	PORTLAND OR	97232-1251
1S1E04AA 70113	JOHNSON,KIM A & JOHNSON,MARGARET I	1221 SW 10TH AVE #807	PORTLAND OR	97205
1N1E34BB 60266	JOHNSON,KYLEY K	721 NE PRESCOTT ST	PORTLAND OR	97211-3967
1N1E34BD 90457	JOHNSON,MARK A TR & JOHNSON,KATHY R TR	2725 SE KELLY ST	PORTLAND OR	97202-2034
1N1E34BB 88456	JOHNSON,MARSHALL & JOHNSON,KELLY	1900 W NICKERSON ST #116-42	SEATTLE WA	98119-1665
1S1E03CC 90121	JOHNSON,MARY L	2211 SW 1ST AVE #1404	PORTLAND OR	97201
1N1E33AD 80133	JOHNSON,MICHAEL	1314 NW IRVING ST #404	PORTLAND OR	97209
1S1E10DB 90272	JOHNSON,MICHAEL E & JOHNSON,ELIZABETH M	3601 SW RIVER PKWY #2502	PORTLAND OR	97239
1N1E33DA 40038	JOHNSON,MYRNA	323 NW 13TH AVE #404	PORTLAND OR	97209-3144
1S1E03BC 80096	JOHNSON,RAYMOND N TR JOHNSON,MARILYN L TR	1500 SW 5TH AVE #2204	PORTLAND OR	97201
1S1E10DB 80146	JOHNSON,RICHARD E TR & JOHNSON,EILEEN S TR	0841 SW GAINES ST #1300	PORTLAND OR	97239
1S1E03CC 90031	JOHNSON,ROBERT F & JOAN C	2211 SW 1ST AVE #604	PORTLAND OR	97201
1N1E34BB 50223	JOHNSON,ROBERT R & HOWARD,CECIL R	1001 NW LOVEJOY ST #1108	PORTLAND OR	97209
1N1E34CB 60033	JOHNSON,ROBERT S	420 NW 11TH AVE #610	PORTLAND OR	97209
1S1E04AD 60281	JOHNSON,RORY R & JOHNSON,JILL S	1500 SW 11TH AVE #1105	PORTLAND OR	97201
1S1E03CB 70003	JOHNSON,ROY D	111 SW HARRISON ST UNIT 1C	PORTLAND OR	97201
1S1E04BA 80010	JOHNSON,SALENA M	1132 SW 19TH AVE #203	PORTLAND OR	97205
1S1E03CC 90355	JOHNSON,SHARON	2221 SW 1ST AVE #2423	PORTLAND OR	97201
1S1E03BC 80109	JOHNSON,SHARON L TR	PO BOX 3878	SALEM OR	97302
1S1E03CC 90324	JOHNSON,SHARON TR (SHARON JOHNSON TRUST)	2221 SW 1ST AVE #2423	PORTLAND OR	97201

1S1E10DB 90355	JOHNSON,SHERRILL	3601 SW RIVER PKWY #804	PORTLAND OR	97239
1N1E26CC 10200	JOHNSON,STEVEN C & JOHNSON,PAULA A % JOHNSON,STEVE	30351 SE LUSTED RD	GRESHAM OR	97080-6900
1N1E34BC 40032	JOHNSON,STEVEN N & LYNETTE M	922 NW CIRCLE BLVD #140	CORVALLIS OR	97330
1N1E34BC 70016	JOHNSON,STEVEN R & KATHRYN S	01017 SW COMUS ST	PORTLAND OR	97219
1S1E04AB 6800	JOHNSON,TIMOTHY P & SELBY,MARIE E	1712 SW CLAY ST	PORTLAND OR	97201
1S1E04AA 90048	JOHNSON,VERNE A & INMAN,DIANE N	9610 SW 116TH ST	VASHON WA	98070-3221
1S1E03CA 90064	JOHNSTON,BERNICE B	3550 SW BOND AVE #1405	PORTLAND OR	97239-4720
1N1E33AD 70267	JOHNSTON,BRADFORD D TR	1420 NW LOVEJOY ST #603	PORTLAND OR	97209
1S1E03CA 90367	JOHNSTON,GILBERT R	0225 SW MONTGOMERY ST #4	PORTLAND OR	97201
1S1E04AC 2500	JOHNSTON,JEFFORY J JR	1451 SW MARKET ST	PORTLAND OR	97201-2555
1S1E03CB 70025	JOHNSTON,JENNIFER & JOHNSTON,BRENT	111 SW HARRISON ST #4E	PORTLAND OR	97201
1N1E34CA 80040	JOHNSTON,JESSIE	411 NW FLANDERS ST #304	PORTLAND OR	97209
1N1E34BB 60302	JOHNSTON,MARTIN & ROBERTSON,CATHERINE	1125 NW 9TH AVE #204	PORTLAND OR	97209
1S1E03CC 90640	JOJICA LLC % GREENBLATT,JON R	9460 SW NEW FOREST DR	BEAVERTON OR	97008-7639
1N1E34BC 60006	JOLLEY,MICHAEL	821 NW 11TH AVE #601	PORTLAND OR	97209
1N1E34CA 11901	JOLLY GREEN BUILDING LLC	8316 N LOMBARD ST #405	PORTLAND OR	97203
1N1E34BC 60276	JONATHAN T FRANKLIN & CYNTHIA WILLOUGHBY FRANKLIN FAMILY 2 LLC	520 RIDGEWAY DR	BELLINGHAM WA	98225
1S1E03CA 90157	JONES,BRUCE D TR & JONES,MEREDITH M TR	1630 SW HARBOR WAY #D202	PORTLAND OR	97201
1S1E03CC 90104	JONES,DENNIS A & JONES,CHARLENE A	2211 SW 1ST AVE #803	PORTLAND OR	97201-5013
1S1E04BA 80025	JONES,DOUGLAS W JR-1/2 & JONES,DOUGLAS W JR TR (FBO RETCHLESS,TRACY)-1/2	6955 SW CANYON DR	PORTLAND OR	97225-3211
1N1E34BD 90694	JONES,HANNAH	720 NW NAITO PKWY #D-15	PORTLAND OR	97209
1N1E34BD 90298	JONES,HANNAH C TR	12250 NW MAPLE HILL LN	PORTLAND OR	97229
1S1E10DB 80370	JONES,KEITH N & ZUCKERMAN,LINDA S	0841 SW GAINES ST #900	PORTLAND OR	97239-3102
1N1E33AD 80113	JONES,KRISTIN	1400 NW MARSHALL ST #430	PORTLAND OR	97209-3291
1S1E04AA 80037	JONES,LARRY & JONES,ALFIA T	34575 SE COUPLAND RD	ESTACADA OR	97023
1N1E33AD 70306	JONES,MICHAEL D	3570 SW RIVER PKWY #1611	PORTLAND OR	97239-4544
1N1E34BB 70288	JONES,NICOLE	1255 NW 9TH AVE #704	PORTLAND OR	97209-2896
1N1E34BB 70375	JONES,OLIVIA L TR (OLIVIA L JONES LIVING TRUST)	1255 NW 9TH AVE #113	PORTLAND OR	97209
1S1E10DB 80020	JONES,PAUL S & HENRY-JONES,SHARON J	0841 SW GAINES ST #213	PORTLAND OR	97239
1S1E10AC 90234	JONES,SAUNDERS A & JONES,HELEN M	3570 SW RIVER PKWY #2101	PORTLAND OR	97239-4547
1S1E03CC 90091	JONES,WILLIAM J	25 NW 23RD PL #6 PMB 272	PORTLAND OR	97210-5580
1S1E03CB 70031	JOOBBANI,JAMSHEED	111 SW HARRISON ST #5C	PORTLAND OR	97201
1N1E35BB 80062	JOOS,HUNTER	533 NE HOLLADAY ST #706	PORTLAND OR	97232
1N1E34BB 88603	JORDAN,DEE	1310 NW NAITO PKWY #113	PORTLAND OR	97209
1N1E34BB 50008	JORDAN,JANET E & JORDAN,MICHAEL R	1001 NW LOVEJOY ST #204	PORTLAND OR	97209
1S1E10DB 90108	JORDAN,KIMBERLEY L & JORDAN,DOUGLAS R & JORDAN,CHASE	685 W F ST	CRESWELL OR	97426-9552
1N1E33AD 40092	JORDAN,SARAH R	1400 NW IRVING ST #316	PORTLAND OR	97209
1N1E28D 80147	JOYCE,JAMES	1830 NW RIVERSCAPE ST #609	PORTLAND OR	97209
1S1E02BA 7800	JR INVESTMENT ASSOC LLC % HOWELL,NICOLE A	2525 NE 21ST AVE	PORTLAND OR	97212
1S1E02BA 7700	JR INVESTMENT ASSOCIATES LLC	2525 NE 21ST AVE	PORTLAND OR	97212
1S1E10DB 90621	JR221K LLC	3601 SW RIVER PKWY #221	PORTLAND OR	97239
1S1E10DB 90793	JR-A1 VENTURES LLC ATTN: BECKER,SEAN Z	3623 SW RIVER PKWY	PORTLAND OR	97239
1N1E34CA 9600	JSP INVESTMENTS LLC-50% & LENZEN,DANIEL M-50%	PO BOX 3027	PORTLAND OR	97208
1N1E34CB 99369	JT PRECISION PROPERTIES LLC	13679 NW HENNINGER LN	PORTLAND OR	97229
1N1E34CB 60122	JUBB,JUDITH F	400 WEST 8TH ST #326	VANCOUVER WA	98660
1S1E10DB 80295	JUBITZ,MARY L	0841 SW GAINES ST #347	PORTLAND OR	97239-3062
1N1E33CB 50147	JUBITZ,NEIL A	2351 NW WESTOVER RD #306	PORTLAND OR	97210-3780

1S1E10DB 80567	JUCKELAND,PHILIP R & CAROL B	0841 SW GAINES ST #2008	PORTLAND OR	97239-3106
1S1E10DB 80199	JUCKELAND,PHILIP R & JUCKELAND,CAROL B	0841 SW GAINES ST #2008	PORTLAND OR	97239
1N1E33AD 70329	JULIA RAE PROPERTIES LLC	5120 SUNSHINE RD	ROSEBURG OR	97470
1N1E34BB 88597	JULIE R & JAMES L SNYDER LLC % SNYDER,JULIE R & JAMES L	22 BENEDICT CT	ALAMEDA CA	94502-7758
1N1E34BB 70526	JUNG,HO SUN & JUNG,JAE NAM	1255 NW 9TH AVE #1101	PORTLAND OR	97209
1N1E28D 80157	JUNIPER FINANCIAL SERVICES LLC %C MARVIN MAY	PO BOX 9065	SALEM OR	97305
1N1E28D 80074	JUNIPER FINANCIAL SERVICES LLC %DAVID R JOSTAD	PO BOX 9065	SALEM OR	97305
1S1E03BC 80029	JUNKER,FRITZ	1500 SW 5TH AVE #601	PORTLAND OR	97201-5420
1N1E35CD 1900	JUPITER CITY MOTEL LLC	800 E BURNSIDE ST	PORTLAND OR	97214
1S1E03CA 90013	JURKINS,JACQUELYN J	0305 SW MONTGOMERY ST APT 401	PORTLAND OR	97201
1S1E03CC 90010	JUSTESEN,TATE F	2211 SW 1ST AVE #301	PORTLAND OR	97201
1N1E33DC 70669	JUSUF,FRANCIS & JUSUF,LEIGH	3137 KAOHINANI DR	HONOLULU HI	96817-1040
1N1E34BB 40419	JUSUPOVIC,JANA	949 NW OVERTON ST #806	PORTLAND OR	97209
1N1E34BB 70332	JUSZKIEWICZ,RICHARD	1255 NW 9TH AVE #317	PORTLAND OR	97209
1S1E04AB 60082	K B-5 LLC	PO BOX 83145	PORTLAND OR	97283
1N1E34CB 6600	K C MALANY L L C	950 NE HAZELFERN PL	PORTLAND OR	97232-2628
1N1E27CB 3000	K F JACOBSEN & CO INC	PO BOX 82245	PORTLAND OR	97282
1N1E33CB 50152	K&J NW LLC % DAVID J TAYLOR CPA	4850 SW SCHOLLS FERRY RD #200	PORTLAND OR	97225
1N1E33DA 1400	K2 LLC	9075 SW PINEBROOK DR	TIGARD OR	97224-5828
1S1E02BB 2800	KAAD,BRUCE L & KATHLEEN L	3525 NE ALAMEDA ST	PORTLAND OR	97212
1N1E33DD 3200	KACHLIK-PRINCE OF WALES LLC	911 SW BROADWAY DR	PORTLAND OR	97201
1N1E33DD 5200	KACHLIK-YAMHILL LLC	911 SW BROADWAY DR	PORTLAND OR	97201
1N1E34CB 99188	KACZMAROWSKI,JAMES F & HURD,JAMIE R	2237 NE 12TH AVE	PORTLAND OR	97212
1S1E10DB 90102	KADLEC,DON	PO BOX 8564	PORTLAND OR	97207
1N1E34BC 99198	KADLECK,TIMOTHY D & VIVIANA	922 NW 11TH AVE #813	PORTLAND OR	97209
1N1E33AD 70174	KAFOURY,JASON L & KAFOURY,GREGORY	1420 NW LOVEJOY ST #709	PORTLAND OR	97209-2751
1N1E34CB 40185	KAFOURY,MARJORIE M & STEPHEN	1025 NW COUCH ST #610	PORTLAND OR	97209
1S1E03CB 80364	KAHLER,RANDALL R TR & KAHLER,LOAN K TR (KAHLER FAMILY TRUST)	1344 BAYVIEW AVE	NORTH BEND OR	97459-3675
1N1E33DA 50025	KAHN,ANDREW F TR-1/4 ET AL	5120 SUNSHINE RD	ROSEBURG OR	97470
1N1E34BC 88102	KAHN,DAVID	937 NW GLISAN ST #1432	PORTLAND OR	97209
1N1E33DA 50241	KAHN,KATELYN J-1/4	5120 SUNSHINE RD	ROSEBURG OR	97470
1N1E34CB 40250	KAHN,KEVIN M	1025 NW COUCH ST #1110	PORTLAND OR	97209
1N1E33DC 70804	KAHN,KIMBERLY	1926 W BURNSIDE ST #1316	PORTLAND OR	97209-2081
1N1E33DA 50151	KAHN,SHIRLEY L TR-1/4	5120 SUNSHINE RD	ROSEBURG OR	97470
1N1E34BB 88180	KAHN-JETTER,ZELLA L & JETTER,GARY M	1260 NW NAITO PKWY #902	PORTLAND OR	97209
1N1E35BB 1200	KAISER FOUNDATION HEALTH PLAN OF THE NORTHWEST ATTN PROPERTY ACCOUNTING	500 NE MULTNOMAH ST #100	PORTLAND OR	97232-2031
1S1E10DB 90713	KAISER,GERALD TR (GERALD KAISER REVOCABLE LIVING TRUST)	3601 SW RIVER PKWY #1108	PORTLAND OR	97239
1S1E04AC 2700	KAISER,MICHAEL T & BARBARA E	1509 SW MARKET ST	PORTLAND OR	97201-2556
1N1E34BB 80272	KAISER,PATRICK & KAISER,ANNE	1421 CORAL VINE TER	CARY NC	27518
1S1E04AA 70349	KAISER,RICHARD R TR & SHIPMAN,VIRGINIA L TR	1221 SW 10TH AVE #1310	PORTLAND OR	97205
1S1E10DB 90404	KAKISHITA,LISA M & HANSEN,MICHAEL T	3422 SW 1ST AVE	PORTLAND OR	97239
1S1E03CC 90523	KAKIZAKI,ATSUSHI & SONOKO	2309 SW 1ST AVE #243	PORTLAND OR	97201-5039
1S1E03AD 3200	KALBERER COMPANY	321 SW 4TH AVE #800	PORTLAND OR	97204-2330
1N1E26CC 13300	KALBERER COMPANY % MC DONALD'S CORP 036/0075 ATTN WACKER,DOUG	PO BOX 182571	COLUMBUS OH	43218-2571
1S1E10DB 90262	KALBERG,TIMOTHY A	P O BOX 1093	PORTLAND OR	97207
1N1E26CD 50003	KALHAGEN,TONY & KALHAGEN,TERRI-LYNN	1509 NE 10TH AVE #102	PORTLAND OR	97232
1S1E04AD 80202	KALLENBERGER,BRADFORD & PEREZ,NAIRA	2829 SW PERIANDER ST	PORTLAND OR	97201

1S1E04AD 80047	KALLENBERGER,BRADFORD & PEREZ,NAIRA TO CORRIGAN,PATRICK H JR	1500 SW PARK AVE #226	PORTLAND OR	97201
1N1E34BB 40251	KALNINS,PAUL	949 NW OVERTON ST #711	PORTLAND OR	97209
1N1E34CD 800	KALOMIRIS,EVAN	11615 SE FLAVEL ST	PORTLAND OR	97266
1S1E10DB 90007	KALRA,GURINDER P & GAUTAM,UPASANA	3601 SW RIVER PKWY #213	PORTLAND OR	97239-4554
1N1E33DC 70031	KALYANARAMAN,INDU	1926 W BURNSIDE ST #313	PORTLAND OR	97209
1S1E04AD 80153	KAMENKO,PREDRAG	1500 SW PARK AVE #117	PORTLAND OR	97201
1S1E04AD 80219	KAMENKO,SRDJAN	1500 SW PARK AVE #309	PORTLAND OR	97201-3473
1N1E34BC 99222	KAMINSKY,RICHARD A & KAMINSKY,NANCY A	17001 DAWN FLOWER CV	AUSTIN TX	78738-4082
1N1E34BB 90171	KANATA,KOHEI	1030 NW 12TH AVE #415	PORTLAND OR	97209-2846
1S1E03CB 70080	KANDASWAMY,BOBBY	PO BOX 179	CORBETT OR	97019-0179
1S1E04AD 60054	KANDOLA,HARTAJ	5401 CHIMNEY ROCK RD #908	HOUSTON TX	77081-2037
1S1E10DB 80139	KANE,JOSEPH A & KANE,EILEEN S	0841 SW GAINES ST #1200	PORTLAND OR	97239
1N1E35BB 80054	KANE,SARAH A	914 164TH ST SE #B12	BOTHELL WA	98012-6339
1S1E03CC 90459	KANNARI,SACHIKO & KANNARI,HIROKI	2221 SW 1ST AVE #121	PORTLAND OR	97201-5069
1S1E03CC 90198	KANNARI,SACHIKO & KANNARI,HIROKI G	2221 SW 1ST AVE #121	PORTLAND OR	97201-5069
1S1E03CC 90138	KANNARI-SHELTON,SACHIKO & KANNARI,HIROKI G	2221 SW 1ST AVE #121	PORTLAND OR	97201
1N1E34BB 60127	KANTOROWICZ,CORY	1125 NW 9TH AVE #216	PORTLAND OR	97209
1N1E34BB 60314	KANTOROWICZ,CORY M	1125 NW 9TH AVE #216	PORTLAND OR	97209-2866
1S1E10AC 90131	KAO,DAVID	445 NW SKYLINE BLVD	PORTLAND OR	97229
1N1E34BC 99076	KAO,DAVID M	445 NW SKYLINE BLVD	PORTLAND OR	97229
1N1E33DC 70634	KAPLAN,GORDON	1926 W BURNSIDE ST #1010	PORTLAND OR	97209
1S1E04AD 80291	KAPLAN,HENRY B TR & HUNTINGTON,CYNTHIA TR	1500 SW PARK AVE #431	PORTLAND OR	97201-3475
1N1E34CB 40186	KAPLAN,NORMAN D TR & KAPLAN,CHARLENE J TR (KAPLAN FAMILY TRUST)	1025 NW COUCH ST #611	PORTLAND OR	97209-4123
1N1E34BB 80225	KAPLAN,ROBERTA R TR (ROBERTA RICE KAPLAN TRUST)	1133 NW 11TH AVE #407	PORTLAND OR	97209
1N1E33AD 70244	KAPLAN,STEVEN H TR & KAPLAN,ANITA H TR (KAPLAN FAMILY LIVING TRUST)	1312 SW MYRTLE DR	PORTLAND OR	97201
1N1E34CB 4900	KAPSOPOULOUS,JAMES A & CHRISTI	3306 NE GLISAN ST	PORTLAND OR	97232-2525
1N1E26CD 50001	KAPUR,RAJEEV & LAL,RESHMA	5070 NW 126TH TER	PORTLAND OR	97229-2479
1S1E02BC 4200	KAR PARTS SERVICE INC	PO BOX 22367	MILWAUKIE OR	97269-2367
1N1E34BB 40564	KARAMOOZ,HOSSEIN	949 NW OVERTON ST #1602	PORTLAND OR	97209
1S1E03CD 90510	KARCHER,JOSEPH C TR & KARCHER,CATHLEEN A TR	2294 LAKEVIEW DR	EUGENE OR	97408
1N1E33DA 80006	KARELYNA L L C	408 NW 12TH AVE #414	PORTLAND OR	97209
1N1E34BB 80124	KARETSKY,GERALDINE	1660 SILVERKING DR	ASPEN CO	81611
1S1E10AC 90736	KARL,ERIC & QUINONES,ANA	3570 SW RIVER PKWY #2305	PORTLAND OR	97239-4548
1N1E34BB 80188	KARLET,MARY & KARLET,LYNN	1130 NW 12TH AVE #116	PORTLAND OR	97209
1N1E34BB 50040	KARLIN,CHRIS J & KARLIN,ANNE E	1001 NW LOVEJOY ST #406	PORTLAND OR	97209
1N1E33DC 70149	KARNBACH-HUSSON,SUSAN	1926 W BURNSIDE ST #1005	PORTLAND OR	97209
1N1E34BD 90049	KARNOFSKI,ROGER & KARNOFSKI,NANCY	45 PARKE LN	LONGVIEW WA	98632-9525
1N1E34CB 99005	KARTER,MARJORIE TR	333 NW 9TH AVE #1106	PORTLAND OR	97209
1N1E34BC 70026	KASCHUB,CYNTHIA	1536 PERSHING DR #A	SAN FRANCISCO CA	94129-1227
1S1E03CB 80073	KASER,STEPHEN W & KASER,RUTH E	PO BOX 743	ROSEBURG OR	97470
1N1E34BD 90478	KASKA,JEANNE S	730 NW NAITO PKWY #E24	PORTLAND OR	97209-3730
1N1E34BD 90686	KASPERICK,VINCE	4483 SANTA MONICA AVE	SAN DIEGO CA	92107
1N1E34BD 90632	KASPERICK,VINCENT J & KASPERICK,CANDACE D	710 NW NAITO PKWY #C3	PORTLAND OR	97209-3723
1S1E03CC 90232	KASSAB,PIERRE G & NOHA S	17561 SW ALBERT CT	BEAVERTON OR	97007-6035
1S1E02CD 10700	KASTER,KENNY	38200 SE RICKERT RD	CORBETT OR	97019
1S1E02CC 7300	KASTER,KENNY C	38200 SE RICKERT RD	CORBETT OR	97019-9715
1N1E33DD 300	KATCHIS LLC	1143 SW STARK ST	PORTLAND OR	97205

1N1E34CB 40023	KATZ,JOEL & ALLISON	4633 N 1ST AVE #3	TUCSON AZ	85718
1N1E33DA 50195	KATZ,MARK D TR & KATZ,ETHEL C TR	311 NW 12TH AVE #801	PORTLAND OR	97209
1N1E34BC 40201	KATZ,SUSAN F TR	726 NW 11TH AVE #306	PORTLAND OR	97209
1N1E34BC 40060	KATZEV,RICHARD D & KATZEV,APHRA R	725 NW 10TH AVE #407	PORTLAND OR	97209
1S1E03AD 1100	KAUTH,MICHAEL	4650 SW ORMANDY WAY	PORTLAND OR	97221-3116
1N1E34BB 50458	KAVANAGH,LESLEY & KAVANAGH,NIGEL P	PO BOX 4017	BEAVERTON OR	97075-4017
1N1E34BC 90007	KAVANAUGH,ROBERT & ROBARDS,DALE B	1011 NW GLISAN ST #201	PORTLAND OR	97209
1S1E10AC 90560	KAVLOCK,ARLENE A TR & MEYER,ROBERT	100 SE HARNEY ST #11	PORTLAND OR	97202
1S1E10AC 90223	KAWAMOTO,CARLEEN C TR (CARLEEN CHIEMI KAWAMOTO REVOCABLE TRUST)	4444 ALAKOA ST	HONOLULU HI	96821-1116
1N1E34BB 40137	KAWAMOTO,GALEN H	949 NW OVERTON ST #1308	PORTLAND OR	97209
1S1E04AD 60377	KAWAMOTO,MICHAEL & KAWAMOTO,DERRICK T	1500 SW 11TH AVE #2302	PORTLAND OR	97201
1N1E34BC 70005	KAWAS,JORGE M	2849 SW FERN ST	PORTLAND OR	97201
1S1E04AB 70036	KAWASAKI,ANNE M	1535 SW CLAY ST #322	PORTLAND OR	97201
1S1E10DB 90044	KAYIM,ATAMAN & KAYIM,MELIKE B	3601 SW RIVER PKWY #423	PORTLAND OR	97239
1N1E34CB 90004	KAYSINGER,KATHLEEN N & OPHEIKENS,JAKE C	725 NW FLANDERS ST #304	PORTLAND OR	97209
1N1E34BB 88493	KAZ LLC	22 WEST 7TH AVE	EUGENE OR	97401
1S1E04AB 60019	KAZIMEE,DAWOUD & KAZIMEE,BASHIR	1234 SW 18TH AVE #302	PORTLAND OR	97205
1N1E28D 80071	KB PARTNERS LLC ATTN: KOOPMAN,TOM	2155 W 8TH ST	CINCINNATI OH	45204
1N1E35CC 200	KBOO-FM FOUNDATION	20 SE 8TH AVE	PORTLAND OR	97214-1203
1S1E03BC 3100	KC VENTURE LLC % SCANLANKEMPERBARD COS LLC ATTN ASSET MANAGER	810 NW MARSHALL ST #300	PORTLAND OR	97209-3359
1S1E04AD 60286	KEAFFABER,TODD A & KEAFFABER,ROBIN A	1500 SW 11TH AVE #1602	PORTLAND OR	97201
1N1E28D 80050	KEAN,ALISON R	1830 NW RIVERSCAPE ST #509	PORTLAND OR	97209
1S1E04AA 70221	KEARNS,RAMONA J TR (KEARNS LIVING TRUST)	1221 SW 10TH AVE, UN 1702	PORTLAND OR	97205
1N1E34CB 60107	KEBLER,RICHARD S & YOCOM,LAUREL B	645 NW BROADWAY ST	BEND OR	97701
1N1E34BC 40313	KEELER,THOMAS R	100 WISCONSIN AVE #604	MADISON WI	53703-4170
1N1E34BB 80229	KEEN,ELLEN A	1001 NW LOVEJOY ST #408	PORTLAND OR	97209
1N1E28D 80103	KEENAN,JEFFREY	1830 NW RIVERSCAPE ST #103	PORTLAND OR	97209
1S1E04AA 800	KEENE,EDMUND JR & KEENE,KAREN & KEENE STUDIOS LLC	920 SW 13TH AVE	PORTLAND OR	97205-1701
1N1E34BC 60116	KEENS,BESSIE M TR	17803 IMPERIAL HWY #119	YORBA LINDA CA	92886-2372
1S1E10AC 90630	KEGEL,WALTER W & BERNICE	22201 MAKAH RD	WOODWAY WA	98020
1N1E33AD 70177	KEISER,CHARLES D CHIQUITA BRANDS	2169 BAY COURT	WESTON FL	33326
1S1E04AA 70209	KEITHLEY,KEVIN W TR (KEVIN W KEITHLEY TRUST)	1221 SW 10TH AVE #1509	PORTLAND OR	97205
1N1E34BD 90239	KELLAHIN,W THOMAS & LYNDA	205 PLAZA MONTANA	SANTA FE NM	87505
1N1E34CB 99283	KELLEHER,ANN B	333 NW 9TH AVE #412	PORTLAND OR	97209
1N1E35CC 10600	KELLER,GARY R-LE ET AL	62568 FINLEY CREEK LN	SUMMERVILLE OR	97876-8121
1N1E34CB 70007	KELLER,JOHN W	327 NW PARK AVE #2B	PORTLAND OR	97209
1N1E35BB 80042	KELLEY,CHRISTOPHER	533 NE HOLLADAY ST #404	PORTLAND OR	97232
1N1E34BC 60216	KELLEY,JUDITH C TR	821 NW 11TH AVE #321	PORTLAND OR	97209-3230
1N1E33AD 70240	KELLOGG,SEAN M	3026 NE 55TH AVE	PORTLAND OR	97213-3320
1N1E33DA 60035	KELLY,ANDREE PMB 283	3419 NE 15TH AVE	PORTLAND OR	97212
1S1E02CC 6700	KELLY,BRIAN J	2324 SE 8TH AVE	PORTLAND OR	97214
1S1E04AA 70610	KELLY,KATHLEEN	1221 SW 10TH AVE #317	PORTLAND OR	97205
1S1E04AA 70194	KELLY,WILLIAM J & KELLY,DELORES W	1221 SW 10TH AVE #1407	PORTLAND OR	97205-2480
1N1E34BB 70525	KELSO,DENNIS J TR & BURRELLE,RHONNA K TR	1255 NW 9TH AVE #1010	PORTLAND OR	97209-2897
1N1E34BB 90073	KEMMLING,ANNETTE J	1030 NW 12TH AVE #115	PORTLAND OR	97209
1N1E34BC 88273	KEMMY,MATTHEW D & KEMMY,RUTH M	1672 BARTLETT HILL DR NW	SALEM OR	97304-2427
1N1E34BC 88009	KEMMY,RUTH M	937 NW ELISON ST #235	PORTLAND OR	97209

1N1E33DC 90053	KEMPER,INES	709 SW 16TH AVE #510	PORTLAND OR	97205
1S1E10DB 80051	KENDRICK,LLOYD E	0841 SW GAINES ST #335	PORTLAND OR	97239
1S1E03CA 90065	KENIGSBERG,MARK C	0305 SW MONTGOMERY ST #505	PORTLAND OR	97201
1N1E34CB 60047	KENNEALLY,STEPHEN G & KENNEALLY,MARJORIE L	142 9TH AVE	SAN FRANCISCO CA	94118
1N1E33AD 40026	KENNEDY,ALBERT N JR & KENNEDY,ALBERT N III	620 NW 11TH AVE	PORTLAND OR	97209
1N1E34BC 5900	KENNEDY,ALBERT N TR (ALBERT N KENNEDY REVOCABLE LIVING TRUST)	620 NW 11TH AVE	PORTLAND OR	97209
1S1E03CC 90527	KENNEDY,ANNE F	2309 SW 1ST AVE #342	PORTLAND OR	97201
1S1E03BC 80044	KENNEDY,BARBARA & KENNEDY,HUNTER	1500 SW 5TH AVE #2401	PORTLAND OR	97201
1N1E34BB 50044	KENNEDY,JANE A TR	1001 NW LOVEJOY ST #411	PORTLAND OR	97209
1N1E34CB 99092	KENNEDY,JIM T & CAROL J	333 NW 9TH AVE #906	PORTLAND OR	97209-3341
1S1E03CA 90016	KENNEDY,JOSEPH M & PIQUET,MONIQUE M PMB #29536	5042 WILSHIRE BLVD	LOS ANGELES CA	90036-4305
1S1E03CD 90488	KENNEDY,LESLIE % KEVIN KENNEDY	1100 NW 91ST AVE	PORTLAND OR	97229
1S1E10DB 80653	KENNEDY,MICHAEL TR & KENNEDY,ROXANNE TR (KENNEDY FAMILY TRUST)	0841 SW GAINES ST #2302	PORTLAND OR	97239
1N1E35CC 10200	KENNEDY,STANLEY C TR	PO BOX 2329	LAKE OSWEGO OR	97035
1S1E10DB 90059	KENNEDY,THOMAS C & KENNEDY,TERESA M I	3601 SW RIVER PKWY #519	PORTLAND OR	97239
1S1E10DB 90790	KENNEY,SALLY T TR	3601 SW RIVER PKWY #714	PORTLAND OR	97239
1S1E03CC 90490	KENNY,WILLIAM & HUFFMAN,SHIRLEY	2221 SW 1ST AVE #722	PORTLAND OR	97201
1S1E03CC 90409	KENNY,WILLIAM J & HUFFMAN,SHIRLEY A	2221 SW 1ST AVE #722	PORTLAND OR	97201-5018
1N1E34BD 90545	KENT,RICH V	710 NW NAITO PKWY #C11	PORTLAND OR	97209-3724
1S1E10DB 90052	KERABAT,DIDIP	1 SOUTH MARKET ST #1310	SAN JOSE CA	95113
1N1E34BB 88114	KERN,WILLIAM H	1260 NW NAITO PKWY #510	PORTLAND OR	97209-3153
1S1E03CB 70060	KERRIGAN,RICHARD A & BARBARA J	111 SW HARRISON ST #8H	PORTLAND OR	97201
1S1E10AC 90644	KERSHAW,ALAN C & KERSHAW,JANIE F	1750 SW HARBOR WAY #330	PORTLAND OR	97201
1S1E10DB 90386	KESIC,VOLIO & YUKO S	748 NE 63RD AVE	HILLSBORO OR	97124
1S1E03CC 90259	KESSLER,MAYNARD P TR & KESSLER,JANICE C TR	2221 SW 1ST AVE #1124	PORTLAND OR	97201
1S1E02CD 10900	KESSLER,SCOTT & MARY	1052 TROON RD	LAKE OSWEGO OR	97034-2834
1S1E02BD 1900	KESTER,BHAJAN A & PONTE,JOSEPH M	1007 SE 12TH AVE	PORTLAND OR	97214
1N1E33DA 4000	KEVEDY INC	2211 NW NICOLAI ST #B	PORTLAND OR	97210
1S1E02BB 6300	KEY BANK NA % FIRST AMERICAN COM R E SERV ATTN KEYCORP MGMT CO	1 CORELOGIC DR	WESTLAKE TX	76262-5310
1N1E33DA 2100	KEY CORPORATE CAPITAL,INC TAX SERVICES	P O BOX 1865	ALBANY NY	12201-1865
1N1E34CA 5100	KEYMAR LLC % THE SOCIETY HOTEL	203 NW 3RD AVE	PORTLAND OR	97209
1N1E33AD 40353	KEYS,CHRISTOPHER W TR & KEYS,TRACY H TR	460 SHADOW LN	LAGUNA BEACH CA	92651
1S1E10AC 90253	KH FAMILY LLC	5645 SW 90TH AVE	PORTLAND OR	97225
1S1E10DB 80017	KH REALTY GROUP LLC	2022 NE HANCOCK ST	PORTLAND OR	97212
1S1E04AA 70023	KHALIL,KAVIYAAN	1221 SW 10TH AVE #210	PORTLAND OR	97205
1S1E10DB 80273	KHALSA,GURUCHARAN S & KHALSA,GURUCHARAN K	0841 SW GAINES ST #704	PORTLAND OR	97239
1N1E28D 90026	KHAN,ABDUL M TR	2740 NW CALUMET TER	PORTLAND OR	97210-3308
1S1E04AA 70362	KHAN,JENNE K & KHAN,SHAWIN	1221 SW 10TH AVE #914	PORTLAND OR	97205
1S1E04AA 70033	KHAN,SHAWIN	1221 SW 10TH AVE #220	PORTLAND OR	97205
1S1E02BB 5100	KHAN,TIM C & FANG TZE	6885 SW GABLE PKWY	PORTLAND OR	97225
1S1E10DB 90337	KHANNA,NITIN TR	3601 SW RIVER PKWY #3101	PORTLAND OR	97239-4567
1S1E03CC 90506	KHARBAS,KISHOR	2221 SW 1ST AVE #726	PORTLAND OR	97201
1S1E03CC 90111	KHEMALAAP,CYRUS	2211 SW 1ST AVE #606	PORTLAND OR	97201
1N1E34BB 60306	KHINE,ALBERT H & KHINE,KATE P	1125 NW 9TH AVE #208	PORTLAND OR	97209
1N1E33DC 4700	KHK L L C %CHRISTOPHER KENT	1500 SW TAYLOR ST	PORTLAND OR	97205-1819
1N1E33DC 4600	KHK LLC	1500 SW TAYLOR ST	PORTLAND OR	97205-1819
1N1E34BB 88503	KHOO,IMELDA S & MACMILLAN,NICOLA	1310 NW NAITO PKWY #405	PORTLAND OR	97209

1S1E10DB 90158	KHOSHBIN,ALI	3601 SW RIVER PKWY #1400	PORTLAND OR	97239
1S1E03CD 90440	KHOURY,MAZEN	1920 SW RIVER DR #E703	PORTLAND OR	97201
1S1E03CA 90103	KHP II PORTLAND LLC	222 KEARNY ST #200	SAN FRANCISCO CA	94108-4537
1N1E34CB 99434	KHURMA,VANDANA	333 NW 9TH AVE #1108	PORTLAND OR	97209
1N1E33AD 40164	KIASNER,DAVID	1400 NW IRVING ST #429	PORTLAND OR	97209
1S1E02BC 3500	KIDD,FRANK E & JOYCE M & KIDD,RICHARD A & JOAN M	PO BOX 22367	MILWAUKIE OR	97269
1N1E34CB 90014	KIDO,JENNIFER & KIDO,HOWARD & KIDO,DONNETTE	725 NW FLANDERS ST #207	PORTLAND OR	97209
1S1E03BC 80025	KIESOW,LUTZ A & URSULA E	128 DEL PRADO ST	LAKE OSWEGO OR	97035
1S1E04AD 60319	KILBY,GILLIAN C DAVID A	1500 SW 11TH AVE #805	PORTLAND OR	97201
1N1E34BB 60282	KILGARRIFF,EDWARD A & MITCHELL,LAURA E	1125 NW 9TH AVE #514	PORTLAND OR	97209-2871
1N1E34BC 3100	KILGORE,ERIK J TR & PIERCE,JARED TR	1127 NW IRVING ST	PORTLAND OR	97209
1S1E03BC 80013	KILGORE,TIMOTHY	6916 NE CLEVELAND AVE	PORTLAND OR	97211-2310
1N1E34CB 70015	KILKENNY,JOHN & KILKENNY,DIANE	79074 HIGHWAY 74	HEPPNER OR	97836
1S1E04AA 70126	KILKENNY,VESTA	1221 SW 10TH AVE #906	PORTLAND OR	97205
1N1E34BB 40485	KILLIAN,ERIC W	949 NW OVERTON ST #904	PORTLAND OR	97209
1S1E04AD 80230	KILLIAN,KATHERINE D	14120 SW WINDJAMMER WAY	BEAVERTON OR	97005
1N1E34CB 99314	KIM,ANGELA	500 106TH AVE NE #2415	BELLEVUE WA	98004-8687
1N1E33AD 40212	KIM,CHAN JAY	P O BOX 55691	PORTLAND OR	97238
1N1E34CB 40176	KIM,HEH YUN & KIM,DAE MANN	1025 NW COUCH ST #512	PORTLAND OR	97209
1S1E10DB 80014	KIM,JEFFREY C & WU,VIVIAN F	1640 W LITTLE NECK RD	VIRGINIA BEACH VA	23452-4720
1N1E34CB 40284	KIM,JIN-HEE & LEVY,PAUL B	1025 NW COUCH ST #1320	PORTLAND OR	97209-4137
1S1E10DB 80439	KIM,KYE N & KIM,JUN HEE	15446 PARTRIDGE DR	LAKE OSWEGO OR	97035-3116
1S1E04AD 60040	KIM,MEEYOUNG % CHANGMIN KIM	789 BATHWICK DR	BRENTWOOD TN	37027
1N1E34BB 70510	KIM,MOON DO & JOUNG HEE	1255 NW 9TH AVE #905	PORTLAND OR	97209
1N1E33CB 50230	KIM,MYUNG HEE	2351 NW WESTOVER RD #409	PORTLAND OR	97210-3781
1S1E03CD 90115	KIM,PAMELA	PO BOX 5917	PORTLAND OR	97201
1N1E34CB 99293	KIM,SHILLA H	333 NW 9TH AVE #408	PORTLAND OR	97209-3333
1S1E10AC 90240	KIM,SHILLA HOOYOUNG	215 DUBOIS CT	VANCOUVER WA	98661
1S1E04AA 80010	KIM,SONIA J	1005 SW PARK AVE #302	PORTLAND OR	97205-2467
1S1E10DB 80530	KIM,SOONIE A	0841 SW GAINES ST #1504	PORTLAND OR	97239
1N1E34BB 80303	KIM,SUSAN S TR	1130 NW 12TH AVE #418	PORTLAND OR	97209-2857
1S1E10AC 90493	KIM,SYLVIA J & KIM,BENJAMIN M H	1422 ROCK GLEN AVE #311	GLENDALE CA	91205-2031
1S1E04AB 70094	KIMBLE,HAYLEY R & KIMBLE,VERNON H & KIMBLE,LUCINDA M	1535 SW CLAY ST #235	PORTLAND OR	97201
1N1E33DC 70778	KIMURA,SHOICHI TR & KIMURA,KIYOKO TR	1926 W BURNSIDE ST #1001	PORTLAND OR	97209-2076
1N1E34BB 60394	KIN,JAMES W & EILEEN M-1/2 & KIN,STEVEN M & MARY M-1/2	1530 MESA RD	COLORADO SPRINGS CO	80904
1N1E34BC 88159	KING BEE LTD	4921 LAST STAND DR	PARK CITY UT	84098-6634
1S1E04AB 2500	KING BROADCASTING CO	1501 SW JEFFERSON ST	PORTLAND OR	97201
1S1E04AB 2400	KING BROADCASTING COMPANY ATTN: CONTROLLER	1501 SW JEFFERSON ST	PORTLAND OR	97201
1S1E03CC 90028	KING,CANDICE % PATTERSON,COLLEEN CONSV	PO BOX 14686	PORTLAND OR	97293-0686
1N1E34BC 40044	KING,DAVID J & BARBARA L	1030 NW JOHNSON ST #101	PORTLAND OR	97209-3073
1S1E03BD 80003	KING,DENNIS P	1030 NW 12TH AVE #507	PORTLAND OR	97209-2849
1S1E03BD 1100	KING,DENNIS P %VERITABLE QUANDARY INC	1220 SW 1ST AVE	PORTLAND OR	97204-3201
1S1E03BD 1000	KING,DENNIS P TR	1220 SW 1ST AVE	PORTLAND OR	97204-3201
1N1E34BC 50005	KING,EDWARD J & KING,JODEE	30414 LE BLEU RD	EUGENE OR	97405
1N1E34BB 80218	KING,ERIC & FOX,ANNA	1215 CAMINO PABLO	SAN JOSE CA	95125
1N1E34BB 88182	KING,GORDON A TR & KING,MARY B TR	1260 NW NAITO PKWY #904	PORTLAND OR	97209
1S1E03BC 90033	KING,JOHN TR & KING,MAUREEN TR	1209 SW 6TH AVE #701	PORTLAND OR	97204

1S1E10AC 90147	KING,LINDA M TR	1005 COUNTRY CLUB DR	RIVERTON WY	82501
1N1E33AD 70030	KING,MARY C TR	1420 NW LOVEJOY ST #702	PORTLAND OR	97209
1S1E10AC 90032	KING,NELSON R & ROCKWOOD,THERESA E	0836 SW CURRY ST #702	PORTLAND OR	97239
1S1E02CB 5700	KING,SCOTT E	8416 RIDPATH DR	LOS ANGELES CA	90046-7712
1N1E34CB 90021	KING,THOMAS	725 NW FLANDERS ST #402	PORTLAND OR	97209-3540
1S1E03BC 80084	KING,THOMAS & KING,PAMELA	PSC 303 BOX 26	APO AP CA	96204-3026
1N1E26DC 14100	KING/KELLER NE 16TH LLC	13343 SE STARK ST #200	PORTLAND OR	97233-1860
1S1E04AA 90042	KINGERY,DAVID R	1134 SW JEFFERSON ST #603	PORTLAND OR	97201
1S1E04BA 80049	KINGERY,FREDERICK A J	PO BOX 5309	BEND OR	97708-5309
1N1E33DB 9800	KINGS AD LLC %STENGER PROPERTIES	4905 SW SCHOLLS FERRY RD	PORTLAND OR	97225
1N1E34BB 88522	KINGSTON,S LYNN TR	1260 NW NAITO PKWY #401	PORTLAND OR	97209
1S1E03CB 70071	KINNAN,MILA	3400 AVENUE OF THE ARTS #D401	COSTA MESA CA	92626-7172
1S1E03BD 80001	KINNEAR,MICHAEL D & KINNEAR,SHERYL A	(ENTIRETY)		
1N1E34BC 99174	KINNEY,STEPHEN L & KINNEY,CYNTHIA R	27319 TIERRA VERDE	HEMET CA	92544
1S1E03BC 80073	KINNICK,B KATHLEEN TR	1500 SW 5TH AVE #1803	PORTLAND OR	97201-5431
1N1E34BB 50185	KINSEL,ALAN E JR & KINSEL,DONNA C	1001 NW LOVEJOY ST #PH-3	PORTLAND OR	97209
1N1E34BD 90084	KINSELLA,MARTHA H TR	930 NW NAITO PKWY #K-10	PORTLAND OR	97209-3746
1N1E34CB 40020	KIOSCHOS,JOHN M %MARYLIN HINDS	2157 DOCTOR ROBERTSON RD	SPRING HILL TN	37174
1N1E34BD 90021	KIPPER,RICHARD C	1685 SW WYNWOOD AVE	PORTLAND OR	97225
1N1E34BB 80261	KIPPS,DEREK A & DAWSON,ELIZABETH S	1001 NW LOVEJOY ST UNIT 1001	PORTLAND OR	97209-3572
1N1E33AD 70009	KIRBY FAMILY TRUST	PO BOX 5637	INCLINE VILLAGE NV	89450
1N1E34BB 50271	KIRBY,GAYLE E	1001 NW LOVEJOY ST #511	PORTLAND OR	97209
1N1E34BB 50270	KIRBY,GAYLE E TR	1001 NW LOVEJOY ST #511	PORTLAND OR	97209-3569
1N1E33AD 70352	KIRBY,JOHN A TR & KIRBY,SHARON K TR	1420 NW LOVEJOY ST #408	PORTLAND OR	97209
1N1E35CA 2500	KIRBY,KENNETH W TR	1205 SCHUMAN LA	PETALUMA CA	94952
1S1E04AA 90032	KIRBY,WILLIAM B TR & KIRBY,CONSTANCE L TR (KIRBY FAMILY TRUST DTD 11/16/	4255 SW CRESTWOOD DR	PORTLAND OR	97225
1N1E28D 70018	KIRCHHOFF,JAMES R & KIRCHHOFF,TERRY L	1736 NW RIVERSCAPE ST	PORTLAND OR	97209
1N1E33DD 6600	KIRIAKEDIS,CONSTANTINE A-1/3 & KIRIAKEDIS,THOMAS G JR-1/3 & CHRISTY,DEBORAH E-1/3	465 COUNTRY CLUB CT	LAKE OSWEGO OR	97034-2105
1N1E33DC 3200	KIRIAKEDIS,THOMAS G JR ET AL	11735 SW 28TH PL	PORTLAND OR	97219-8934
1S1E04AA 90031	KIRILLOVA,ANYA TR (KIRILLOVA LIVING TRUST)	1415 SE YUKON ST	PORTLAND OR	97202
1N1E34CB 60081	KIRKEWOOG,ERIC A & KIRKEWOOG,SULE A	2623 NW 83RD PL	PORTLAND OR	97229
1N1E34CB 99014	KIRKEWOOG,SEMA	333 NW 9TH AVE #1202	PORTLAND OR	97209-3346
1S1E03CC 90184	KIRKMAN,CAROL W TR (KIRKMAN FAMILY LIVING TRUST)	2309 SW 1ST AVE #2041	PORTLAND OR	97201
1S1E03CB 1100	KIRKWOOD VILLAGE ASSOCIATES LTD ET AL % SEQUOIA EQUITIES / PEDERSEN	1777 BOTELHO DR #300	WALNUT CREEK CA	94596-5065
1S1E04AD 70024	KIRMAZ,MARTHA & KIRMAZ,ISMAIL % JEFF LAVEY,HAINLEY-LAVEY	1400 SW 5TH AVE #670	PORTLAND OR	97201-5538
1S1E02CD 14400	KISSLER,DOUGLAS-99% & KISSLER,KATHRINE-1% % AIR SUPPLY INC	PO BOX 15098	PORTLAND OR	97293
1N1E33DA 60030	KITTLE,JASONN J	233 14TH AVE E #205	SEATTLE WA	98112
1N1E34CB 40192	KITTO,RICHARD C JR & KITTO,CHRISTINE W	126 MEADOWBROOK DR	PRINCETON NJ	8540
1N1E33DC 70805	KLASER,JANELLE M	1926 W BURNSIDE ST #501	PORTLAND OR	97209
1S1E03CB 70137	KLAUSMAN,WILLIAM J & KLAUSMAN,BARBARA J	12010 NE 49TH CT	VANCOUVER WA	98686
1N1E34BC 99218	KLAUSNER,JEFFREY & KLAUSNER,DIANE	922 NW 11TH AVE #815	PORTLAND OR	97209
1N1E34CB 80098	KLAVINS,CHRISTOPHER P	4835 NE 22ND AVE	PORTLAND OR	97211-5873
1N1E34CA 10500	KLC ASSOCIATION LLC % CHEN,KUN LIN	1000 S WELLER ST	SEATTLE WA	98104-3027
1N1E35CB 1300	KLEIN REAL ESTATE HOLDINGS LLC ATTN: KLEIN,MARK A	PO BOX 14656	PORTLAND OR	97293
1N1E28D 80137	KLEIN,BONNIE & WATT,MICHAEL	1830 NW RIVERSCAPE DR #409	PORTLAND OR	97209
1N1E35BB 80043	KLEIN,CHRISTOPHER & DE REGO-KLEIN,JEAN	PO BOX 1742	SACRAMENTO CA	95812
1N1E34CB 99444	KLEIN,JARRETT L TR (JARRETT LAWRENCE KLEIN REVOCABLE LIVING TRUST)	333 NW 9TH AVE #1116	PORTLAND OR	97209

1N1E34BB 80109	KLEMM,CHRISTOPHER TR & KLEMM,ROBERTA TR	1133 NW 11TH AVE #701	PORTLAND OR	97209-3089
1N1E33AD 80094	KLETZKIN,JOSHUA & KLETZKIN,MORRIS	1314 NW IRVING ST #505	PORTLAND OR	97209-2725
1S1E03CC 90465	KLIEBER,WILLIAM E TR & KLIEBER,THERESA P TR	2221 SW 1ST AVE #1521	PORTLAND OR	97201-5088
1N1E34BB 40097	KLIMOWICZ,GARY A & KLIMOWICZ,SUESAN L	949 NW OVERTON ST #1010	PORTLAND OR	97209
1N1E34BB 40450	KLINE,GEORGE H TR & MIYAZAKI,YUKO TR	949 NW OVERTON ST #512	PORTLAND OR	97209-3269
1N1E34BC 80005	KLIPPEL,DORENE C	10530 SW 42ND AVE	PORTLAND OR	97219-9004
1N1E34BD 90366	KLM INVEST SERV L P LLLP-1/3 & RAPA INVEST SERV LP LLLP-1/3 & CARROLL,PHILLIP J-1/3	8090 N 85TH WAY #101	SCOTTSDALE AZ	85258
1N1E34BC 88355	KLOBUCNIK,ROBERT L	937 NW GLISAN ST #937	PORTLAND OR	97209
1N1E34BC 6200	KLOCK,DANIEL J & KLOCK,KELLY	632 NW 11TH AVE	PORTLAND OR	97209-3260
1N1E34BB 90003	KLOTTER,DONALD J	1030 NW 12TH AVE #205	PORTLAND OR	97209
1N1E28D 90021	KLUG,HAYLEY E	2136 NW 16TH AVE #15	PORTLAND OR	97209
1N1E33CB 50044	KLUMP,JOHN D JR & KLUMP,KATHRYN J	PO BOX 438	NESKOWIN OR	97149
1N1E33DC 70112	KLUVER,MARTHA L	1926 W BURNSIDE ST #804	PORTLAND OR	97209
1N1E34DC 2600	KM BUILDING PORTLAND LLC	PO BOX 50330	BELLEVUE WA	98004-0330
1S1E10DB 80471	KNAPP,NICHOLAS R & KNAPP,PATRICIA A	0841 SW GAINES ST #1510	PORTLAND OR	97239
1S1E03CC 90126	KNAUB,DONALD L TR	7 CHESTER RD #111	DERRY NH	3038
1N1E34BB 40114	KNECHT,GREGORY L & KNECHT,MARILYN H	584 STABLE RD #B	PAIA HI	96779-9755
1S1E02BC 3300	KNEZ REALTY GROUP LLC	PO BOX 1340	CLACKAMAS OR	97015-1340
1N1E34CB 60054	KNIGHT,BROOKE E	22340 S SALAMO RD	WEST LINN OR	97068-7205
1S1E03BC 80124	KNIGHT,GEORGE W & KNIGHT,JUDY L	1500 SW 5TH AVE #706	PORTLAND OR	97201
1S1E03CC 90192	KNIGHT,JACK C	2309 SW 1ST AVE #541	PORTLAND OR	97201
1N1E26CD 90051	KNIGHTLY,LEE J TR ET AL	1706 SE 30TH AVE	PORTLAND OR	97214-4933
1N1E34BC 40181	KNOCHEL,JAMES R & KNOCHEL,LYNN C	3900 N HOMESTEAD AVE	TUCSON AZ	85749-9516
1N1E34CB 99196	KNORR,UWE	2511 BRYANT ST	DENVER CO	80211-4816
1N1E33DC 70719	KNOWLES,SARAH C	527 N 67TH ST	SEATTLE WA	98103-5311
1N1E33CD 99028	KO,STEPHEN	PO BOX 782	TURNER OR	97392-0782
1S1E10AC 90169	KOBIN,GERTRAUD K TR	3570 SW RIVER PKWY #1111	PORTLAND OR	97239-4541
1N1E33CD 7200	KOBLEGARDE,B RUPERT & BOBBY J	1151 SW KING AVE	PORTLAND OR	97205-1117
1N1E33CD 7300	KOBLEGARDE,B RUPERT & KOBLEGARDE,BOBBY JO	1130 SW MORRISON ST #510	PORTLAND OR	97205-2216
1N1E34BB 80159	KOCAOGLU,TIMUR	61 JANE ST #9J	NEW YORK NY	10014-5157
1N1E34BB 40239	KOCAOGLU,TIMUR U	61 JANE ST #9J	NEW YORK NY	10014-5157
1N1E34BB 60185	KOCH,AMANDA	1125 NW 9TH AVE #226	PORTLAND OR	97209
1N1E33AD 70027	KOCH,GEOFF & IZUMI,BETTY	2214 SE 59TH AVE	PORTLAND OR	97215-4016
1S1E03BA 4400	KOCH,ROBERT C & OSBORNE,PHYLLIS A	6833 SE MORRISON ST	PORTLAND OR	97215
1N1E34BB 90167	KOFFEL,BETTY LOU	25 NW 23RD PL #6 PMB 432	PORTLAND OR	97210-5599
1N1E33AD 70275	KOH,SUE J	1420 NW LOVEJOY ST #612	PORTLAND OR	97209
1N1E26DC 14000	KOHEN,MARK ET AL	1525 NE WEIDLER ST #101	PORTLAND OR	97232
1N1E33AD 70077	KOHEN,MARK H & MARSHA Z	1525 NE WEIDLER ST #101	PORTLAND OR	97232-1410
1N1E34BB 88176	KOHLER,DAVID A TR & KOHLER,FRANKI L TR	1310 NW NAITO PKWY #906	PORTLAND OR	97209
1N1E33DA 80124	KOHLHAGEN,DOUGLAS R	10124 SW WINDWOOD WAY	PORTLAND OR	97225-7066
1S1E03BC 1300	KOIN CENTER LTD PARTNERSHIP	5 THOMAS MELLON CIR #305	SAN FRANCISCO CA	94134-2501
1N1E26CD 90005	KOK,ALISTAIR L	1124 NE SCHUYLER ST #105	PORTLAND OR	97212
1N1E34BB 60303	KOLBENSCHLAG,GERD & MARTIN,SUSAN	13775 SW STIRRUP ST	BEAVERTON OR	97008
1N1E34BC 88031	KOLBERT-HYLE,SAMUEL	937 NW GLISAN ST #533	PORTLAND OR	97209-3264
1N1E34BC 99234	KOLIC,RAFAEL	922 NW 11TH AVE #511	PORTLAND OR	97209
1S1E10DB 90358	KONDAPALLI,MOHAN HARI S & SRIKANTOM,SANDHYA V	3601 SW RIVER PKWY #323	PORTLAND OR	97239
1N1E34CA 3300	KONG,YICK	317 NW 4TH AVE	PORTLAND OR	97209

1N1E34BD 90151	KONGS,DANIEL & KONGS,REBECCA	514 AMERICAS WAY #4170	BOX ELDER SD	57719
1N1E33DB 6700	KONSTANTINOS CORNER LLC & POLIZOS,KONSTANTINOS	1731 W BURNSIDE ST	PORTLAND OR	97209
1S1E04AA 70140	KOOBATIAN,JAMES P & FEINBAUM,SARAH	1221 SW 10TH AVE #1006	PORTLAND OR	97205-2475
1S1E04AA 70185	KOONTZ,THEODORE L JR TR & KOONTZ,VIRGINIA L TR	1221 SW 10TH AVE #1312	PORTLAND OR	97205
1S1E03CB 70012	KOPP,CAROL S	111 SW HARRISON ST #2H	PORTLAND OR	97201
1N1E34CB 99074	KOPP,STEPHEN & DERSE,DIANNE	333 NW 9TH AVE #1304	PORTLAND OR	97209-3348
1N1E34BC 88224	KOPPENHOFER,BEVERLY A	937 NW GLISAN ST UNIT 1437	PORTLAND OR	97209
1N1E34CB 5000	KOPPY,MICHAEL E-1/2 & KOPPY,ROBERT J-1/2	3852 TILDEN AVE	CULVER CITY CA	90232
1N1E34BB 90331	KOPYCINSKI,JORIE L & THORNYCROFT,SCOTT R	1119 FORT STOCKTON DR	SAN DIEGO CA	92103
1N1E34BB 70536	KORMOS,LILLIAN %PAUL VUJUEN	675 HATCH RD	WADSWORTH OH	44281
1N1E34BB 70116	KORNBERG,MIRIAM TR-1/2 & KORNBERG,MIRIAM TR-1/2	1255 NW 9TH AVE #503	PORTLAND OR	97209
1N1E34BD 90541	KORNFELD,STEPHEN B TR & CHIANELLO,TERESA A TR	20174 FIREROCK RD	BEND OR	97701-9020
1S1E04AB 90001	KORNILOV,ARTEM V	1441 SW CLAY ST #101	PORTLAND OR	97201
1N1E34BC 88198	KORSMO,GERALD F	937 NW GLISAN ST #230	PORTLAND OR	97209
1N1E34BB 80203	KORSMO,RONALD F & KORSMO,PATRICIA D	1130 NW 12TH AVE #302	PORTLAND OR	97209
1S1E02CA 11900	KOSOKOFF,MATTHEW V	PO BOX 42274	PORTLAND OR	97242-0274
1N1E34BD 90051	KOSTINER,DANA & SIMPSON,ERIC	10060 NW FLEETWOOD DR	PORTLAND OR	97229-5281
1S1E03CB 70281	KOSUB,KEVIN R	111 SW HARRISON ST APT 8D	PORTLAND OR	97201-5384
1N1E33CB 50292	KOUNINE,MELISSA	2351 NW WESTOVER RD #706	PORTLAND OR	97210
1S1E04AB 7600	KOVTYNOVICH,DAN	P O BOX 898	LAKE OSWEGO OR	97034
1N1E34BD 90327	KOWALISHEN,ANTHONY P & CHRISTINE W	6005 SUSAN CT	SAN JOSE CA	95123
1N1E34BD 90446	KOWALISHEN,PAUL & KOWALISHEN,ANTHONY	1490 VENETO DR	SPARKS NV	89434
1N1E33AD 40014	KOWALSKI,DANIEL M	1400 NW IRVING ST #721	PORTLAND OR	97209-2260
1S1E03CC 90140	KOZDON,PETER J TR & KOZDON,SUSAN E TR	2252 PYLE CT	SANTA CLARA CA	95051
1N1E33CB 50106	KOZLOFF,CHARLES TR	2351 NW WESTOVER RD #1302	PORTLAND OR	97210
1N1E33DA 1000	KPR HOLDINGS LLC	1314 NW GLISAN ST	PORTLAND OR	97209
1N1E34BD 90438	KRAFT,JESSE	910 NW NAITO PKWY #I-23	PORTLAND OR	97209
1S1E10AC 90414	KRAFT,KORLEEN	0836 SW CURRY ST #1504	PORTLAND OR	97239
1S1E10AC 90073	KRAFT,KORLEEN K	0836 SW CURRY ST #1504	PORTLAND OR	97239
1N1E33AD 40415	KRAMER,ZED D	724 NE HOLLAND ST	PORTLAND OR	97211
1S1E03CA 90281	KRANE,KENNETH S TR & KRANE,PAULA D TR	3363 NW CREST DR	CORVALLIS OR	97330
1S1E10AC 90292	KRASK,ERIC R TR & KRASK,SHARON H TR	24607 NE 219TH ST	BATTLE GROUND WA	98604
1N1E34CA 80088	KRAUSE,JOHN K & KRAUSE,ASHLEY G	1629 NW 127TH TER	PORTLAND OR	97229-4687
1N1E34BB 88021	KRAUSE,MYRON	1260 NW NAITO PKWY #107B	PORTLAND OR	97209
1N1E33DC 70236	KRAUSS,JON E	1926 W BURNSIDE ST #1502	PORTLAND OR	97209
1S1E10AC 90154	KRAUSS,KYLE L	3570 SW RIVER PKWY #909	PORTLAND OR	97239
1S1E04AD 60035	KRAXBERGER,HAROLD L	1500 SW 11TH AVE #607	PORTLAND OR	97201
1S1E03CA 90399	KREBS,JEFFREY R	1730 SW HARBOR WAY #405	PORTLAND OR	97201
1N1E34BC 70029	KREMER,AMANDA N	618 NW 12TH AVE #314	PORTLAND OR	97209-3031
1N1E34BB 90249	KRESGE,JOHN TR	20 MADRONA AVE	MOSS BEACH CA	94038
1N1E33AD 80039	KRETZMEIER,H WILLIAM TR (DANIEL H IVEY TRUST	PO BOX 22619	MILWAUKIE OR	97269
1N1E33AD 80145	KRETZMEIER,H WILLIAM TR (DANIEL H IVEY TRUST) % SIEGEL,ROBERTA A TR	PO BOX 22619	MILWAUKIE OR	97269
1S1E04AD 60220	KRISS,ADAM P	1500 SW 11TH AVE #201	PORTLAND OR	97201-3532
1S1E03CB 80147	KROCHINA,PATRICK J TR & KROCHINA,JANET W TR	2510 REDWOOD ST	ANCHORAGE AK	99508
1S1E02CC 2400	KROGSETH & REES LLC % P REES PROPERTIES LLC	22708 JOHNSON RD	WEST LINN OR	97068
1N1E34BB 88163	KRONICK,STUART A	1260 NW NAITO PKWY #802	PORTLAND OR	97209
1N1E34CA 2900	KRONKE,TRUTZ ET AL %EVERETT STREET AUTOWORKS	509 NW EVERETT ST	PORTLAND OR	97209

1N1E28D 80014	KROPF,NICHOLAS P	1830 NW RIVERSCAPE DR #204	PORTLAND OR	97209
1N1E33DA 50246	KROSNER,JEAN S	311 NW 12TH AVE #904	PORTLAND OR	97209
1S1E04AA 70145	KRUCKY,ANTON C TR	762 KALANIPUU ST	HONOLULU HI	96825-2420
1N1E33DC 70760	KRUEGER,ALBERT P & KRUEGER,KATHERINE G	1926 W BURNSIDE ST #909	PORTLAND OR	97209
1S1E02BB 4000	KRUEGER,GARY L	712 SE 7TH AVE	PORTLAND OR	97214
1N1E34BB 40502	KRUEGER,KARL O	1325 SE 73RD AVE	PORTLAND OR	97215-2917
1N1E34CB 40012	KRUEGER,PHILLIP E & MARY E	1025 NW COUCH ST #1211	PORTLAND OR	97209
1N1E34BB 60389	KRUG,ALLISON	416 NW 13TH AVE #603	PORTLAND OR	97209
1N1E33DA 70052	KRUG,ALLISON E & DAVIS,KIRBY F	416 NW 13TH AVE #603	PORTLAND OR	97209
1S1E10DB 80149	KRYSZEK,JAKOB TR (JAKOB KRYSZEK REVOCABLE TRUST)	0841 SW GAINES ST	PORTLAND OR	97239
1S1E02BB 200	KSG INVESTMENT GROUP LLC	523 SE 9TH AVE	PORTLAND OR	97214-2233
1N1E26CD 90021	KU,TSUI-HSIA T	PO BOX 12322	PORTLAND OR	97212
1N1E34BB 60078	KU,YI-JAU & BROWNELL,BRENDA L	5821 N HAIGHT AVE	PORTLAND OR	97217-2111
1S1E10DB 90180	KU,YOON HOE & KU,SOON OK	3601 SW RIVER PKWY #1516	PORTLAND OR	97239
1N1E34BD 90643	KUEBLER,MICHAEL L	751 SW CALDEW DR	PORTLAND OR	97219-2136
1N1E33AD 40167	KUFFNER,JAMES J	4614 5TH AVE	PITTSBURGH PA	15213
1S1E03CB 80202	KUHENBEAKER,NICK J	P O BOX 2656	PORTLAND OR	97208
1S1E02BB 2900	KUHL,TERRENCE L & CHERYL L	2106 NE 154TH AVE	VANCOUVER WA	98684
1S1E04AB 60088	KUHN,DANIEL W	1234 SW 18TH AVE #201	PORTLAND OR	97205
1S1E10DB 90770	KUIAWA,MICHAEL W & KUIAWA,JEANETTE	3601 SW RIVER PKWY #411	PORTLAND OR	97239
1S1E03CC 90015	KUM,CHARLOTTE L TR	2211 SW 1ST AVE #306	PORTLAND OR	97201-5012
1S1E04AD 90025	KUMAR,PRADEEP & KUMAR,GEETA S	12994 SIERRA VISTA DR	LAKE OSWEGO OR	97035-5777
1S1E10CD 1600	KUNDE,MARK	PO BOX 352	FOSSIL OR	97830-0352
1N1E33AD 40005	KUNDE,MELISSA	PO BOX 352	FOSSIL OR	97830-0352
1N1E34BD 90103	KUNDU,SANJIT	1040 NW NAITO PKWY #O-3	PORTLAND OR	97209
1S1E04AD 80178	KUNOWSKY,DONNA	1500 SW PARK AVE #219	PORTLAND OR	97201
1S1E04AD 80005	KUNOWSKY,DONNA J	1510 SE ETON LN	MILWAUKIE OR	97222-7429
1N1E34BB 60189	KUO,ELI	2407 TELEGRAPH AVE #410	OAKLAND CA	94612
1N1E33AD 40344	KUO,EMMA C	1400 NW IRVING ST #431	PORTLAND OR	97209-2251
1N1E33AD 80137	KUPPENBENDER,MELANIE & SARLES,KRISTINE A	1314 NW IRVING ST #314	PORTLAND OR	97209-2724
1N1E28D 90041	KURATH,GREG & KURATH,TERESA	PO BOX 4128	INCLINE VILLAGE NV	89450
1S1E03CB 80104	KUREK,BARTEK	255 SW HARRISON ST #15E	PORTLAND OR	97201
1S1E10DB 80069	KUROSU,MICHIKO	0841 SW GAINES ST #423	PORTLAND OR	97239-3062
1N1E33AD 70407	KURT & MYRA SUSSMAN REVOCABLE LIVING TRUST DTD 08/27/99	5225 JEAN RD #507	LAKE OSWEGO OR	97035
1S1E03CC 90132	KURZET,LOUISE J-1/2 & KURZET,JAY-1/2	PO BOX 8189	PORTLAND OR	97207
1N1E34BB 40192	KUSAFUKA,RIE TR & SASAKI,AYA TR & KUSAFUKA,MIWAKO TR	949 NW OVERTON ST #715	PORTLAND OR	97210
1N1E34BB 40464	KUSSMAN,DONALD L & KUSSMAN,REBECCA J	10614 NE 30TH AVE	VANCOUVER WA	98686
1S1E10DB 80304	KUSSMAN,ROGER & KUSSMAN,CATHERINE	0841 SW GAINES ST #2006	PORTLAND OR	97239
1N1E33DC 70103	KUSYK,CARRIE J	1926 W BURNSIDE ST #713	PORTLAND OR	97209
1S1E04BA 80076	KUTAS,EVA A & REER,KARL V	1132 SW 19TH AVE #903	PORTLAND OR	97205
1N1E34BB 70269	KUYPERS,DIANA M	1255 NW 9TH AVE #406	PORTLAND OR	97209-2888
1N1E34CB 99466	KUZMA,DON A TR & BURR,DALE L TR (KUZMA/BURR LIVING TRUST)	6507 NE 10TH AVE	VANCOUVER WA	98665
1N1E33DC 70534	KVETON,KENNETH R	1926 W BURNSIDE ST #307	PORTLAND OR	97209
1S1E03CC 90626	KVITKA,DANIEL J & JOAN R	2309 SW 1ST AVE #1842	PORTLAND OR	97201
1S1E04AD 90022	KWAK,MIYOUNG	3129 NW CHAPIN DR	PORTLAND OR	97229-8073
1N1E33DC 70038	KWAK,SU H	1926 W BURNSIDE ST #402	PORTLAND OR	97209
1S1E04AA 70367	KWAN,DYLAN C	1221 SW 10TH AVE #707	PORTLAND OR	97205

1N1E34BC 99177	KWAN,NORMAN H & ANGELA M	922 NW 11TH AVE #301	PORTLAND OR	97209
1N1E34BB 80189	KWEIT,ROBERT W & KWEIT,MARY G	1130 NW 12TH AVE #114	PORTLAND OR	97209
1S1E10AC 90373	KWOK,JOAN M & WADDINGTON,STEPHEN R	3570 SW RIVER PKWY #813	PORTLAND OR	97239
1N1E33DC 70228	KWON,JIHYE K	12712 NW WAKER DR	PORTLAND OR	97229
1N1E33AD 70018	KWON,NAURRY S	1420 NW LOVEJOY ST #431	PORTLAND OR	97210
1N1E34BD 90689	KYLE & KADE INVEST SERV DBP % MC COMPANIES	15170 N HAYDEN RD #1	SCOTTSDALE AZ	85260-2571
1N1E34BD 90586	KYLE & KADE MGMNT SERVICES INC DEFINED BENEFIT PLAN % MC ELROY,KENNETH	15170 N HAYDEN RD #1	SCOTTSDALE AZ	85260-2571
1S1E03CD 90107	KYRIAKOPOULOS,DAMIANOS D	1900 SW RIVER DR #N501	PORTLAND OR	97201
1N1E34DC 2500	L-126 LLC	920 SW 6TH AVE #223	PORTLAND OR	97204-1207
1N1E33DD 6400	L-13 LLC	920 SW 6TH AVE #223	PORTLAND OR	97204
1N1E34CA 5500	L-149 LLC	920 SW 6TH AVE #223	PORTLAND OR	97204
1S1E04AA 1300	L-20 LLC	920 SW 6TH AVE #223	PORTLAND OR	97204
1S1E04AA 1700	L-21 LLC	920 SW 6TH AVE #223	PORTLAND OR	97204
1N1E34CD 1500	L-224 LLC	920 SW 6TH AVE #223	PORTLAND OR	97204-1207
1N1E34CC 5600	L-63 LLC	920 SW 6TH AVE #223	PORTLAND OR	97204
1N1E34CC 200	L-77 LLC	920 SW 6TH AVE #223	PORTLAND OR	97204
1S1E03CD 90344	LA GASSE,ALYCE	1900 SW RIVER DR #803	PORTLAND OR	97201-8046
1N1E34BB 60008	LA MACCHIA,PLACIDO F TR	1125 NW 9TH AVE #207	PORTLAND OR	97209
1N1E34BB 88203	LABADIE,MATTHEW & LABADIE,KATHRYN	1260 NW NAITO PKWY #208	PORTLAND OR	97209-3150
1S1E04AA 70494	LABDON,JOHN R & MURR,LARRY L	PO BOX 225	KEYPORT WA	98345-0225
1N1E34CA 80070	LACK,JONATHON H	411 NW FLANDERS ST #312	PORTLAND OR	97209
1N1E33DC 70450	LACKEY,JESSICA L	1926 W BURNSIDE ST #309	PORTLAND OR	97209
1N1E33DC 70076	LACKEY,ROBERT J TR & MILLER-LACKEY,SUSAN TR	500 BROADWAY ST #502	VANCOUVER WA	98660
1N1E34BD 90035	LACKNER,IAN	4224 SW LEE ST	PORTLAND OR	97221
1N1E34BC 88368	LACROUTE PROPERTIES LLC	1365 NW MEADOWS DR	MCMINNVILLE OR	97128
1N1E28D 90058	LACROUTE,BERNARD J & TENNANT-SERE,JENNIFER	19143 NE LAUGHLIN RD	YAMHILL OR	97148-8415
1S1E04AD 50003	LADD CARRIAGE HOUSE LLC	3271 ARDEN RD	HAYWARD CA	94545-3901
1S1E04AD 50011	LADD CONDOMINIUM TOWER LLC % INVESCO REAL ESTATE	2001 ROSS AVE #3400	DALLAS TX	75201-2966
1S1E04AD 50000	LADD TOWER CONDOMINIUM OWNERS' ASSOCIATION % OPUS NORTHWEST L L C	10350 BREN ROAD W	MINNETONKA MN	55343
1N1E33DC 2200	LAFAYETTE PROPERTIES LLC % C & R REAL ESTATE SER CO	1440 SW TAYLOR ST	PORTLAND OR	97205
1N1E33DC 2100	LAFAYETTE PROPERTIES LLC ET AL % C & R REAL ESTATE SER CO	1440 SW TAYLOR ST	PORTLAND OR	97205
1N1E33CB 50127	LAFFERTY,MICHAEL & LAFFERTY,CORNELIA	766 CREST DR	EUGENE OR	97405
1S1E03CC 90526	LAGANA,KATHLEEN L	2309 SW 1ST AVE #341	PORTLAND OR	97201-5039
1N1E35BB 80047	LAGBAO,AGNES	533 NE HOLLADAY ST #509	PORTLAND OR	97232
1N1E33DA 50172	LAGUZZA,ROSS P	311 NW 12TH AVE #1501	PORTLAND OR	97209
1S1E03BC 80008	LAHATT,ROBERT & INGRAHAM,MARK	1500 SW 5TH AVE #203	PORTLAND OR	97201
1N1E33AD 70392	LAHN,PATRICIA K & BAKER,ROBERT L	1420 NW LOVEJOY ST #602	PORTLAND OR	97209
1S1E10DB 90233	LAI,GERALD	5212 CLAYTON CT	LA VERNE CA	91750-5919
1S1E10DB 90540	LAI,JIN YEE	3601 SW RIVER PKWY #702	PORTLAND OR	97239
1N1E26CD 90010	LAI,VIOLA C	912 SW MOSS ST	PORTLAND OR	97219-4413
1S1E03CC 90383	LAIDLAW,SALLY F TR % WAGNER,SALLY F	5204 CAMINITO SOLITARIO	SAN DIEGO CA	92108-4240
1S1E10DB 90702	LAIDMAN,DANIEL H TR & REDLEAF,SYLVIA TR	2394 KIMRIDGE RD	BEVERLY HILLS CA	90210
1N1E34CB 99492	LAIRD,COURTNEY	81 SPRUCE POINT VIEW RD	CHEBEAGUE ISLAND ME	4017
1N1E33DA 70018	LAKEMAN,RICHARD & LAKEMAN,JORY	100 SE HARNEY ST #14	PORTLAND OR	97202
1N1E33DA 70086	LAKEMAN,RICHARD E TR-1/2 & LAKEMAN,JORY A TR-1/2	100 SE HARNEY ST #14	PORTLAND OR	97202
1N1E28D 90062	LAKIN,KRISTY A	1662 NW RIVERSCAPE ST	PORTLAND OR	97209
1S1E03CD 90471	LAM LIVING TRUST DTD 02/07/2008>	1900 SW RIVER DR #N406	PORTLAND OR	97201

1S1E03CA 90348	LAM,CHUNG S & ABULENCIA,MADELAINE A O	0305 SW MONTGOMERY ST #206	PORTLAND OR	97201
1N1E34BB 60090	LAMACCHIA,PLACIDO F	1125 NW 9TH AVE #207	PORTLAND OR	97209
1N1E34BD 90142	LAMADRID,ALEXI B	1579 MORSE BLVD	SAN CARLOS CA	94070-3827
1N1E33CB 50015	LAMAITA,GERARD A	2351 NW WESTOVER RD #307	PORTLAND OR	97210
1S1E10DB 90109	LAMANNA,JAMES R JR & CLARK,ALICIA A	3601 SW RIVER PKWY #918	PORTLAND OR	97239
1N1E34CA 8000	LAMAR ADVERTISING OF EUGENE	PO BOX 66338	BATON ROUGE LA	70896
1S1E04AD 60307	LAMARSH,LAWRENCE R & LAMARSH,LAURA	1500 SW 11TH AVE #507	PORTLAND OR	97201-3538
1S1E03CC 90115	LAMB,JERRY	2211 SW 1ST AVE #1602	PORTLAND OR	97201-5068
1S1E03CC 90079	LAMBERT,JOHN & LAMBERT,SALLY	2211 SW 1ST AVE #1504	PORTLAND OR	97201-5068
1S1E04AD 60168	LAMBIE,TRUDY L & LAMBIE,FREDERIC W	2 HILLCREST DR	HARVARD MA	1451
1N1E34BD 90249	LAMELZA,MICHAEL J	3578 HARTSEL DR #E-320	COLORADO SPRINGS CO	80920
1N1E34CB 60048	LAMPE,MONIKA F	420 NW 11TH AVE #703	PORTLAND OR	97209
1N1E33DA 40032	LAMPEE,HEATH	323 NW 13TH AVE #406	PORTLAND OR	97209-3144
1S1E10DB 80013	LAN,SHAUN X	0841 SW GAINES ST UNIT 121	PORTLAND OR	97239
1N1E34BC 88354	LANANNA,VINCENT J & LANANNA,ELIZABETH	1999 FAIRMOUNT BLVD	EUGENE OR	97403
1S1E04AA 70618	LANCASTER,BRUCE E	1221 SW 10TH AVE #1603	PORTLAND OR	97205
1S1E11BB 3900	LAND O'LAKES FARMLAND FEED LLC % AD VALOREM TAX MGR	P O BOX 20111 #DEPT 154	KANSAS CITY MO	64195
1N1E28D 90028	LANDERS,THOMAS G & LANDERS,ELISA A	2164 NW 16TH AVE	PORTLAND OR	97209-2564
1N1E33CD 80050	LANDHUIS,ROBERT L & LANDHUIS,BARBARA A TR	4106 NE 43RD ST	NEOTSU OR	97364
1S1E03CC 90127	LANDIS,CHARLES E & LORNA L	2211 SW 1ST AVE #504	PORTLAND OR	97201-5012
1N1E33CD 80042	LANDIS,SANDRA K TR	2021 SW MAIN ST #58	PORTLAND OR	97205
1S1E02CC 200	LANDON ONE LLC % LANDON,MARLENE	19864 SW AUGUSTINE CT	BEAVERTON OR	97007-8533
1S1E02CD 19400	LANDON THREE LLC % LANDON,MARLENE	19864 SW AUGUSTINE CT	BEAVERTON OR	97007-8533
1S1E02CD 19500	LANDON TWO LLC % LANDON,MARLENE	19864 SW AUGUSTINE CT	BEAVERTON OR	97007-8533
1S1E03CB 80298	LANDREY,BRUCE T & DESMARAIS,MICHELE D	1837 SW EDGEWOOD RD	PORTLAND OR	97201
1S1E03CB 70018	LANDSVERK,WAYNE & CAROLYN	6120 SE 32ND AVE	PORTLAND OR	97202-8503
1S1E03CB 70107	LANDUCCI,EDWARD J & CHRISTINE M	P O BOX 1758	BANDON OR	97411
1N1E34BB 60068	LANFRI,TIMOTHY J TR & LANFRI,ANN R TR	17955 SW COOPER MOUNTAIN LN	BEAVERTON OR	97007
1N1E34CB 90015	LANG,MACJULIAN L & LANG,KIMBERLY A	4046 N COLONIAL AVE	PORTLAND OR	97227-1010
1N1E34BC 6100	LANG,MOLLI	628 NW 11TH AVE	PORTLAND OR	97209-3260
1N1E34BC 88196	LANGE,CHRISTIAN & SCHAEFER,KRISTINE	WOLFGANGSTR 3	81667 MUNICH	GERMANY
1N1E34CB 99020	LANGE,LINDA J	333 NW 9TH AVE #907	PORTLAND OR	97209-3342
1N1E34BC 88323	LANGMAN,MATTHEW D & LANGMAN,AMY K	937 NW GLISAN ST #935	PORTLAND OR	97209
1S1E02CA 13000	LANGSTON,DAVID F TR	PO BOX 141	FAIRFAX CA	94978
1N1E34BC 40170	LANIER,ROBERT M TR & LANIER,MARILYN S TR	8596 STARR RD	WINDSOR CA	95492-9480
1N1E34BB 80217	LANOUE,PERION BREE	1133 NW 11TH AVE, UN 501	PORTLAND OR	97209
1S1E03CB 70192	LANSING,GREGORY B	111 SW HARRISON ST #16A	PORTLAND OR	97201
1N1E33AD 80097	LANZ,FREDERICK H & LANZ,BARBARA A	1314 NW IRVING ST #306	PORTLAND OR	97209-2723
1N1E34CB 60109	LANZAR,LUCILLE & ST JOHN,JENNIFER	1910 N COMMERCE PKWY	WESTON FL	33326-3242
1S1E03CB 80171	LAOCHAMROONVORAPONGSE,DEAN & JORDA,KATHERINE	255 SW HARRISON ST #23H	PORTLAND OR	97201-5390
1N1E34BB 60402	LAPE,JOHN B III	1125 NW 9TH AVE #508	PORTLAND OR	97209
1N1E34BC 40333	LAPHAM,PENELOPE TR (PENELOPE LAPHAM 2016 TRUST)	1280 W NEIL AVE	ROSEBURG OR	97471
1N1E34CC 5700	LAPIS LLC % MARK SANTOS	521 SW 10TH AVE	PORTLAND OR	97205
1N1E34BC 88184	LARA,ADOLFO D TR & LARA,KATHY L TR	937 NW GLISAN ST #535	PORTLAND OR	97209-3264
1S1E04AD 90008	LARAMEE,BRIAN	1410 SW 11TH AVE #202	PORTLAND OR	97201
1S1E03CC 90478	LARGUIER,PATRICIA	2221 SW 1ST AVE #421	PORTLAND OR	97201
1S1E03CC 90443	LARGUIER,PATRICIA A	2221 SW 1ST AVE #421	PORTLAND OR	97201-5069

1N1E34BB 90290	LARHS,ANTHONY E & LARHS,ANDREEA M	20501 10TH PL SW	SEATTLE WA	98166
1N1E34BC 90014	LARKIN,JOSEPH J TR & CAREY,LINDA A TR	1011 NW GLISAN ST #302	PORTLAND OR	97209-3224
1S1E03CC 90150	LARKIN,VALERIE	2211 SW 1ST AVE UN 503	PORTLAND OR	97201
1S1E03CA 90112	LARRABEE,WILLIAM L & LARRABEE,MARGOT W	1630 SW HARBOR WAY #302	PORTLAND OR	97201-5161
1N1E34BB 88580	LARSEN,GREGORY TR & MEDINA,LESLIE TR	13890 HWY 160	WALNUT GROVE CA	95690
1N1E34BD 90164	LARSEN,KENNA	1970 CHEROKEE CIR	OGDEN UT	84403-4681
1S1E04BA 10000	LARSEN,SHARMAN A TR & LARSEN,JERRY K TR (SHARMAN A LARSEN REVOC TRUST)	15255 SE RIVER FOREST DR	MILWAUKIE OR	97267-2506
1S1E02BD 10600	LARSON & KING LLC	1001 SE HAWTHORNE BLVD	PORTLAND OR	97214
1S1E03CD 90068	LARSON PFAFF,SUZANNE B	1920 SW RIVER DR #E1102	PORTLAND OR	97201
1N1E33DA 70063	LARSON PROPERTIES LLC	4567 PETTYJOHN RD S	SALEM OR	97302
1N1E34BB 60074	LARSON,MARGA-50% & EDWARDS,HALLIE D TR-50%	PO BOX 778	MARCOLA OR	97454
1N1E35BB 80069	LARSON,ROBERT C TR & LARSON,LOYDETTA J TR (LARSON FAMILY LIVING TRUST)	3650 NE MERGES DR	PORTLAND OR	97212-2767
1N1E28D 90017	LARSON,ROBERT M	2120 NW 16TH AVE	PORTLAND OR	97209
1S1E03CC 90709	LARSON,STEPHEN R & COLLINS-LARSON,STEPHEN R	2309 SW 1ST AVE #1541	PORTLAND OR	97201
1N1E34BC 60104	LARSON,STEVE & LARSON,DAVIA	821 NW 11TH AVE #509	PORTLAND OR	97209
1N1E33CB 50115	LARSON,TODD M	2351 NW WESTOVER RD #410	PORTLAND OR	97210
1N1E34CB 40003	LARSSON,ALEXANDER W	1025 NW COUCH ST #515	PORTLAND OR	97209-4123
1S1E03CA 90028	LARUE,ROBERT & TERESA K	11383 COMSTOCK RD	STOCKTON CA	95215
1S1E10AC 90272	LASALLE BANK NAT'L ASSN TR % COUNTRYWIDE HOME LOANS	5401 NORTH BEACH ST	FORT WORTH TX	76137
1N1E34BC 40054	LASHBROOK,G L TR & LASHBROOK,ELIZABETH A TR (LASHBROOK TRUST)	1796 NW 17TH CT	GRESHAM OR	97030
1S1E03CA 90315	LASICH,THOMAS D & LASICH,PEGGY R	PO BOX 6642	FREDERICKSBRG VA	22403-6642
1N1E34BB 40393	LASK,ARTURO	1040 BISCAYNE BLVD #3104	MIAMI FL	33132
1N1E35CD 3400	LASKO PROPERTIES LLC	110 N PAGE ST	PORTLAND OR	97227-1909
1N1E34CB 7200	LASPI PEARL LLC % GED ARMORY II	1477 NW EVERETT ST	PORTLAND OR	97209
1N1E34BB 80163	LAST RESORT CARDBOARD BOX LLC % SADOWSKI,FRANCIS D & SADOWSKI,LAURA A	1001 NW LOVEJOY ST #310	PORTLAND OR	97209
1N1E28D 70002	LATHAM,PATRICK M & LATHAM,ROYAL W & LATHAM,TERESA M	88772 BLUE HERON RD	SEASIDE OR	97138
1N1E34BC 60298	LATHROP,RICHARD K & LATHROP,MAXINE H	821 NW 11TH AVE #309	PORTLAND OR	97209
1N1E34CB 60022	LATOUR,EMILE A & LATOUR,EMILE J	420 NW 11TH AVE #520	PORTLAND OR	97209
1N1E34BB 80298	LATTIG,JOHN & LATTIG,MARCIA	1130 NW 12TH AVE #408	PORTLAND OR	97209
1N1E34CA 80001	LATUSZEK,ANITA V TR (ANITA V LATUSZEK REVOCABLE LIVING TRUST)	411 NW FLANDERS ST #407	PORTLAND OR	97209
1S1E03BC 80038	LAU,HELENA & LAU,PATRICK S W	762 34TH AVE	SAN FRANCISCO CA	94121
1N1E34BC 88271	LAU,TAMBERT BUNG YEN & LAU,LING WANG	2225 PAUOA RD APT B	HONOLULU HI	96813
1N1E34BB 88087	LAU,YAN	1260 NW NAITO PKWY #403	PORTLAND OR	97209
1S1E03BA 1200	LAUDERDALE,THOMAS M	728 SW 1ST AVE	PORTLAND OR	97204
1N1E34BC 40068	LAURELTON,DUANE T & CLAIRE	220 MONTELLO AVE	HOOD RIVER OR	97031-2147
1N1E34CD 4100	LAUREN LOUISE LLC	111 SW COLUMBIA ST #1380	PORTLAND OR	97201
1N1E34BB 50051	LAVEN,RICHARD D TR & CHRISTENSEN LAVEN,MARTA L TR	1022 NW MARSHALL ST #490	PORTLAND OR	97209-2989
1N1E34BB 50161	LAVEN,RICHARD TR & CHRISTENSEN LAVEN,MARTA L TR	1022 NW MARSHALL ST #490	PORTLAND OR	97209-2989
1N1E34BC 60217	LAVENBERG,IRWIN H TR (IRWIN H LAVENBERG TRUST)	821 NW 11TH AVE #411	PORTLAND OR	97209-3232
1N1E34BB 40030	LAVIN,ANDREW & CASE,CHRISTOPHER M	949 NW OVERTON ST #513	PORTLAND OR	97209-3269
1N1E33CB 50074	LAW,JAMES E & AVENA,JOSEPH J	253 84TH ST	BROOKLYN NY	11209
1N1E34BB 90205	LAWHEAD,MICHELLE K TR	24945 SANDLAKE RD	CLOVERDALE OR	97112-9643
1N1E34BB 88017	LAWRENCE,AMY R	1631 NE BROADWAY PMB 607	PORTLAND OR	97232-1425
1N1E33AD 70204	LAWRENCE,ANNE	1645 FILBERT ST #306	SAN FRANCISCO CA	94123-3758
1N1E34BB 60317	LAWRENCE,BRIAN J TR	1125 NW 9TH AVE #219	PORTLAND OR	97209
1S1E10DB 80634	LAWRENCE,JAMES W TR & LAWRENCE,DERUA G TR & KAVANAUGH,JENIFER G L TR	0841 SW GAINES ST #1708	PORTLAND OR	97239
1N1E34BB 80077	LAWRENCE,JOHN I & LAWRENCE,SALLY C	1133 NW 11TH AVE #303	PORTLAND OR	97209

1S1E03CC 90598	LAWRENCE,ROBERT D & PATRICIA H	2309 SW 1ST AVE #1743	PORTLAND OR	97201
1N1E34BC 99155	LAWRENCE-GUNN,JANE TR & GUNN,LITTLETON M TR	254 GRANT ST	REDLANDS CA	92373
1N1E34BD 90294	LAWRENTZ,APRIL M	730 NW NAITO PKWY #E-2	PORTLAND OR	97209-3728
1N1E35CB 7700	LAWSON INVESTMENTS LLC	21228 SE CURTIS RD	DAMASCUS OR	97089
1N1E33DC 70702	LAWTON,MARK TR (MARK LAWTON REVOCABLE TRUST)	2020 ELLIS ST #202	SAN FRANCISCO CA	94115
1S1E10DB 90120	LAWTY,SANDRA L	3601 SW RIVER PKWY #1016	PORTLAND OR	97239-4557
1S1E04AD 60058	LAYTON,ROBERT R	1500 SW 11TH AVE #1002	PORTLAND OR	97201-3539
1S1E03CD 90450	LAYTON,RUTH H TR	1900 SW RIVER DR #N802	PORTLAND OR	97201
1N1E34CB 99460	LAZAR,ANNE L TR & SOLOMON,RICHARD B TR	888 SW 5TH AVE STE 850	PORTLAND OR	97204
1N1E33DA 50135	LAZAR,WILLIAM B	311 NW 12TH AVE #1102	PORTLAND OR	97209-2996
1N1E33CD 80011	LAZERE,RICHARD	2021 SW MAIN ST #42	PORTLAND OR	97205-1544
1S1E03CB 80009	LAZIER,HOWARD D	255 SW HARRISON ST #2F	PORTLAND OR	97201
1S1E03CC 90534	LAZO,NICOLE B	2309 SW 1ST AVE #444	PORTLAND OR	97201-5039
1S1E02CC 1200	LAZZERONI,JAMES-1/2 & LAZZERONI,CHARLOTTE Y-1/2 & LAZZERONI,CHARLOTTE	11606 SE AERIE CRESCENT RD	HAPPY VALLEY OR	97086
1N1E34AC 400	LD COMMODITIES NORTHWEST FACILITIES LLC	PO BOX 810	WILTON CT	06897-0810
1N1E33DA 70032	LE FEVER,FRANCES H	2545 SW TERWILLIGER BLVD #1115	PORTLAND OR	97201-6312
1S1E10DB 90192	LE,ADAM L & PAULINA Q	17318 NE CLACKAMAS ST	PORTLAND OR	97230
1S1E04AA 70022	LE,HUE TRAN TR (LE LIVING TRUST)	1221 SW 10TH AVE #209	PORTLAND OR	97205-2428
1N1E34CB 60003	LE,TRUNG C	10 NOUVELLE WAY	NATICK MA	01760-1570
1S1E03CC 90063	LEAK,ALLISON G TR	2211 SW 1ST AVE #1203	PORTLAND OR	97201-5057
1N1E34BB 90038	LEAKE,JOSHUA J	1030 NW 12TH AVE #TH-4	PORTLAND OR	97209
1N1E28D 80107	LEARNED,CRAIG A	1830 NW RIVERSCAPE ST #301	PORTLAND OR	97209
1S1E04BA 2200	LEARY,VICTORIA A	1200 SW 20TH AVE	PORTLAND OR	97205-1504
1S1E03CC 90662	LEATHERBARROW,KATHLEEN S	2211 SW 1ST AVE #305	PORTLAND OR	97201
1S1E04AB 70056	LEAVENWORTH,JEAN	1535 SW CLAY ST #109	PORTLAND OR	97201
1N1E34BB 70071	LEBARON,DANIEL D & LEBARON,ANDREA M	1255 NW 9TH AVE #411	PORTLAND OR	97209
1N1E34BB 50010	LEBENS,COLIN J	3305 NE GLISAN ST	PORTLAND OR	97232-2524
1N1E34CB 40091	LEBENS,JOHN P & LEBENS,JANE C	1025 NW COUCH ST #1013	PORTLAND OR	97209
1N1E34BB 88068	LEBL,CHRISTOPH A	1260 NW NAITO PKWY #308	PORTLAND OR	97209
1N1E34CB 90018	LEBO,SARAH & LEBO,BRETT	725 NW FLANDERS ST #205	PORTLAND OR	97209-3533
1S1E03CA 90026	LEBSON,JAMES D & LEBSON,JANET A	15101 NE 22ND AVE	VANCOUVER WA	98686-2110
1S1E03CC 90249	LEDBETTER,EDDIE & LEDBETTER,JOY	2221 SW 1ST AVE #925	PORTLAND OR	97201
1S1E02BD 3100	LEE ON DONG BENEVOLENT ASSN	1101 SE SALMON ST	PORTLAND OR	97214
1N1E34CB 40195	LEE,ANDREW G	1025 NW COUCH ST #620	PORTLAND OR	97209
1S1E04AA 80004	LEE,BARBARA A	1005 SW PARK AVE #203	PORTLAND OR	97205
1S1E03CC 90422	LEE,BENSON W	2309 SW 1ST AVE #1044	PORTLAND OR	97201-5075
1S1E03CC 90518	LEE,BETTY J TR	2309 SW 1ST AVE #142	PORTLAND OR	97201-5039
1N1E34BB 60312	LEE,BYUNG CHAN	9956 NW SKYLINE HEIGHTS DR	PORTLAND OR	97229
1N1E34BD 90335	LEE,BYUNG-CHUN	9956 NW SKYLINE HEIGHTS DR	PORTLAND OR	97229
1N1E34CD 5100	LEE,CHEE SIN KIM TR	14305 NE FREMONT CT	PORTLAND OR	97230-3613
1N1E34CD 5200	LEE,CHEE SIN KIM TRUST LLC	14305 NE FREMONT CT	PORTLAND OR	97230
1N1E34BB 80385	LEE,CLEMEMT & LEE,MARY T	PO BOX 580	CANNON BEACH OR	97110-0580
1N1E34BB 60297	LEE,DAVID K & LEE,MYUNG S	3401 SW CASCARA CT	WILSONVILLE OR	97070
1N1E33DC 70410	LEE,DEBBIE WON	1926 W BURNSIDE ST #1305	PORTLAND OR	97209
1S1E04BA 80001	LEE,DENNIS W	1132 SW 19TH AVE #101	PORTLAND OR	97205
1S1E03CA 90261	LEE,EILEEN K	20125 CASSIA CT	CERRITOS CA	90703-7822
1N1E28D 90027	LEE,ERIK	7327 SW BARNES RD PMB 221	PORTLAND OR	97225

1N1E34BB 50484	LEE,EUN SANG & MIN JA	1001 NW LOVEJOY ST #1401	PORTLAND OR	97209
1S1E03CD 90092	LEE,GOOM SOOK	1900 SW RIVER DR N112	PORTLAND OR	97201
1N1E33DC 70201	LEE,HEYOUNG & ILPYO S	10506 SW FOREST RIDGE PL	BEAVERTON OR	97007-8224
1N1E27DB 9300	LEE,JAMES	15315 SE RIVER FOREST DR	MILWAUKIE OR	97267
1N1E34BC 88343	LEE,JAMIE & LEE,JASON	937 NW GLISAN ST #236	PORTLAND OR	97209-3263
1S1E03BD 90004	LEE,JASON & MYUNGJA M	21903 68TH AVE S	KENT WA	98032
1N1E34CB 40245	LEE,JERRY Q & CHARLENE G	3212 90TH PL SE	MERCER ISLAND WA	98040
1S1E03CD 90504	LEE,JOHN	1920 SW RIVER DR #1203	PORTLAND OR	97201
1N1E28D 80118	LEE,JOHN HUI	12914 SE 129TH CT	HAPPY VALLEY OR	97086-1631
1N1E34BD 90425	LEE,JOHN K	4046 NW RIGGS DR	PORTLAND OR	97229
1S1E03CD 90218	LEE,JOHN K & DEBBIE Y	14952 SE 119TH AVE	CLACKAMAS OR	97015
1N1E34BB 88052	LEE,KAILIN	1310 NW NAITO PKWY #304	PORTLAND OR	97209
1S1E03CB 80090	LEE,KYU	3668 NW 115TH AVE	PORTLAND OR	97229-9321
1N1E33DC 70480	LEE,KYUNG S & LEE,SAMUEL	16195 NW PAISLEY DR	BEAVERTON OR	97006
1N1E34BC 88030	LEE,LIN-CHUAN	937 NW GLISAN ST #532	PORTLAND OR	97209-3264
1S1E10DB 90085	LEE,LOUIS & LEE,ROSEMARY	3601 SW RIVER PKWY, UN 718	PORTLAND OR	97239
1N1E34CA 8200	LEE,LOUIS K C & LEE,HANG FONG	318 NW DAVIS ST	PORTLAND OR	97209
1S1E10DB 90698	LEE,MICHAEL J	3601 SW RIVER PKWY #1608	PORTLAND OR	97239-4561
1N1E33DC 70036	LEE,MICHAEL YOUNG	7165 SW 164TH TER	BEAVERTON OR	97007
1S1E03CB 80282	LEE,MIKKI	255 SW HARRISON ST #2D	PORTLAND OR	97201
1N1E34BC 40332	LEE,MISA	5778 BAY CREEK DR	LAKE OSWEGO OR	97035-6764
1N1E33AD 40170	LEE,MITCHELL S	622 ROBIN DALE DR	LAKEWAY TX	78734-3422
1N1E33CB 50396	LEE,RANDY G TR & LEE,CAROLEE A TR	2351 NW WESTOVER RD #1204	PORTLAND OR	97210
1S1E10DB 90193	LEE,REBECCA T TR	3601 SW RIVER PKWY #1702	PORTLAND OR	97239-4562
1S1E03CB 80068	LEE,RICHARD	13005 SW BARBERRY DR	BEAVERTON OR	97008
1N1E26CC 11800	LEE,RICHARD T TR & LEE,MERRILEE A TR	PO BOX 275	RIDGEFIELD WA	98642
1S1E10DB 90387	LEE,ROBERT W	3601 SW RIVER PKWY #319	PORTLAND OR	97239-4554
1N1E34CB 40158	LEE,ROBERT W & LEE,KAREN A	31695 FORWARD RD	MANTON CA	96059
1S1E04AD 90015	LEE,RONALD & SUSAN	742 LEMOS LN	FREMONT CA	94539
1N1E34BB 88031	LEE,ROY Y & LEE,RUTH H	1310 NW NAITO PKWY #109A	PORTLAND OR	97209
1S1E04AB 60020	LEE,SAM K	1234 SW 18TH AVE #303	PORTLAND OR	97205-1754
1N1E34BC 88054	LEE,STEPHEN S & LEE,TRACY HSU & LEE,STACEY	937 NW GLISAN ST #832	PORTLAND OR	97209
1N1E28D 80045	LEE,SUSANNAH M	1830 NW RIVERSCAPE ST #504	PORTLAND OR	97209
1S1E03AA 4600	LEE,TONI-1/2	1496 S 1165 E	OGDEN UT	84404
1N1E33CB 50104	LEE,WEI-TAU & LE,NHAN	2351 NW WESTOVER RD #1207	PORTLAND OR	97210
1N1E34BB 50104	LEE,WILLIAM T & LEE,MIRANDA G	PO BOX 4657	WEST HILLS CA	91308-4657
1N1E34BB 70546	LEEDHAM,CAMERON R	1255 NW 9TH AVE #1304	PORTLAND OR	97209
1N1E33DC 70677	LEEDING,ALEXANDER H	1926 W BURNSIDE ST #312	PORTLAND OR	97209-2068
1N1E33DA 70024	LEEDING,SAM	416 NW 13TH AVE #115	PORTLAND OR	97209
1N1E34CA 80002	LEE-ERIKSSON,DEBORAH & ERIKSSON,BJORN	1125 VAN BUREN AVE	VENICE CA	90291
1N1E34BB 80177	LEEPER,DAVID R & LEEPER,ELKE H	1130 NW 12TH AVE #208	PORTLAND OR	97209
1S1E03BC 80123	LEEPER,ROBERT TR-1/2 & LEEPER,JEANNINE TR-1/2	1500 SW 5TH AVE #606	PORTLAND OR	97201-5420
1N1E34BB 60331	LEESEBERG,JONATHAN A & CHUN,SOOYUN	2800 NW SULPHUR SPRINGS RD	CORVALLIS OR	97330
1N1E33CB 50268	LEFANTE,JOHN & LEFANTE,NICOLE	146 FOXFIRE DR #207	MOUNT POCONO PA	18344-1698
1S1E03CB 80272	LEFEBVRE,GALA & LEFEBVRE,RONALD	1415 2ND AVE #2110	SEATTLE WA	98101-2072
1S1E03CB 80089	LEFEBVRE,GALA & RON	1415 2ND AVE #2110	SEATTLE WA	98101
1N1E27DC 1700	LEFT BANK LLC	125 NE KILLINGSWORTH ST #300	PORTLAND OR	97211

1N1E34AA 1700	LEGACY EMANUEL HOSPITAL & HEALTH CENTER ATTN: TAYLOR,SUZANNE	1919 NW LOVEJOY ST	PORTLAND OR	97209-1503
1N1E35CB 1600	LEGACY HEALTH SYSTEM	1919 NW LOVEJOY ST	PORTLAND OR	97209
1S1E04AB 70086	LEGAYE,ROBERT	1535 SW CLAY ST #218	PORTLAND OR	97201-6122
1N1E34BB 50039	LEGGIO,SALVATORE L & RIBEIRO DO NASCIMENTO,ISABEL L	1001 NW LOVEJOY ST #405	PORTLAND OR	97209
1N1E34BB 70363	LEGGO,CHAD	1255 NW 9TH AVE #102	PORTLAND OR	97209
1S1E04AB 90007	LEGRESLEY,ROBERT & BELMONTE,HECTOR	1441 SW CLAY ST #107	PORTLAND OR	97201-6044
1N1E34CB 99454	LEHMAN,JOHN A & LEHMAN,LISA M	333 NW 9TH AVE #1206	PORTLAND OR	97209
1N1E34BC 80007	LEHMAN,MOYA K & LEHMAN,JOHN C	PO BOX 6675	PORTLAND OR	97228-6675
1N1E34BC 4100	LEHRKIND,VALERIE A	629 NW 11TH AVE	PORTLAND OR	97209
1S1E03CD 90566	LEI,STAN & CONNIE	2301 OAKHURST LN	LAKE OSWEGO OR	97034-4000
1N1E35CC 2000	LEIBOWITZ,GEORGIA L % CSK AUTO INC STORE #2518 ATTN: THOMSON REUTERS PTS	PO BOX 06116	CHICAGO IL	60606-0116
1S1E02BC 2300	LEIF,JERRY TR & OLOFSON,NAIDA J TR	637 SE SALMON ST	PORTLAND OR	97214
1N1E33AD 40071	LEIGHTON,FRANCESCA M	1400 NW IRVING ST #722	PORTLAND OR	97209
1N1E34BB 40531	LEIMANIS,NEVILS TR & LEIMANIS,MARGARETE H TR	949 NW OVERTON ST #805	PORTLAND OR	97209-3271
1S1E04BA 300	LEIS,MICHAEL T	1840 SW MAIN ST	PORTLAND OR	97205
1N1E33AD 3500	LEITNER,PETER & FREY,VICTORIA	4011 NW THURMAN ST	PORTLAND OR	97210
1S1E04AA 7000	LEKAS,BESSIE ET AL % LEKAS,THOMAS J	7225 SW HUNT CLUB LN	PORTLAND OR	97223-9439
1S1E04AA 7100	LEKAS,THOMAS J ET AL	7225 SW HUNT CLUB LN	PORTLAND OR	97223-9439
1N1E33CB 50256	LELAND FAMILY PROPERTIES LLC I % LELAND,BRUCE & FRANCA	54991 BEAR CREEK RD	BANDON OR	97411-9399
1N1E33CB 50118	LELAND FAMILY PROPERTIES LLC I % LELAND,FRANCA	54991 BEAR CREEK RD	BANDON OR	97411-9399
1N1E33CB 50024	LELAND,PAMELA S & LELAND,DAVID E	2351 NW WESTOVER RD #316	PORTLAND OR	97210-3781
1N1E34BB 50227	LEMELSON,DOROTHY TR	1001 NW LOVEJOY ST #1410	PORTLAND OR	97209
1N1E34BC 88021	LEMMAN,TIMOTHY R	937 NW GLISAN ST #431	PORTLAND OR	97209-3264
1S1E04AD 70009	LENNOX,KEVIN S	3415 NE 26TH AVE	PORTLAND OR	97212-2521
1S1E11BA 9800	LENSKE PROPERTIES LLC % EPROPERTY TAX DEPT 401	PO BOX 4900	SCOTTSDALE AZ	85261-4900
1S1E11BA 10000	LENSKE PROPERTIES LLC & GREENFIELD,JAMES R % EPROPERTY TAX DEPT 401	PO BOX 4900	SCOTTSDALE AZ	85261-4900
1S1E03CC 90344	LENSKE,SHIRLEE	2221 SW 1ST AVE #1325	PORTLAND OR	97201-5019
1S1E03CC 90319	LEON,FERNANDO & LEON,DOLORES	2221 SW 1ST AVE #2322	PORTLAND OR	97201
1N1E34BC 80016	LEON,RON L TR & LEON,ALBENA R TR	9621 CITATION CT	MONTEREY CA	93940
1N1E34BC 40128	LEON,RONALD L TR & LEON,ALBENA R TR (LEON FAMILY TRUST)	7067 FAIRWAY DR	CARMEL CA	93923
1N1E33DC 70138	LEONARD,ANGELA A	5700 BUENA VISTA DR	VANCOUVER WA	98661
1S1E10AC 90645	LEONARD,HUBERT A	0836 SW CURRY ST #1206	PORTLAND OR	97239-4528
1N1E34BB 40454	LEONARD,SCOTT E	949 NW OVERTON ST #1513	PORTLAND OR	97209-3278
1S1E04AA 70536	LEON-BENNER,TERRI & BENNER-LEON,WENDY	475 K ST NW #1011	WASHINGTON DC	20001-5270
1S1E02BC 5900	LEONG,MARILYN & LEO,JOHNSON	825 SE MADISON ST	PORTLAND OR	97214
1N1E33DA 80140	LEONG,TERENCE L	91-1059 KEONEULA BLVD #F2	EWA BEACH HI	96706-5031
1N1E34BB 70371	LEONIDAS,JOHN	1255 NW 9TH AVE #612	PORTLAND OR	97209
1N1E35CA 3500	LEOPOLD,RALF A	1025 SE 6TH AVE	PORTLAND OR	97214-2374
1N1E33CB 50181	LEPMAN,SCOTT D	100 FERRY ST NW	ALBANY OR	97321
1N1E33DC 90030	LERNER,MARK & LERNER,LEANNE	709 SW 16TH AVE #308	PORTLAND OR	97205
1N1E34CB 99263	LERNER,SCOTT A	1379 164TH PL NE	BELLEVUE WA	98008-3025
1N1E34BB 70523	LESNARD,STEVE RENE F & LAURIE R	PO BOX 4017	BEAVERTON OR	97075-4017
1S1E10DB 90384	LESNIAK,LAWRENCE W & LESNIAK,CLARA J	PO BOX 1598	RIDGEFIELD WA	98642-0020
1S1E04AD 60263	LESSAR,ANDREW J & LESSAR,SARA	1500 SW 11TH AVE #1206	PORTLAND OR	97201
1S1E02BC 3600	LESSER,NANCY H TR-UND 1/2 (NANCY H LESSER TRUST)	1337 S WOODBINE RD	WEST LINN OR	97068
1S1E03CC 90638	LEUSCH,JAMES R & LEUSCH,VIVECA K	2309 SW 1ST AVE #2042	PORTLAND OR	97201
1N1E34DC 2000	LEUTHOLD FAMILY LIMITED PARTNE	7275 W MERCER WAY	MERCER ISLAND WA	98040

1N1E35CC 7700	LEVAN BOISE REAL ESTATE HOLDINGS LLC % LEVAN,STEVEN	2441 HORSESHOE CANYON RD	LOS ANGELES CA	90046
1N1E33AA 1800	LEVEL 3 COMMUNICATIONS LLC ATTN PROPERTY TAX	1025 ELDORADO BLVD	BROOMFIELD CO	80021
1S1E03CB 80012	LEVEQUE,TIMOTHY L & LEVEQUE,YOLANDA	14703 CORNER POST PL	HAYMARKET VA	20169-3297
1S1E04BA 70055	LEVERS,JOAN L TR & MANHART,DAVID K TR	2024 SW HOWARDS WAY #502	PORTLAND OR	97201
1S1E03CC 90367	LEVETON,SHIRLEE	2221 SW 1ST AVE #1325	PORTLAND OR	97201-5019
1S1E03CD 90575	LEVIN,ANDREW M & ELINOR C	14141 SE MATILDA DR	MILWAUKIE OR	97267
1N1E33AD 40377	LEVIN,DIANE E	PO BOX 128	DEXTER OR	97431
1S1E03CC 90222	LEVIN,SALLY TR	2221 SW 1ST AVE #522	PORTLAND OR	97201-5020
1S1E04AD 90037	LEVINE,KATHRYN E	1410 SW 11TH AVE #805	PORTLAND OR	97201
1S1E04AB 60057	LEVINE,R L TR & LEVINE,ELLEN D TR (LEVINE FAMILY TRUST)	1234 SW 18TH AVE #209	PORTLAND OR	97205
1S1E10AC 90409	LEVINE,SHANA N & IDE,CLARK S	0836 SW CURRY ST #1304	PORTLAND OR	97239
1S1E03CB 80271	LEVITIN,BETTY H	255 SW HARRISON ST #7F	PORTLAND OR	97201
1N1E34BB 60299	LEVY,BRUCE C	1125 NW 9TH AVE #201	PORTLAND OR	97209
1N1E33CD 99013	LEVY,JENNIFER M	2020 SW MAIN ST #403	PORTLAND OR	97205
1N1E34CB 40126	LEVY,PAUL B & KIM,JIN-HEE	1025 NW COUCH ST #1320	PORTLAND OR	97209
1S1E03CD 90142	LEVY,STEVEN M	1900 SW RIVER DR #N1006	PORTLAND OR	97201-8047
1S1E03CD 90227	LEVY,THOMAS TR & LEVY,PRISCILLA TR	1930 SW RIVER DR #W104	PORTLAND OR	97201
1N1E33CD 80029	LEWIS,ALEXANDER	2021 SW MAIN ST #26	PORTLAND OR	97205-1543
1N1E34CB 99302	LEWIS,CAROL	333 NW 9TH AVE #1305	PORTLAND OR	97209
1N1E34CB 99267	LEWIS,CAROL S	888 SW 5TH AVE #870	PORTLAND OR	97204
1N1E33CD 99046	LEWIS,CRAIG F TR	2020 SW MAIN ST #808	PORTLAND OR	97205-1535
1S1E03CD 90266	LEWIS,JAMES E & LEWIS,SANDRA P	1920 SW RIVER DR #801	PORTLAND OR	97201
1S1E03CD 90199	LEWIS,JAMES E TR & LEWIS,SANDRA P TR	1920 SW RIVER DR #801	PORTLAND OR	97201
1S1E10DB 80208	LEWIS,JONATHAN D TR (JONATHAN D LEWIS TRUST)	3595 ANCHORAGE WAY	MIAMI FL	33133-5923
1N1E33AD 70065	LEWIS,JONATHON & LEWIS,MARTHA	1911 NW LANCE PL	CORVALLIS OR	97330-2205
1N1E34BC 88339	LEWIS,KENNETH	PO BOX 29140	PORTLAND OR	97296-9140
1N1E33DC 70033	LEWIS,MATTHEW C	27 NE MORRIS ST	PORTLAND OR	97212-3016
1S1E04BA 80027	LEWIS,PAULA L TR	1132 SW 19TH AVE #311	PORTLAND OR	97205
1N1E33DC 70017	LEWIS,SEAN	1926 W BURNSIDE ST #217	PORTLAND OR	97209
1N1E33DA 50188	LEWIS,STACY	311 NW 12TH AVE #1203	PORTLAND OR	97209
1S1E04AA 80039	LEWIS,ZACHARY M	1005 SW PARK AVE #703	PORTLAND OR	97205
1N1E34CB 40225	LEWIS-ROCKS,INGRID M TR	1025 NW COUCH ST #911	PORTLAND OR	97209
1S1E10DB 80035	LEWITT,LEONARD D TR & LEWITT,MIRIAM H TR	0841 SW GAINES ST #303	PORTLAND OR	97239
1N1E34DC 2700	LEX INDUSTRIES LLC %CURRENT COMM PROPERTY MGMNT	PO BOX 780	HOOD RIVER OR	97031
1S1E04AA 70547	LEXIER,LISA J	1221 SW 10TH AVE #802	PORTLAND OR	97205-2443
1N1E34BB 60000	LEXIS CONDOMINIUMS OWNER'S ASSOCIATION	809 NW 11TH AVE	PORTLAND OR	97209
1N1E34BB 60298	LEXIS CONDOMINIUMS OWNERS' ASSOCIATION % MULTI-SERVICES INC	1500 NE IRVING ST #414	PORTLAND OR	97232-4208
1S1E03CC 90098	LEZAK,MURIEL D	2211 SW 1ST AVE #1205	PORTLAND OR	97201
1N1E34BB 90301	LEZIN,ALICE M & ARTHUR S	2901 NW FITZGERALD CT	BEND OR	97701-5442
1S1E02CC 5000	LFP2204 LLC	2459 SE TUALATIN VALLEY HWY #4	HILLSBORO OR	97123
1S1E02CC 5100	LFP5100 LLC	2459 SE TUALATIN VALLEY HWY #4	HILLSBORO OR	97123
1N1E35CC 90001	LH INVESTMENTS INC	222 SE 8TH AVE #1	PORTLAND OR	97214
1S1E03CB 70213	LI,DANXI	111 SW HARRISON ST #7H	PORTLAND OR	97201-5367
1S1E10DB 80437	LI,DAVID L	2475 SKYLINE BLVD	EUGENE OR	97403
1S1E03CD 90559	LI,FU & FANG,HUI	1927 NW JASMINE LN	PORTLAND OR	97229
1N1E34BC 88171	LI,RALPH S	937 NW GLISAN ST #330	PORTLAND OR	97209
1S1E10DB 90271	LI,YUE & HENDRYX,JOHN	3010 REMINGTON DR	WEST LINN OR	97068

1S1E04AD 70011	LIANG,DANDAN ROOM 903, TOWER 8 1 XIANGHEYAUN RD	DONGCHENG DISTRICT	BEIJING	CHINA
1S1E04AA 70555	LIAO,ANNA W T-1/3 & CHAN,CHRISTOPHER S M-1/3 & CHAN,BENJAMIN K S-1/3	4822 NE 28TH AVE	PORTLAND OR	97211-6335
1S1E04AB 70071	LIAO,TERESA H	4660 SPYGLASS DR	STOCKTON CA	95219
1S1E04AD 90026	LIDDLE,DAVID	2373 SE 44TH AVE #305	PORTLAND OR	97215-3721
1N1E33CB 50161	LIEBERMAN,DEVORAH TR & AUERBACH,ROGER TR	1105 N COLLEGE AVE	CLAREMONT CA	91711-3928
1N1E34BD 90556	LIEBMAN,JACOB	13000 SE ALMOND CT	CLACKAMAS OR	97015-9335
1N1E34CB 60061	LIENHART,NOLAN E	420 NW 11TH AVE #718	PORTLAND OR	97209
1N1E34BB 50135	LIENHART,ROSS M & EDWARDS-LIENHART,SHEILA D	1001 NW LOVEJOY ST #PH-1	PORTLAND OR	97209
1S1E04AD 60143	LIETZ,CHARLES D & LIETZ,JODI	1500 SW 11TH AVE #2701	PORTLAND OR	97201-3546
1S1E04AA 70103	LIFSCHEY,PAULA G TR	1221 SW 10TH AVE #711	PORTLAND OR	97205-2443
1N1E34CB 99398	LIGHTBODY,JAMES R TR (JAMES R LIGHTBODY 2006 FAMILY TRUST)	333 NW 9TH AVE #901	PORTLAND OR	97209
1S1E04AA 70500	LIGHTELL,ROBERT & JANE	PO BOX 355	OCEANSIDE OR	97134-0355
1S1E10DB 80001	LILA'S LLC	721 SW OAK ST #100	PORTLAND OR	97205-3717
1S1E03CB 80110	LILJEGREN,PETER & LAWLER,MARIA	255 SW HARRISON ST #16C	PORTLAND OR	97201
1S1E02CD 17400	LIM,DAM JU & LIM,KYUNG S	2006 SE 11TH AVE	PORTLAND OR	97214
1S1E02CD 14800	LIM,DAVID D & LIM,JANICE H	11625 NE LAUREN LN	NEWBERG OR	97132
1S1E03CD 90277	LIM,HYUN J	1930 SW RIVER DR #W307	PORTLAND OR	97201
1S1E03CD 90332	LIM,KEITH & LEONG,LOO YAH	8751 SW FIRVIEW PL	BEAVERTON OR	97007-7781
1S1E04AD 80102	LIM,KHUON TR & MEAS,SOVANARA TR	1416 NW GREGORY DR	VANCOUVER WA	98665-6036
1S1E04AD 80269	LIM,REGINA D TR (REGINA DIG LIM TRUST DTD 2/21/2014)	907 CAYCE CT	CONCORD CA	94518
1S1E10DB 80087	LIM,YOUNGIL TR & KIM,HELEN K TR & TALLIAN,MIHAE L TR	0841 SW GAINES ST #510	PORTLAND OR	97239
1S1E03CB 70032	LIMIN,VLADIMIR N	1321 UPLAND DR #3423	HOUSTON TX	77043-4718
1S1E04AB 60045	LIN,BIN	1468 ASCENSION DR	SAN MATEO CA	94402-3611
1S1E10DB 90177	LIN,CHIU-KUEI	208 NW PACIFIC GROVE DR	BEAVERTON OR	97006-8351
1S1E10AC 90596	LIN,GEORGE P & HSIAO,SHU CHEN	0836 SW CURRY ST #1604	PORTLAND OR	97239-4530
1N1E33AD 70376	LIN,IVY & LIN,PI-LIU	1420 NW LOVEJOY ST #532	PORTLAND OR	97209
1N1E34BB 40495	LIN,JULIA Y & LIN,SHU-TZU HSIEH	949 NW OVERTON ST #913	PORTLAND OR	97209-3273
1N1E34BC 99089	LIN,JUN	922 NW 11TH AVE #501	PORTLAND OR	97209
1N1E34BB 70423	LIN,MENG JANG	2373 NW 185TH AVE #511	HILLSBORO OR	97124
1N1E34BD 90448	LIN,SUSAN N & LIN,PAUL M & LIN,DAVIN P	1321 W HARRISON AVE	LA HABRA CA	90631
1S1E10DB 80200	LIN,TONY C	1176 CASCARA LOOP S	SALEM OR	97302-5863
1S1E10DB 90553	LIN,WILFRID & JOSEPHINE	3601 SW RIVER PKWY #1200	PORTLAND OR	97239
1N1E33DC 5100	LINCOLN PLACE % HARSCH INV-TAX DEPT	PO BOX 2708	PORTLAND OR	97208-2708
1S1E03CD 90261	LIND,GREGORY S & ZIMMERMAN-LIND,LYNN M	1930 SW RIVER DR #902	PORTLAND OR	97201
1S1E03BC 500	LINDAHL,R DANIEL-1/3 & LINDAHL,CYNTHIA M-1/3 & BUESCHER,PATRICIA K-1/3	PO BOX 664	MANZANITA OR	97130
1S1E04AA 70205	LINDAUER,ERIC B & LINDAUER,HOLLIE H	1221 SW 10TH AVE #1505	PORTLAND OR	97205
1N1E33AD 70137	LINDBERG,JOHN F	1420 NW LOVEJOY ST #409	PORTLAND OR	97209-2741
1S1E03CB 80306	LINDEMAN,JEFFREY A	255 SW HARRISON ST #9C	PORTLAND OR	97201-5386
1N1E34BC 60108	LINDER,EDDIE TR & LACEY,JOANNE TR (TEMPLE LINDER TRUST)	PO BOX 1865	VANCOUVER WA	98668
1N1E28D 80085	LINDER,LANCE D & LINDER,SHERRY A	2268 NW RALEIGH ST	PORTLAND OR	97210-2631
1N1E34BC 40066	LINDLEY,T E & SCOBEY,LOLA S	PO BOX 28035	PORTLAND OR	97228
1N1E34BC 60197	LINDMAN,PETER A & SYLVIA P	821 NW 11TH AVE #223	PORTLAND OR	97209
1N1E35CA 1800	LINDQUIST DEVELOPMENT CO	PO BOX 42135	PORTLAND OR	97242-0135
1S1E02CC 4400	LINDQUIST DEVELOPMENT CO INC	PO BOX 42135	PORTLAND OR	97242-0135
1S1E03DD 1101	LINDQUIST DEVELOPMENT INC	PO BOX 42135	PORTLAND OR	97242-0135
1S1E11BB 400	LINDQUIST HOLDINGS LLC	PO BOX 42135	PORTLAND OR	97242-0135
1S1E03CC 90572	LINDSAY,BEVERLY TR & LINDSAY,DALE TR	2309 SW 1ST AVE #1242	PORTLAND OR	97201

1N1E28D 80023	LINETT,SHAWN R	49 CARROLL ST #2RT	BROOKLYN NY	11231-1301
1N1E26CD 90017	LIN-KELLY,WENDY	1718 NE 11TH AVE #211	PORTLAND OR	97212
1N1E34CB 40280	LINN,RICHARD M	1025 NW COUCH ST #1316	PORTLAND OR	97209
1S1E10CD 900	LINQUIST,STUART H	PO BOX 42135	PORTLAND OR	97242-0135
1S1E02CD 14202	LIONS VISIONGIFT	2201 SE 11TH AVE	PORTLAND OR	97214-5303
1S1E10DB 90089	LIOU,YAYIN	3601 SW RIVER PKWY #806	PORTLAND OR	97239-4555
1N1E26CD 90042	LIPNICKI,JOHN	1718 NE 11TH AVE UN 410	PORTLAND OR	97212-4079
1N1E26CD 90047	LIPNICKI,JOHN P	1718 NE 11TH AVE #410	PORTLAND OR	97212-4078
1S1E10DB 90153	LIPPMAN,ELLEN	3601 SW RIVER PKWY #1311	PORTLAND OR	97239
1S1E03CD 90255	LIPSKY,MARTIN S TR & ZABAK,DARICE L TR (LIPSKY-ZABAK TRUST)	4699 W DAYBREAK RIM WAY	SOUTH JORDAN UT	84009-5056
1S1E02CD 15800	LISAC,BRIAN & LISAC,MARK	PO BOX 2422	CLACKAMAS OR	97015
1S1E03CC 90497	LISH,RON & LISH,KELLY	PO BOX 4017	BEAVERTON OR	97075-4017
1S1E10DB 80294	LISKA,MICHAEL J	0841 SW GAINES ST #343	PORTLAND OR	97239
1S1E10DB 80061	LISTON,TREVOR	0841 SW GAINES ST #407	PORTLAND OR	97239
1N1E34BC 60084	LITCHMAN,MARK A TR & LITCHMAN,MARIE TR (LITCHMAN JOINT TRUST)	3556 BLACK OAK RD	EUGENE OR	97405
1S1E04BA 4700	LITHIA REAL ESTATE INC	360 E JACKSON ST	MEDFORD OR	97501-5825
1N1E26CC 8600	LITHIC GROUP LLC % MAURITZ,D CHARLES DUFFY KEKEL LLP	111 SW 5TH AVE #1500	PORTLAND OR	97204
1N1E34CD 9200	LITTLE BUILDING LLC	3380 BARRINGTON DR	WEST LINN OR	97068
1N1E34DC 3500	LITTLE PELICAN LLC-5% & FRONT & STARK PROP LLC-95%	920 SW 6TH AVE #223	PORTLAND OR	97204
1N1E34BC 60145	LITTLE RIVERSTONE LLC %MERYL O EVENS	821 NW 11TH AVE #615	PORTLAND OR	97209
1S1E04BA 80013	LITTLE,FRANCIS L & SHARON R	1132 SW 19TH AVE #207	PORTLAND OR	97205
1N1E34CB 99085	LITVACK,ZACHARY N	2821 N ST NW	WASHINGTON DC	20007-3340
1S1E04AA 90008	LIU,CHRISTINE	510 SW 167TH AVE	BEAVERTON OR	97006
1N1E34BB 50041	LIU,DAH WEI & SU,SHAO YI	1001 NW LOVEJOY ST #408	PORTLAND OR	97209
1N1E34BD 90236	LIU,JING & WANG,CHENGYA	7449 BRENTWOOD LN	GURNEE IL	60031
1N1E34BB 40160	LIU,LING W & LIU,TERESA	41713 RETSINA ST	PALMDALE CA	93551-1668
1N1E34BB 40292	LIU,LING W & LIU,THERESA	41713 RETSINA ST	PALMDALE CA	93551
1S1E03CB 70217	LIU,WILLIE Y & LIU,ELIZABETH P	16900 NE 30TH AVE	RIDGEFIELD WA	98642
1S1E10DB 90632	LIU,XIN	765 NE JEFFRIES PL	NEWPORT OR	97365
1S1E10DB 90551	LIU,YEN CHENG & CHEN,YIN CHIEH	5240 NW PRIMINO AVE	PORTLAND OR	97229
1S1E10DB 90748	LIU,YEN-CHENG & CHEN,YIN-CHIEH	5240 NW PRIMINO AVE	PORTLAND OR	97229
1S1E03CB 80309	LIVADITIS,ALISON R	255 SW HARRISON ST #16E	PORTLAND OR	97201
1N1E34BB 90185	LIVESAY,KIM J & LIVESAY,CHRISTINA A	1915 SE STARK ST	PORTLAND OR	97214-1549
1N1E34CC 2500	LIVING ROOM PROPERTIES (OREGON) INC	921 SW WASHINGTON ST #220	PORTLAND OR	97205
1N1E33DA 80012	LIVINGSTON,JOHN H & LIVINGSTON,BONNIE R	31 AUGUSTA LANE	NEWPORT BEACH CA	92660
1N1E34CB 60017	LIVINGSTON-BLEDSOE,JULIE A & SNYDER,ROBERT J	420 NW 11TH AVE #515	PORTLAND OR	97209-2959
1N1E34BB 60201	LIVNEH,YAEL C	1125 NW 9TH AVE #206	PORTLAND OR	97209
1N1E35BB 90000	LLOYD CENTER TOWER CONDOMINIUM OWNERS ASSOCIATION	825 NE MULTNOMAH ST	PORTLAND OR	97232
1N1E35BC 600	LLOYD DISTRICT PROPERTIES LIMI % ASHFORTH PACIFIC INC ATTN GEBO,WENDY	1211 SW 5TH AVE #2230	PORTLAND OR	97204
1N1E35BC 500	LLOYD DISTRICT PROPERTIES LIMI % LANGLEY INVESTMENT PROPERTIE	1211 SW 5TH AVE #2230	PORTLAND OR	97204-3722
1N1E28D 90075	LLOYD,DANIEL J & SIMONS,KEVIN L	1688 NW RIVERSCAPE ST	PORTLAND OR	97209-1834
1N1E28D 90066	LLOYD,JOSEPH R	1670 NW RIVERSCAPE ST	PORTLAND OR	97209
1N1E34BC 88347	LLOYD,TIMOTHY J TR & LLOYD,CAROL C TR	25281 VIA PIEDRA BLANCA	LAGUNA NIGUEL CA	92677
1N1E34CD 1700	LMC PORTLAND LLC	9777 WILSHIRE BLVD #500	BEVERLY HILLS CA	90212-1900
1S1E10DB 90030	LMFR LLC	PO BOX 785	GLENEDEN BEACH OR	97388-0785
1S1E04AA 90002	LND LLC	9233 SE PENNINGTON CT	HAPPY VALLEY OR	97086-9192
1N1E35BB 2100	LNF PROPERTIES INC-50% & WBL INVESTMENT CO-50% % FRAGER,LARRY N	720 SW WASHINGTON ST #310	PORTLAND OR	97205-3521

1S1E10DB 80635	LO,CLEMENT CHI-SING TR & LO,SELINA PIK-YIU TR	0841 SW GAINES ST #810	PORTLAND OR	97239
1S1E03CD 90156	LO,LILLIAN & JOU,AUSTIN	2715 NW LINNERE DR	PORTLAND OR	97229
1N1E34BB 50174	LO,TERENCE P & MAYKOSKI,JENNIFER K	1001 NW LOVEJOY ST #701	PORTLAND OR	97209
1S1E04AD 80060	LOANZON,ANA F L V	1500 SW PARK AVE #209	PORTLAND OR	97201
1S1E03CC 90038	LOANZON,ESTHER V	2211 SW 1ST AVE #705	PORTLAND OR	97201
1S1E03CA 90325	LOANZON,PRISCILLA V	0205 SW MONTGOMERY ST #301	PORTLAND OR	97201
1S1E02BD 2400	LOCA LLC % LOCA INVESTORS LLC ATTN: MANAGER	500 E BROADWAY #110	VANCOUVER WA	98660
1S1E04AD 60198	LOCH,JAMES R & HOKANSON,CAROLYN S	2912 SW ORCHARD HILL PL	LAKE OSWEGO OR	97035
1S1E04AD 60327	LOCH,JONATHAN E	1500 SW 11TH AVE #406	PORTLAND OR	97201
1S1E03CC 90216	LOCKWOOD,JOYCE TR (JOYCE LOCKWOOD 2005 REVOCABLE TRUST)	2221 SW 1ST AVE #422	PORTLAND OR	97201
1N1E35CA 3100	LOCO LLC	01537 SW COMUS ST	PORTLAND OR	97219-7842
1S1E03CC 90538	LODEWICK,WALTER H TR	2309 SW 1ST AVE #543	PORTLAND OR	97201-5039
1N1E33AD 70365	LOEFFELHOLZ,MICHAEL	1420 NW LOVEJOY ST #506	PORTLAND OR	97209
1S1E02CB 7100	LOFTIS,JACK G	1921 SE 7TH AVE	PORTLAND OR	97214-4601
1N1E34BB 88387	LOGAN,CHRISTOPHER S & VANDEMORE,CHERYL A	1310 NW NAITO PKWY #801A	PORTLAND OR	97209
1S1E03CB 80227	LOGAN,LESLIE L	255 SW HARRISON ST #3B	PORTLAND OR	97201
1S1E03CB 80059	LOH,ANNA C H	9917 SW QUAIL POST RD	PORTLAND OR	97219
1N1E34BC 99130	LOKTING,DAVID A & DUCKLER,ALYSIA E	922 NW 11TH AVE #1201	PORTLAND OR	97209
1S1E10DB 90779	LOMBARD,GILBERT L TR & LOMBARD,CHRISTINA L TR	PO BOX 369	BORREGO SPRINGS CA	92004
1N1E34BB 90176	LONG,DONALD TR (DONALD LONG LIVING TRUST)	1030 NW 12TH AVE #328	PORTLAND OR	97209-2845
1S1E03AA 400	LONGAKER,BARBARA-1/2 & MESHER,THOMAS L TR-1/2	PO BOX 14768	PORTLAND OR	97214
1N1E33AD 40392	LONGFIELD,CRAIG N TR	68879 CHESTNUT DR	SISTERS OR	97759
1N1E33AD 70315	LONGFIELD,CRAIG TR (BT ADVISORS LTD DEFINED BENEFIT PLAN TRUST)	68879 CHESTNUT DR	SISTERS OR	97759-9601
1N1E35CB 6200	LONGWORTH,WADE & IRENE R	11056 SW 131ST PL	TIGARD OR	97223
1N1E35BB 80034	LONIGRO,CHRISTOPHER C & MACKENZIE,SARAH	4034 NE DAVIS ST	PORTLAND OR	97232-3443
1N1E34CB 40216	LOPEZ,ALEJANDRO II	1025 NW COUCH ST #815	PORTLAND OR	97209
1N1E34BC 60056	LOPEZ,ELIZABETH	821 NW 11TH AVE #201	PORTLAND OR	97209-3228
1N1E34CB 99305	LOPEZ,NORA M	333 NW 9TH AVE #512	PORTLAND OR	97209
1N1E34BB 60210	LORAIN,DEVIN R & LEE,VERONICA V	1125 NW 9TH AVE #218	PORTLAND OR	97209
1S1E10DB 80004	LORD,GARY R TR & LORD,RUTH A TR	0841 SW GAINES ST #103	PORTLAND OR	97239-3062
1N1E34BB 40112	LORENZ,ANDREW G	949 NW OVERTON ST #1111	PORTLAND OR	97209
1S1E10DB 90374	LORENZ,JOHN P & LORENZ,DIANE M	3601 SW RIVER PKWY #307	PORTLAND OR	97239-4553
1N1E27CB 900	LORING STREET BUILDING LLC	412 NW COUCH ST #220	PORTLAND OR	97209-3880
1N1E34BB 70282	LORRIG,MICHAEL P TR & KRAUS,ANDREA M TR (LORRIG/KRAUS REVOCABLE TRUST)	1120 3/4 HACIENDA PL	WEST HOLLYWOOD CA	90069
1S1E03BD 3000	LOT 53 LLC DOWNTOWN DEVELOPMENT GROUP	920 SW 6TH AVE #223	PORTLAND OR	97204
1S1E10AC 90219	LOUCKS,CHRISTOPHER & LOUCKS,KRISTINE	3570 SW RIVER PKWY #1813	PORTLAND OR	97239
1N1E26CC 11900	LOUIE,DOUGLAS W ET AL % LOUIE,DOUGLAS W & LOUIE,ANGELA G	P O BOX 33594	PORTLAND OR	97292
1N1E33AD 90005	LOUIS,JEFFREY A TR & LOUIS,ISABEL A TR	79285 TOM FAZIO LN N	LA QUINTA CA	92253-8015
1S1E03CC 90181	LOUKES,PATRICK E	2309 SW 1ST AVE #1941	PORTLAND OR	97201-5009
1N1E33DC 90042	LOUYS,PATRICIA E TR (PATRICIA E PHILLIPS REVOCABLE STANDBY TRUST)	709 SW 16TH AVE #409	PORTLAND OR	97205
1S1E03BA 800	LOVE BUILDING LLC #418	2459 SE TUALATIN VALLEY HWY	HILLSBORO OR	97123
1N1E34BC 40047	LOVE,ROBERT W III	1030 NW JOHNSON ST #517	PORTLAND OR	97209-3076
1N1E33AA 90000	LOVEJOY BLOCK ONE CONDOMINIUM OWNERS' ASSOCIATION	1136 NW HOYT ST #200	PORTLAND OR	97209-3097
1N1E33AA 3800	LOVEJOY CORNER LLC	2585 MAGNOLIA BLVD WEST	SEATTLE WA	98199
1N1E34BB 2609	LOVEJOY STATION LIMITED PARTNERSHIP % HOUSING AUTHORITY OF PORTLAN	135 SW ASH ST	PORTLAND OR	97204
1N1E27CA 7500	LOVELL PROPERTIES LLC % LOVELL,LORNA L & LOVELL,ERIC A	16315 SE RIVER FOREST PL	MILWAUKIE OR	97267-3615
1S1E03BC 80134	LOW,CLIFFORD L TR & LOW,DE LORIS L TR	1500 SW 5TH AVE #2006	PORTLAND OR	97201

1S1E04AB 60053	LOWE,KEVIN & CASABONNE,KATHERINE	1234 SW 18TH AVE #512	PORTLAND OR	97205
1N1E34BB 50031	LOWELL,HEIDI L & MADEN,ALISDAIR	6687 SE SCOTT DR	PORTLAND OR	97215
1S1E04AA 70093	LOWENSOHN,RICHARD I TR & LOWENSOHN,DIANE L TR	1221 SW 10TH AVE #701	PORTLAND OR	97205-2439
1N1E34BB 60323	LOWENSTEIN,CHE R & DUBOIS,MICHELLE C	1125 NW 9TH AVE #225	PORTLAND OR	97209-2866
1N1E35CD 1200	LOWER BURNSIDE LOFTS LLC	1028 SE WATER AVE #270	PORTLAND OR	97214
1S1E04BA 80040	LOWES,PATRICIA A TR	1132 SW 19TH AVE #503	PORTLAND OR	97205
1S1E04AA 70388	LOWRY,DAVID A & LOWRY,EVELYN M	1221 SW 10TH AVE #1703	PORTLAND OR	97205
1N1E34BC 5800	LOWTHIAN,PHILIP & JACQUELINE	616 NW 11TH AVE	PORTLAND OR	97209-3260
1S1E03BA 7500	LOYALTY HOLDINGS LLC %BAYARD R KRAFT III MANCHESTER CAPITAL MGMT LLC	3657 MAIN ST	MANCHESTER VT	5254
1S1E03AD 4500	LPM PROPERTIES LLC	60 SE MAIN ST	PORTLAND OR	97214
1S1E02BD 6300	LTD HOLDINGS LLC	1300 SE GRAND AVE	PORTLAND OR	97214
1S1E10AC 90744	LU,CATHERINE	3097 MOTOR AVE	LOS ANGELES CA	90064
1S1E10DB 80169	LU,DANNY	0841 SW GAINES ST #1604	PORTLAND OR	97239
1S1E10DB 90103	LU,DI & SUN,LIHUA	6222 NW EL REY DR	CAMAS WA	98607
1S1E03CB 70015	LU,JEAN	20629 SW PIKE ST	BEAVERTON OR	97007
1N1E34CB 99161	LU,JOSEPH TR & LU,MEI YI TR	333 NW 9TH AVE #1212	PORTLAND OR	97209-3347
1S1E10DB 80290	LU,PETER	0841 SW GAINES ST #209	PORTLAND OR	97239
1N1E33DC 70453	LU,ROMEN & HUANG,ZHENGQING	1900 SW RIVER DR #404	PORTLAND OR	97201
1N1E34BB 60077	LU,ZHAOXUE & ZHANG,FANG	13315 HIDDEN BAY CT	LAKE OSWEGO OR	97035
1N1E33AD 40078	LUBICZ,ANDREW TR & SHARP,ISSA TR	900 S TREMAINE AVE	LOS ANGELES CA	90019-1767
1S1E04BA 8600	LUCAS,CHARLES E	1525 SW 18TH AVE	PORTLAND OR	97201-2524
1S1E10DB 80005	LUCAS,KATHERINE N TR	0841 SW GAINES ST #105	PORTLAND OR	97239
1N1E26CD 90014	LUCAS,MALEE V	1718 NE 11TH AVE #207	PORTLAND OR	97212
1S1E03CB 80222	LUCAS,PAUL	255 SW HARRISON ST #20A	PORTLAND OR	97201
1N1E34BB 70310	LUCE,PORNTIP V	1255 NW 9TH AVE #802	PORTLAND OR	97209
1S1E03CA 90138	LUCK,CAMERON D & PAJUNEN-LUCK,LORI L	14420 UPLANDS DR	LAKE OSWEGO OR	97034
1S1E03CA 90085	LUDWIG,JASON L	PO BOX 473	TUALATIN OR	97062
1S1E10DB 90174	LUEBKE,JAMES S & CHERYL	PO BOX 720	NEOTSU OR	97364-0720
1S1E03CA 90229	LUEDKE,SHAD	1616 SW HARBOR WAY #611	PORTLAND OR	97201
1N1E34BB 60351	LUH,ALBERT & LUH,LING-YUNN SHIUE	471 LONE OAK RD	LONGVIEW WA	98632
1S1E02CD 8600	LUI,WAI H & LUI,KIT LING & LUI,WILLIAM	2417 SE 12TH AVE	PORTLAND OR	97214-5325
1S1E04AD 90039	LUIZZI,VINCENT L	2111 ENFIELD RD	AUSTIN TX	78703
1N1E34BB 90183	LUJAN,RYAN R	1030 NW 12TH AVE #310	PORTLAND OR	97209
1S1E04AB 5800	LUKE-DORF INC	8915 SW CENTER ST	TIGARD OR	97223
1S1E03CA 90387	LUNCH,WILLIAM M TR & KERL,CAROLINE A TR	960 WESTWOOD PL	CORVALLIS OR	97330
1N1E34BC 99199	LUNDBERG,THOMAS C & PATRICIA B	P O BOX 4661	PORTLAND OR	97208
1N1E33DC 90048	LUNDGREN,RONALD G & LUNDGREN,JO ANN	8653 W ROWLAND PL	LITTLETON CO	80128-4245
1S1E04AD 70001	LUNDIN,JANE M TR	1400 PINNACLE CT #411	POINT RICHMOND CA	94801
1S1E03BC 80144	LUNG,AGNES TR & LUNG,MICHELLE TR % FIRST REPUBLIC TRUST CO	947 SW BROADWAY	PORTLAND OR	97205
1N1E33DC 70764	LUNSFORD,JOHN M & LUNSFORD,KRISTIN P	1926 W BURNSIDE ST #202	PORTLAND OR	97209
1N1E28D 70008	LUPO,KIMBERLY L & ELSENHOUT,DEBORAH A	1716 NW RIVERSCAPE ST	PORTLAND OR	97209-1803
1N1E34BB 88513	LUPU,VITALIE & YEN,CRISTINA	1310 NW NAITO PKWY #908	PORTLAND OR	97209
1N1E34BB 70057	LUQMAN,SALMAN	3436 SW RIDGE DR	PORTLAND OR	97219
1S1E03CB 80164	LUREY,NADINE TR	8835 OSCEOLA AVE	MORTON GROVE IL	60053
1N1E33DA 80004	LURIE REALTY LLC ATTN: LURIE,ERICA H	404 NW 12TH AVE	PORTLAND OR	97209
1S1E03CB 80042	LUSK,JOHN D	255 SW HARRISON ST #6-G	PORTLAND OR	97201
1N1E34CB 40290	LUSK,LINDA D TR	1025 NW COUCH ST #1415	PORTLAND OR	97209-4138

1N1E34BB 70427	LUTGE,MICHAEL S	1255 NW 9TH AVE #319	PORTLAND OR	97209-2887
1S1E04AD 80232	LUTHER,DIANE M TR	1916 5TH ST	SACRAMENTO CA	95811-6953
1S1E03BC 80010	LUTHER,SHAWLYN A	1500 SW 5TH AVE #301	PORTLAND OR	97201-5417
1N1E28D 70012	LYDEN,SHELLIE M	1724 NW RIVERSCAPE ST	PORTLAND OR	97209
1N1E34BB 70051	LYDON,PATRICK I	1255 NW 9TH AVE #312	PORTLAND OR	97209-2887
1N1E33DA 1500	LYNCH PROPERTIES LLC TO 14TH & GLISAN LLC % DIAMOND,GEORGE N	2839 SW 2ND AVE	PORTLAND OR	97201-4736
1S1E03CB 80101	LYNCH,LINDA L & PHILIP J	2681 GARFIELD ST	EUGENE OR	97405-1698
1S1E10DB 90388	LYNETT,JAMES E TR & LYNETT,NANCY A TR	21900 SW FULLER DR	TUALATIN OR	97062
1N1E33DC 90009	LYNN,KAREN D	709 SW 16TH AVE #108	PORTLAND OR	97205
1S1E04AB 2200	LYNNE IRENE ANGEL FAMILY LIMITED PARTNERSHIP	1816 SW HAWTHORNE TER	PORTLAND OR	97201-1736
1N1E33AA 1200	LYNX OVERTON LLC % PINNACLE AMERICAN MANAGEMENT SERVICES LLC	5055 KELLER SPRINGS RD #400	ADDISON TX	75001
1N1E34CB 40123	LYON,WILLIAM J & LYON,BARBRO S	4732 POTTER CREST CIR	ANCHORAGE AK	99516
1S1E04BA 80050	LYONS,BARBARA A TR & PETERSON,DEBRA L TR & RULIFSON,KRISTEN L TR	PO BOX 1048	COOS BAY OR	97420
1S1E03CC 90674	LYONS,JUDY W TR	2309 SW 1ST AVE #1042	PORTLAND OR	97201-5008
1N1E33DA 80069	LYONS,KATHLEEN	2743 SW TALBOT RD	PORTLAND OR	97201-1670
1N1E33DA 80091	LYONS,KATHLEEN A TR	2743 SW TALBOT RD	PORTLAND OR	97201-1670
1N1E34BB 80262	LYONS,PATRICIA E TR	1130 NW 12TH AVE #310	PORTLAND OR	97209
1S1E03CC 90615	LYTLE,RICHARD H	5421 SE SCENIC LN #300	VANCOUVER WA	98661-0509
1N1E33DA 50050	LYTLE,STEVE	311 NW 12TH AVE #1301	PORTLAND OR	97209
1N1E34CB 40184	LYTTLE,CECIL R & LYTTLE,LINDA J	1025 NW COUCH ST #520	PORTLAND OR	97209
1S1E02BC 6100	M A K PROPERTIES LLC ATTN: WEHRLEY,ROBERT	835 SE HAWTHORNE BLVD	PORTLAND OR	97214
1S1E03AA 5900	M AND A PROPERTIES LLC	61 SE YAMHILL ST	PORTLAND OR	97214-2134
1N1E34DD 500	M K B INVESTMENT CO FISHELS	5 SE M L KING BLVD	PORTLAND OR	97214-1128
1S1E03CA 90186	MA,EVA K	1616 SW HARBOR WAY #305	PORTLAND OR	97201
1S1E03CB 80262	MA,SEAN	3304 SW SCHOLLS FERRY RD	PORTLAND OR	97221-1355
1S1E04AA 90033	MA,YI	805 SE 60TH AVE	PORTLAND OR	97215-1907
1S1E11BD 600	MA,ZHUO FENG & CAI,XIU XIA	16410 SE HIGH MEADOW LOOP	PORTLAND OR	97236
1S1E04AA 70132	MAAG,KIRK B	1221 SW 10TH AVE #912	PORTLAND OR	97205
1N1E33CD 600	MAC 21 LLC % MULTNOMAH ATHLETIC CLUB ATTN ARBOGAST,TIM	1849 SW SALMON ST	PORTLAND OR	97205-1726
1N1E33CD 9300	MAC BLOCK 7 LLC % MULTNOMAH ATHLETIC CLUB ATTN RICH,NORMAN C	1849 SW SALMON ST	PORTLAND OR	97205-1726
1S1E10CD 1300	MACADAM AVE EXCHANGE LLC	16115 SW 1ST ST #201	SHERWOOD OR	97140
1S1E02BD 7500	MACADAM NASE LLC	PO BOX 3032	SUNRIVER OR	97707
1S1E04AA 70497	MACBAIN STEWART PROPERTIES LLC	2564 BRAEWOOD LN	EUGENE OR	97405-1894
1N1E34CA 6600	MACDONALD CENTER	121 NW 6TH AVE	PORTLAND OR	97209-3608
1N1E34CA 6500	MACDONALD WEST LIMITED PARTNERSHIP % MACDONALD WEST GP LLC	605 NW COUCH ST	PORTLAND OR	97209
1N1E34CB 90008	MACDONALD,DUNCAN E TR & MEYER,DEBORAH S TR	347 LALA PL	KAILUA HI	96734
1N1E34BB 40035	MACDONALD,ROBERT J & MACDONALD,LAUREL W	4466 SW GREENHILLS WAY	PORTLAND OR	97221-3212
1N1E27BD 3700	MACFARLANE,RODERICK & COBB,CATHERINE	751 N KNOTT ST	PORTLAND OR	97227
1N1E27BD 3600	MACFARLANE,RODERICK T & COBB,CATHERINE M	751 N KNOTT ST	PORTLAND OR	97227
1N1E34BC 99223	MACGILLIVRAY,KEVIN K TR & MACGILLIVRAY,SANDRA A TR	PO BOX 2317	YOUNTVILLE CA	94599-2317
1N1E34BB 60327	MACGREGOR FAMILY JOINT REVOCABLE TRUST % MACGREGOR,DOUGLAS & SHIRLEY	2525 COLLEGE ST #2201	JACKSONVILLE FL	32204-3598
1S1E02BB 7400	MACGUFFIN LLC	657 SE YAMHILL ST	PORTLAND OR	97214-2326
1S1E02CA 14700	MACHINE PRODUCTS INC	1629 SE 11TH AVE	PORTLAND OR	97214-4771
1S1E03CC 90382	MACIEIRA,THIAGO J	2221 SW 1ST AVE #122	PORTLAND OR	97201
1N1E33DB 9600	MACLEAN,COLIN & HAMILTON,SHEILA K	01510 SW BUDDINGTON ST	PORTLAND OR	97219-8399
1S1E10DB 90406	MACLEAN,DEAN E & MAVILA,URSULA	3601 SW RIVER PKWY #1510	PORTLAND OR	97239
1N1E33DA 50187	MACLEOD-COUCH LAND COMPANY LLC ATTN MACLEOD,MYRON	2611 S COAST HIGHWAY 101 #205	CARDIFF CA	92007-2100

1N1E33CD 99030	MACPHERSON,STEPHEN E C	2020 SW MAIN ST #606	PORTLAND OR	97205
1N1E34BB 88546	MACQUARIE WATERFRONT PEARL INC % BRIDGE,JULIE	1420 5TH AVE #2220	SEATTLE WA	98101-4087
1S1E03BB 70002	MACYS DEPARTMENT STORES INC ATTN TAX DEPARTMENT	7 W 7TH ST	CINCINNATI OH	45202
1S1E04AA 60003	MAD3 LLC	1140 SW 11TH AVE #300	PORTLAND OR	97205
1S1E02BD 10400	MADAVE LLC	1245 SE 55TH AVE	PORTLAND OR	97215
1S1E02CD 14000	MADDEN FAMILY 1 LLC	2330 NW 31ST AVE	PORTLAND OR	97210-2034
1S1E02CD 12300	MADDEN,MARK R TR (MARK R MADDEN REVOCABLE LIVING TRUST DTD 10/29/02)	2330 NW 31ST AVE	PORTLAND OR	97210-2034
1N1E28D 80175	MADDEN,MOLLY E	1830 NW RIVERSCAPE ST #109	PORTLAND OR	97209
1N1E33DC 90004	MADDOCK,JOSIAH & MADDOCK,KATHERINE R S	345 BENNETT ST #8	GRASS VALLEY CA	95945
1S1E10AC 90007	MADDUX,TRACY D & MADDUX,DONNAMARIE	0840 SW CURRY ST #106	PORTLAND OR	97239-4512
1N1E33AD 40294	MADIGAN,PATRICK W	1400 NW IRVING ST #312	PORTLAND OR	97209-2244
1S1E02BD 7400	MADISON ELEVEN LLC ATTN: NASECO	PO BOX 3032	SUNRIVER OR	97707-0032
1S1E04BA 2700	MADISON MANOR INC	1906 SW MADISON ST	PORTLAND OR	97205-1718
1S1E04AA 60000	MADISON OFFICE CONDOMINIUMS ASSOCIATION ATTN MAC NICHOL,CARTER	1140 SW 11TH AVE #500	PORTLAND OR	97205
1S1E04AA 60005	MADISON PLACE/SOJ LLC-49% & MADISON PLACE 5TH FLOOR LLC-51%	1140 SW 11TH AVE #500	PORTLAND OR	97205
1S1E10AC 90693	MADISON,NELLIE TR	3570 SW RIVER PKWY #2003	PORTLAND OR	97239
1N1E33AD 3100	MADISON-MF HOYT OR LLC	1 FRONT ST #550	SAN FRANCISCO CA	94111
1S1E03BD 300	MADISON-OFC ONE MAIN PLACE OR LLC % NYL REAL ESTATE INVESTORS	1 FRONT ST #550	SAN FRANCISCO CA	94111-5344
1S1E02BD 2600	MADRONA DUNIWAY LLC	210 SW MORRISON ST #600	PORTLAND OR	97204
1S1E03BA 4700	MADRONA MORRISON II LLC	210 SW MORRISON ST #600	PORTLAND OR	97204
1N1E34BB 501	MADRONA PARK LLC	210 SW MORRISON ST #600	PORTLAND OR	97204
1S1E04AA 70160	MAEHARA,SYDNEY L TR	1221 SW 10TH AVE #1113	PORTLAND OR	97205
1S1E03CC 90429	MAESNER,ROSALINDA D	2221 SW 1ST AVE #325	PORTLAND OR	97201
1S1E03CC 90204	MAESNER,ROSALINDA D & MAESNER,RODNEY C	2221 SW 1ST AVE #222	PORTLAND OR	97201-5069
1S1E10DB 80164	MAFFEI,GARY R TR & LINTNER,MARCUS R TR	0841 SW GAINES ST #1508	PORTLAND OR	97239
1N1E34BD 90041	MAGALLANES,VERONICA	1040 NW NAITO PKWY #O-9	PORTLAND OR	97209
1N1E33DC 70580	MAGDZIARZ,WAYNE & MAGDZIARZ,GARY	55 W DELAWARE #720	CHICAGO IL	60610-6069
1S1E04AD 60074	MAGGARD,KARL J & MAGGARD,ANNE E	5420 EAGLES POINT CIR #406	SARASOTA FL	34231
1N1E34BB 70206	MAGGIO,FREDERICK R JR TR & MAGGIO,CINDY M TR	97173 MORGANS WAY	YULEE FL	32097
1S1E04AD 60199	MAGILL,DENNIS & FREEDMAN,MARYANNE	19693 SUNSHINE WAY	BEND OR	97702
1S1E10DB 90298	MAGINNIS,WILLIAM M & MAGINNIS,MELINDA R	3601 SW RIVER PKWY #2903	PORTLAND OR	97239-4567
1S1E02CA 13200	MAGNOLIA ARMS LLC	2550 NW PRINCESS ST APT 306	CORVALLIS OR	97330
1N1E34CC 5001	MAGNOLIA PROPERTIES LLC	824 NW ALBEMARLE TER	PORTLAND OR	97210
1N1E34BB 70377	MAGUIRE,PETER	3822 SW CORBETT AVE	PORTLAND OR	97239
1S1E04AD 80160	MAGUIRE,SALLY	1500 SW PARK AVE #201	PORTLAND OR	97201
1N1E34BC 40276	MAHAFFY,TIMOTHY J & KATHRYN L	1030 NW JOHNSON ST #524	PORTLAND OR	97209
1N1E33DA 60087	MAHAN,WESLEY L & MAHAN,JANE E	20 NW 16TH AVE #416	PORTLAND OR	97209
1N1E28D 90064	MAHER,FRANCIS T & BAXTER,KACEY L	1666 NW RIVERSCAPE ST #1666	PORTLAND OR	97209
1N1E34BB 60234	MAHER,JAMES & MAHER,RUTH	1125 NW 9TH AVE #317	PORTLAND OR	97209
1S1E03CB 70029	MAHON,BENJAMIN J	4785 NW MALHUER AVE	PORTLAND OR	97229-2850
1S1E03CC 90612	MAHON,MICHAEL J TR & MAHON,CATHERINE A TR (MAHON FAMILY TRUST)	2309 SW 1ST AVE #2143	PORTLAND OR	97201
1N1E27DB 8700	MAI PROPERTIES LLC	745 SW VIEWMONT DR	PORTLAND OR	97225-6137
1N1E33CB 50320	MAIANO,RALPH P TR	2351 NW WESTOVER RD #1201	PORTLAND OR	97210
1S1E04AA 90038	MAIDL,TOBIAS M	1134 SW JEFFERSON ST #508	PORTLAND OR	97201
1S1E04AA 70254	MAIER,DAVID & VAN VALKENBURG,KAYE	2609 SW 64TH PL	PORTLAND OR	97225
1S1E04AA 70353	MAIER,DAVID E & VAN VALKENBURG,KAYE	2609 SW 64TH PL	PORTLAND OR	97225
1S1E04AA 70044	MAIER,DAVID E & VAN VALKENBURG,KAYE & MAIER,LUKE D	2609 SW 64TH PL	PORTLAND OR	97225

1N1E34BC 3600	MAISON DEUX LLC	PO BOX 4017	BEAVERTON OR	97075
1N1E34BB 88078	MAIURO,ANTHONY & MEADOWS,SUSAN D	PO BOX 338	EASTSOUND WA	98245
1N1E33CB 50092	MAJORS,CHERLYNE S	2621 NW KENNEDY CT	PORTLAND OR	97229-8153
1S1E04AA 7700	MAJORS,JAMES A JR TR	102 NE 62ND AVE	PORTLAND OR	97213
1N1E33AD 40108	MAK,FELICIA	1400 NW IRVING ST #318	PORTLAND OR	97209
1N1E34BC 50001	MAK,LARRY W & LE,THIENLUONG DOMI	752 NW 12TH AVE	PORTLAND OR	97209-3026
1S1E10DB 90626	MAK,R L & D L	P O BOX 971	MERCER ISLAND WA	98040
1N1E34BC 99160	MAKER,BETTY L	922 NW 11TH AVE #905	PORTLAND OR	97209
1S1E02CD 11600	MAKINICA,RUSSELL ET AL	2335 SE 11TH AVE	PORTLAND OR	97214-5305
1S1E03CB 80032	MAKKER,SUDESH & MAKKER,DONNA & WONG,STEVEN	4260 GALEWOOD ST #B	LAKE OSWEGO OR	97035-2609
1N1E33DC 70119	MAKOWSKI,JEFF T & FAUST,JESSICA L	1926 W BURNSIDE ST #811	PORTLAND OR	97209
1S1E10AC 90127	MAKSIMOV,OLEG & CHANG,CHING-WEN A	3570 SW RIVER PKWY #511	PORTLAND OR	97239-4537
1S1E04AA 90027	MALANGO,JOSEPH TR & MALANGO,LOIS TR	2912 HERON LOOP SE	ALBANY OR	97322-7291
1N1E34BC 40336	MALECH,KENNETH E & MALECH,BETTY J	PO BOX 2533	BRIARCLIFF MANOR NY	10510
1N1E34CB 60073	MALEKZADEH,ARASH	9820 NW SKYVIEW DR	PORTLAND OR	97231
1S1E03CD 90455	MALETIS,JOHN & MALETIS,DARIA	1920 SW RIVER DR #E901	PORTLAND OR	97201-8048
1N1E33CB 50372	MALETIS,MARGARET	2351 NW WESTOVER RD #404	PORTLAND OR	97210
1S1E10AC 90363	MALETIS,TOM & MALETIS,SUSAN	4188 SW GREENLEAF DR	PORTLAND OR	97221
1N1E28D 80009	MALHOTRA,GURDEEP K TR & MALHOTRA,AMIR S TR	5124 GREENSBOROUGH CT	LAKE OSWEGO OR	97035
1N1E34BC 99330	MALHOTRA,TILAK & MALHOTRA,RAMA	922 NW 11TH AVE #608	PORTLAND OR	97209-2778
1S1E10DB 90326	MALINOSKI,RYAN	3601 SW RIVER PKWY #2200	PORTLAND OR	97239
1S1E03CC 90071	MALINOW,MARTA N TR	1000 SW VISTA AVE #1215	PORTLAND OR	97205
1N1E26CC 14100	MALLARD INVESTMENTS INC % OCH INTERNATIONAL INC	19150 SW 90TH AVE	TUALATIN OR	97062
1S1E04BA 90004	MALLISON,DAVID W & CHALIFF,CAROLYN	2020 SW MARKET ST DR #205	PORTLAND OR	97201-7717
1N1E33CD 99018	MALMQUIST,JEFF	2020 SW MAIN ST #408	PORTLAND OR	97205
1N1E34BD 90079	MALO,JESSICA J	21421 NE HALSEY ST	FAIRVIEW OR	97024-9659
1S1E10DB 80570	MALONE,RODNEY B TR & MALONE,MOLLY J TR	0841 SW GAINES ST #2206	PORTLAND OR	97239
1S1E03CD 90161	MAMRAK,CHARLES D & MARTHA S	530 ATLANTIC AVE #501	BOSTON MA	02210-2237
1N1E34BB 70487	MAMULA,PHILLIP	1255 NW 9TH AVE #702	PORTLAND OR	97209-2896
1N1E28D 90070	MANAGER,VADA O & MANAGER,CHARLENE	8203 WATERSIDE CT	FT WASHINGTON MD	20744-5571
1N1E26DC 12000	MANCA,AGNES E V % VERGORI,CARMELO S	8740 SE KING RD	HAPPY VALLEY OR	97086-7404
1N1E33AD 70134	MANCHESS,PATRICIA L	1420 NW LOVEJOY ST #314	PORTLAND OR	97209
1N1E33DC 70762	MANCHESTER,BRAD M	1926 W BURNSIDE ST #814	PORTLAND OR	97209-2075
1N1E34BB 88090	MANCHESTER,CAROL E TR	1260 NW NAITO PKWY #406B	PORTLAND OR	97209
1N1E34CB 40052	MANCHESTER,GARY L TR (GARY L MANCHESTER REVOCABLE LIVING TRUST)	1025 NW COUCH ST #1411	PORTLAND OR	97209
1N1E34CA 80100	MANDET,THIBAUD	21905 UPPER MATTHEWS CREEK LN	AMITY OR	97101
1S1E03CA 90455	MANEY,REBECCA T	1730 SW HARBOR WAY #508	PORTLAND OR	97201
1S1E04AB 60055	MANFRE,CHARLES F TR & MANFRE,JILL M TR	2314 N TOWNER ST	SANTA ANA CA	92706
1N1E34BC 99277	MANGRUM,ROGER A & MASSOLL,GAIL A	922 NW 11TH AVE #203	PORTLAND OR	97209
1S1E04BA 70018	MANHART,DAVID K & LEVERS,JOAN L	2024 SW HOWARDS WAY #502	PORTLAND OR	97201
1S1E03BC 80018	MANN,LINDA L TR	1500 SW 5TH AVE #1505	PORTLAND OR	97201-5428
1N1E26CD 12500	MANNA INVESTMENTS LLC	PO BOX 15170	PORTLAND OR	97293-5170
1N1E33AD 40333	MANNER,SHAUNA L TR	1400 NW IRVING ST #420	PORTLAND OR	97209-2254
1N1E34CB 80074	MANNIX,THOMAS P & PILLA,KEVIN R	300 NW 8TH AVE #207	PORTLAND OR	97209-3554
1N1E34BB 40560	MANOS,STEVE R	3322 SE TIBBETTS ST	PORTLAND OR	97202-1951
1N1E34BC 60186	MANSAVAGE,GARY TR (GARY MANSAVAGE LIVING TRUST)	600 SE MARION ST #202	PORTLAND OR	97202
1N1E33DA 50139	MANSOOR,DAVID J & PETERSON,PRESTON L	311 NW 12TH AVE #602	PORTLAND OR	97209

1N1E33DC 70227	MANSUETO,NICHOLAS CP	1926 W BURNSIDE ST #1411	PORTLAND OR	97209
1N1E34BC 60037	MANTLE,JULIA M	820 NW 12TH AVE #508	PORTLAND OR	97209
1S1E03CA 90004	MAPEL,WILLIAM B & LIBERATO,ALEXANDER J	0225 SW MONTGOMERY ST #ES-9	PORTLAND OR	97201
1N1E33AD 80002	MAR COMM FIRST LLC	630 NW 14TH AVE	PORTLAND OR	97209
1N1E33CB 50257	MAR,EUGENE J TR (EUGENE MAR LIVING TRUST)	1670 NW EMPEROR DR	CORVALLIS OR	97330
1N1E26CD 90028	MAR,KIN HO	1718 NE 11TH AVE #309	PORTLAND OR	97212
1S1E02BC 2500	MARBLE LLC, THE % NATHAN KADISH	721 NW 9TH AVE #200	PORTLAND OR	97209
1N1E33DC 70449	MARCHESCHI,MICHAEL L	1926 W BURNSIDE ST #1211	PORTLAND OR	97209
1N1E34BB 40023	MARCO,DAVID J TR & MARCO,L ROXANNE TR	949 NW OVERTON ST #506	PORTLAND OR	97209-3269
1N1E34BB 40405	MARCO,DAVID J TR & MARCO,L ROXANNE TR ATTN: MARCO,DAVID J	949 NW OVERTON ST #506	PORTLAND OR	97209-3269
1N1E33AD 80172	MARCOMM FIRST LLC	630 NW 14TH AVE	PORTLAND OR	97209
1N1E34BB 70012	MARCUM,SHANNON M	1255 NW 9TH AVE #506	PORTLAND OR	97209-2888
1N1E34CB 60117	MAREL,CATHERINE A & WALZER,ANTHONY J	420 NW 11TH AVE #1016	PORTLAND OR	97209
1N1E33AD 70319	MARELLA,PATTY	1420 NW LOVEJOY ST #311	PORTLAND OR	97209
1N1E33DA 50244	MARGER,JEROME & MARGER,GAYLE	311 NW 12TH AVE #402	PORTLAND OR	97209
1S1E03CD 90554	MARGOLIS,ROBERT M & NAIK,ARPANA M	7605 SE 18TH AVE	PORTLAND OR	97202-6138
1N1E34BB 88596	MARGOLIS,ROBERTA A & RENAN,SHELDON J	1310 NW NAITO PKWY #907	PORTLAND OR	97209
1S1E03CD 90221	MARIEL,KAREN	1930 SW RIVER DR #603	PORTLAND OR	97201
1N1E34BC 60279	MARIER,CHERYL	5501 SAND RD	BELLINGHAM WA	98226-9514
1S1E02BB 3800	MARIMAR PROPERTIES LLC	819 SE MORRISON ST	PORTLAND OR	97214
1N1E27BD 8900	MARINO,LINDA	14957 S SPANGLER RD	OREGON CITY OR	97045-9595
1N1E28D 80046	MARION,KYNA	1830 NW RIVERSCAPE ST #505	PORTLAND OR	97209-1840
1N1E34CD 9000	MARK CENTRAL PLAZA LLC % MELVIN MARK COMPANIES	111 SW COLUMBIA ST #1380	PORTLAND OR	97201-5845
1N1E34CD 9000	MARK CENTRAL PLAZA LLC ET AL % MELVIN MARK COMPANIES	111 SW COLUMBIA ST #1380	PORTLAND OR	97201
1S1E03BC 3000	MARK GROUP PARTNERSHIP NO 5	111 SW COLUMBIA ST #1380	PORTLAND OR	97201
1S1E03BC 2900	MARK GROUP PARTNERSHIP NO 6	111 SW COLUMBIA ST #1380	PORTLAND OR	97204
1N1E33AD 40192	MARK,MELVIN J & MARK,MICHELLE	1400 NW IRVING ST #401	PORTLAND OR	97209-2252
1S1E03AD 700	MARKET INVESTMENTS L L C	139 SE TAYLOR ST	PORTLAND OR	97214
1N1E33AD 4600	MARKETPLACE I & II LLC	351 NW 12TH AVE	PORTLAND OR	97209
1N1E33AD 40022	MARKEVICH,DOMINIQUE	1400 NW IRVING ST #519	PORTLAND OR	97209
1S1E04AB 200	MARKS,AMY	100 SW BIRDSHILL RD	PORTLAND OR	97219
1S1E04BA 100	MARKS,AMY T-1/2 & TASSOCK,AMY-1/2	100 SW BIRDSHILL RD	PORTLAND OR	97219
1S1E04AA 70338	MARKS,JUDITH B	1221 SW 10TH AVE #1202	PORTLAND OR	97205
1N1E34BB 40138	MARKS,PETER T & HURLEY,KAITLIN	949 NW OVERTON ST #1309	PORTLAND OR	97209-3276
1S1E03BB 80002	MARK-TAYLOR LLC % MELVIN MARK DEVELOPMENT CO	111 SW COLUMBIA ST #1380	PORTLAND OR	97201
1N1E34CB 99355	MARKWELL,HELEN E	333 NW 9TH AVE #703	PORTLAND OR	97209
1S1E04AD 60155	MARLING,JOHN W & OLSON,GRETCHEN L	1500 SW 11TH AVE #1901	PORTLAND OR	97201-3545
1S1E03CC 90379	MARLITT,THOMAS C TR-1/2 & VELASQUEZ,DAVID P TR-1/2	2221 SW 1ST AVE #1722	PORTLAND OR	97201
1S1E10DB 90091	MARMADUKE,MARY E TR	3601 SW RIVER PKWY #808	PORTLAND OR	97239
1N1E34BB 50034	MARME,LANA TR (LANA MARME TRUST 2010)	1699 E VALLEY RD	SANTA BARBARA CA	93108
1S1E03DA 3500	MARQUEZ PROPERTIES PDX LLC % MARQUEZ,HECTOR & VIVIANA	PO BOX 42336	PORTLAND OR	97242-0336
1S1E04AB 70076	MARQUEZ,EFRAIN & MUSIAL,MELANIE M	1535 SW CLAY ST #208	PORTLAND OR	97201
1N1E34BB 80022	MARQUIS,JOHN S & IRVIN,HEIDI A	2620 N 31ST ST	TACOMA WA	98407
1N1E33DA 50137	MARROCCO,DANTE R-88.37% & WERT,JULIA C-11.63%	PO BOX 5246	PORTLAND OR	97208-5246
1S1E04AA 70234	MARROCCO,LEDA TR (LEDA MARROCCO TRUST)	PO BOX 5246	PORTLAND OR	97208-5246
1N1E34BB 88444	MARSH,ALISON	1260 NW NAITO PKWY #411B	PORTLAND OR	97209
1N1E33DA 60020	MARSH,BRANDY & WILKEN,SHANNON	2927 NE 60TH AVE	PORTLAND OR	97213-3909

1N1E33DC 70766	MARSH,DANIEL	1926 W BURNSIDE ST #1214	PORTLAND OR	97209
1S1E10DB 80068	MARSH,MALCOLM F	1000 SW 3RD AVE #1507	PORTLAND OR	97204-2945
1S1E04AA 70612	MARSH,MICHAEL & MARSH,JOANNE	1221 SW 10TH AVE #602	PORTLAND OR	97205
1S1E10DB 90493	MARSH,PHILIP	3601 SW RIVER PKWY #900	PORTLAND OR	97239-4557
1S1E10AC 90367	MARSH,RICHARD TR & MARSH,LOUISE TR	3570 SW RIVER PKWY #901	PORTLAND OR	97239
1S1E03BC 90009	MARSHALL LENNARZ,WILLIAM & MOLLIE	2835 POORHOUSE RD	GOOCHLAND VA	23063-2616
1N1E33AA 2600	MARSHALL STREET INVESTMENTS LL	1104 NW 15TH AVE	PORTLAND OR	97209
1S1E03CA 90277	MARSHALL,DONALD M TR & MARSHALL,JUDITH A TR	PO BOX 1588	JACKSONVILLE OR	97530
1S1E03CA 90170	MARSHALL,ELLEN C	15 NORWOOD AVE #B2	SUMMIT NJ	07901-1931
1S1E10DB 80385	MARSHALL,JOHN & HILDEBRAND,KRISTA	0841 SW GAINES ST UNIT 229	PORTLAND OR	97239
1N1E34BD 90186	MARSHALL,JONATHAN D & MARSHALL,ANDREW A	532 SE 20TH AVE	PORTLAND OR	97214-2715
1S1E10DB 90488	MARSHALL,KAREN C	3601 SW RIVER PKWY #1812	PORTLAND OR	97239-4562
1S1E03BC 90039	MARSHALL,LYNN	1209 SW 6TH AVE #802	PORTLAND OR	97204
1N1E34BB 70330	MARSHALL,PATRICK W & MARSHALL,DENISE E	367 ROBERT TRENT JONES BLVD	EAGLE POINT OR	97524
1N1E33AD 70152	MARSHALL-WELLS LOFTS CONDOMINIUMS HOMEOWNERS ASSN % CMI	2105 SE 9TH AVE	PORTLAND OR	97214
1N1E33AD 70000	MARSHALL-WELLS LOFTS CONDOMINIUMS OWNERS' ASSOCIATION	1001 NW 14TH AVE	PORTLAND OR	97209
1S1E04AA 80048	MARTEAU,MONIQUE O	1005 SW PARK AVE #805	PORTLAND OR	97205
1N1E34CB 40131	MARTEN,MARY M TR	1025 NW COUCH ST #516	PORTLAND OR	97209
1S1E02BB 5000	MARTHA K URMAN LLC	16172 SE RIVER FOREST PL	MILWAUKIE OR	97267
1S1E04AA 70003	MARTIN & LILY SUDARMA LLC	1242 SW 11TH AVE	PORTLAND OR	97205
1N1E34BB 40503	MARTIN,ALICE	949 NW OVERTON ST #1204	PORTLAND OR	97209
1N1E33CD 99016	MARTIN,CASSANDRA & NIETO,NICHOLAS A	2020 SW MAIN ST UN 406	PORTLAND OR	97205
1N1E34BC 88082	MARTIN,CLIFTON A & MARTIN,MARY C	937 NW GLISAN ST #1136	PORTLAND OR	97209
1S1E03CC 90176	MARTIN,DONNA & MARTIN,PATRICK	7917 SW PICKLEWEED LN	TIGARD OR	97224
1N1E34CB 99234	MARTIN,GRAINNE M P & MARTIN,JEFFREY G	333 NW 9TH AVE #814	PORTLAND OR	97209
1N1E28D 70014	MARTIN,JAMES & MARTIN,JANE S	306 NW BRYNWOOD LN	PORTLAND OR	97229-6702
1N1E34BB 60413	MARTIN,JENNIFER I	1125 NW 9TH AVE #519	PORTLAND OR	97209-2871
1N1E33CB 50129	MARTIN,JOHN	2351 NW WESTOVER RD #406	PORTLAND OR	97210
1S1E03CA 90334	MARTIN,JOHN P TR & MARTIN,BECKY P TR	25965 SW LARSON RD	HILLSBORO OR	97123
1S1E10DB 90656	MARTIN,KAYE	4514 NE 13TH AVE	PORTLAND OR	97211
1N1E34CB 99286	MARTIN,PATRICK H & DUARTE,CHERYL	9718 SW LANDAU PL	TIGARD OR	97223-1015
1S1E03CC 90048	MARTIN,PATRICK H & DUARTE,CHERYL & MARTIN,DONNA	9718 SW LANDAU PL	TIGARD OR	97223
1N1E34CB 60034	MARTIN,REBECCA B 21 PARK VIEW	SHARNFORD	LEICS LE10 3PT	UK
1N1E26CC 9300	MARTIN,WALTER A TR & MARTIN,WANDA C TR %AHRE,THEODORE R	576 GLATT CIR	WOODBURN OR	97071-9675
1N1E26CD 10200	MARTINAZZI LLC	1727 NE 13TH AVE	PORTLAND OR	97212-4378
1N1E34CB 60112	MARTINDALE,AARON C & MARTINDALE,JENNIFER E	420 NW 11TH AVE #1009	PORTLAND OR	97209
1S1E04AB 70088	MARTINEZ,DONNA R	23055 S BEAVERCREEK RD	BEAVERCREEK OR	97004
1N1E33AD 80062	MARTINEZ,JOSE L	723 NW 17TH AVE	PORTLAND OR	97209-2724
1S1E10AC 90214	MARTINI,STEVEN W TR & CANTLON,TERESA L TR (S & T MARTINI LIVING TRUST)	3570 SW RIVER PKWY #1803	PORTLAND OR	97239-4545
1S1E10DB 90690	MARTINSON,STANLEY E & REBECCA M	3601 SW RIVER PKWY #1808	PORTLAND OR	97239
1S1E03CB 80276	MARTZALL,STACY	255 SW HARRISON ST #22C	PORTLAND OR	97201
1N1E35CA 4100	MARV TONKIN LEASING CO	1540 SW VISTA AVE #2000	PORTLAND OR	97201-2476
1N1E33AD 80089	MARVIN,GEORGE P & MEYER,SCOTT J	2930 SE KNAPP ST	PORTLAND OR	97202-8745
1N1E34BB 88008	MARZ,GERI L & ZOLLER,LUANNE	1310 NW NAITO PKWY #106A	PORTLAND OR	97209
1S1E04BA 70050	MARZULLO,WILLIAM G	2024 SW HOWARDS WAY #404	PORTLAND OR	97201
1N1E34BC 3400	MASER,STEVEN M & MC ELROY,DONNA M	1111 NW IRVING ST	PORTLAND OR	97209
1N1E34BB 88434	MASISAK,JOSEPH & MASISAK,DIANNA	1310 NW NAITO PKWY #309A	PORTLAND OR	97209

1S1E04AD 60077	MASON,BARBARA A	1500 SW 11TH AVE #1207	PORTLAND OR	97201
1N1E34BB 90293	MASON,JACK F	1030 NW 12TH AVE #107	PORTLAND OR	97209
1N1E34BB 70325	MASON,JEFFREY M	1255 NW 9TH AVE #320	PORTLAND OR	97209
1S1E03CB 80037	MASONEK,JUSTIN	1109 1ST AVE #2C	NEW YORK NY	10065
1S1E11BA 6100	MASONS SUPPLY CO	PO BOX 42367	PORTLAND OR	97242-0367
1S1E03CD 90409	MASOOD,SOHAIL	PO BOX 448	WEST LINN OR	97068
1S1E10AC 90655	MASSIH,ABBAS	0836 SW CURRY ST #400	PORTLAND OR	97239
1S1E03CB 80265	MASSIH,KAMELIA % YASAVOLIAN, PIERROUZ	0836 SW CURRY ST #400	PORTLAND OR	97239-4523
1S1E03CD 90148	MASSIH,MANDANA	19240 BRYANT RD	LAKE OSWEGO OR	97034
1S1E10DB 90213	MASSIH-TEHRANI,FATEMEH M	0836 SW CURRY ST #400	PORTLAND OR	97239
1N1E26CD 90007	MASSON,ANN C TR	1132 NE SCHUYLER ST	PORTLAND OR	97212
1S1E03CB 80295	MAST,STANLEY I & MAST,JAMES	2415 SE IVON ST	PORTLAND OR	97202-1287
1S1E10DB 90576	MAST,STEVEN R & JULIE G	22381 SW RIBERA LN	WEST LINN OR	97068-9124
1S1E02CD 13600	MASTROIENI,RICHARD S	16001 SE CELSIANA CT	DAMASCUS OR	97089
1N1E34BD 90195	MASURY,LAURA	18930 NW LAPINE ST	PORTLAND OR	97229-2065
1S1E03CC 90043	MATARAZZI,WILLIAM H & BOUSUM,BARBARA J	2211 SW 1ST AVE #804	PORTLAND OR	97201-5013
1N1E33AD 80159	MATERA,MARGARET A	1314 NW IRVING ST #602	PORTLAND OR	97209
1N1E34BC 40134	MATHESON,ROBERT T TR	1030 NW JOHNSON ST #610	PORTLAND OR	97209
1N1E26CD 90026	MATHEWS,GEORGIE M TR	1718 NE 11TH AVE #306	PORTLAND OR	97212-4076
1N1E26CD 50027	MATHEWS,JAMEY L & MATHEWS,DEBRA L	115 W CLACKAMAS BLVD	GLADSTONE OR	97027
1N1E34BB 90020	MATHEWS,STUART	1030 NW 12TH AVE #106	PORTLAND OR	97209
1S1E02CC 6900	MATHIESEN,DIXIE TO MODUN,JEFFREY K	P O BOX 19941	PORTLAND OR	97280-0941
1N1E33CB 50357	MATHIS,M RAY & MATHIS,ANN B	2351 NW WESTOVER RD #807	PORTLAND OR	97210
1S1E03CB 70077	MATHISON,MICHAEL L & GRAZINI,TOBIAS	2545 NE 48TH AVE	PORTLAND OR	97213-1923
1N1E34BC 88329	MATIN,MARGARET M TR	937 NW GLISAN ST #630	PORTLAND OR	97209-3261
1S1E10DB 90756	MATO,SAYONARA	3601 SW RIVER PKWY #1706	PORTLAND OR	97239
1S1E03CB 80199	MATOVICH,GREGORY P & CHERYL E	255 SW HARRISON ST #19F	PORTLAND OR	97201-5388
1N1E34BB 80164	MATSON,ANNE E	1130 NW 12TH AVE #504	PORTLAND OR	97209-2857
1S1E03CC 90285	MATSON,JAMES M	2221 SW 1ST AVE #1623	PORTLAND OR	97201
1N1E34BB 88055	MATSUURA,ANNE Y	1310 NW NAITO PKWY #307	PORTLAND OR	97209
1N1E34BD 90216	MATT 6:33 MP LLC % JERRY CARLETON IMMIX LAW GROUP PC	121 SW SALMON ST #1000	PORTLAND OR	97204
1S1E03CA 90193	MATTALIANO,CHRISTOPHER J-50% & BUROVAC,CLARE M-50%	1616 SW HARBOR WAY #604	PORTLAND OR	97201
1S1E04AD 80289	MATTHIES,FRED TR & MATTHIES,SUSAN TR-90% & MATTHIES,SILAS-10%	3133 SE CLAYBOURNE ST	PORTLAND OR	97202
1N1E33DA 70034	MATTILA,MATHEW A & MATTILA,AUDRA K	416 NW 13TH AVE #112	PORTLAND OR	97209
1N1E34BC 88043	MATTSCHECK,DONNA	937 NW GLISAN ST #637	PORTLAND OR	97209
1S1E02CB 2700	MATTSON PROPERTIES LLC % MATTSON,THOMAS A	737 SE MARKET ST	PORTLAND OR	97214-3523
1N1E35CC 1500	MATTSONIAN INVESTMENTS LLC	4025 SE HAWTHORNE BLVD #207	PORTLAND OR	97214-5255
1N1E33DA 50165	MATUSOW,ARLENE TR	311 NW 12TH AVE #301	PORTLAND OR	97209
1N1E34BB 90324	MATUSOW,GENE R & MATUSOW,NAOMI C	13013 N PANORAMA DR #220	FOUNTAIN HILLS AZ	85268
1S1E03CA 90400	MATZA,ROBERT B TR	1730 SW HARBOR WAY #505	PORTLAND OR	97201-5127
1S1E04AD 80081	MATZELL,JULIANNE	1500 SW PARK AVE #110	PORTLAND OR	97201
1S1E03CD 90635	MAURER,JEAN K	1930 SW RIVER DR #806	PORTLAND OR	97201-8056
1S1E02CA 70003	MAURITZ,ALEXANDER G & MAURITZ,KATHERINE L	1912 SE 11TH AVE #3	PORTLAND OR	97214
1N1E34BC 50010	MAUTNER,KARL	1116 NW JOHNSON ST	PORTLAND OR	97209
1S1E02BC 3700	MAY,EDWARD A & LYDIA L-1/6 & HONEYCUTT PROPERTIES LLC-5/6	1205 SE GRAND AVE	PORTLAND OR	97214
1N1E34BB 60188	MAY,EMILY	950 RILANCE LN	OREGON CITY OR	97045
1S1E04AB 60102	MAY,KURT L TR & MAY,MARCENA I TR	506 PRINCETON RD	SAN MATEO CA	94402-3232

1S1E10DB 80099	MAYEDA,DAVID L & MAYEDA,BARBARA	0841 SW GAINES ST #616	PORTLAND OR	97239
1N1E35CD 800	MAYER,JOSEPH A TR ET AL	9347 SW 35TH AVE	PORTLAND OR	97219-5300
1S1E03BC 90015	MAYER,STEVEN D & SCHECTER,CAROLE	3730 N LAKE SHORE DR #10A	CHICAGO IL	60613
1S1E02BB 6100	MAYFIELD INVESTMENT COMPANY IN (LSD % VERIZON WIRELESS>	5430 NE 122ND AVE	PORTLAND OR	97230
1N1E34BD 90250	MAYFIELD,SARAH E	910 NW NAITO PKWY #I-18	PORTLAND OR	97209-3741
1S1E10DB 90724	MAYLIE,ANN M	3601 SW RIVER PKWY #303	PORTLAND OR	97239
1S1E10DB 90727	MAYLIE,JOSEPH W & MAYLIE,ANN M	3601 SW RIVER PKWY #303	PORTLAND OR	97239-4554
1N1E34BC 99281	MAYNARD,MICHELE	4111 E MADISON ST #2	SEATTLE WA	98112-3241
1S1E03CD 90477	MAYNARD,PHYLLIS M TR & MAYNARD,RONALD N TR	1900 SW RIVER DR #N504	PORTLAND OR	97201
1N1E33DA 80151	MAYO,I RICHARD TR	408 NW 12TH AVE #601	PORTLAND OR	97209-2948
1N1E34CB 40233	MAYO,STEPHANIE L	1025 NW COUCH ST #919	PORTLAND OR	97209
1N1E33AD 2900	MAYPARK LLC	1136 NW HOYT ST #200	PORTLAND OR	97209-3007
1N1E33DC 90039	MAYSELS,CHERYL A	PO BOX 1249	CANNON BEACH OR	97110-1249
1N1E34BD 90338	MAYSELS,CHERYL A TR	PO BOX 1249	CANNON BEACH OR	97110-1249
1S1E04AD 90030	MAYTHER-SLAC,MARY J & SLAC,GARY W	1410 SW 11TH AVE #606	PORTLAND OR	97201
1S1E10DB 90154	MAZAR,JEFFREY S	3601 SW RIVER PKWY #1312	PORTLAND OR	97239
1N1E33DA 50160	MAZER,JEFFREY A & VINIKOUR,DEBRA M	311 NW 12TH AVE #505	PORTLAND OR	97209
1N1E34BB 88564	MAZER,LAWRENCE F & MAZER,PHYLLIS L	1310 NW NAITO PKWY #905A	PORTLAND OR	97209
1N1E33DC 70763	MAZZOTTA,TERRY T ET AL	4244 NE 72ND AVE	PORTLAND OR	97218
1N1E34CB 99483	MC ALLISTER,JULIE S & JOHN B	3140 NE DUNCKLEY ST	PORTLAND OR	97212
1S1E03CB 80208	MC ATEER,JOHN J TR & MC ATEER,MARY M TR (MC ATEER LIVING TRUST)	255 SW HARRISON ST #14H	PORTLAND OR	97201
1N1E26DC 12100	MC AULIFFE,DENNIS J	1097 CHANDLER RD	LAKE OSWEGO OR	97034
1S1E04AB 80002	MC CARTHY,CAROL A TR	1525 SW 17TH AVE	PORTLAND OR	97201
1S1E10AC 90191	MC CAW,KENNETH M JR & LINDA M	3570 SW RIVER PKWY #1413	PORTLAND OR	97239
1N1E33AD 40443	MC CLEARY,GEORGE S	2872 NW CUMBERLAND RD	PORTLAND OR	97210-3802
1S1E04BA 70001	MC COLLOM,ALAN T & RUTH A	2024 SW HOWARDS WAY #302	PORTLAND OR	97201
1S1E10AC 90166	MC CONNELL,MICHAEL C & MONICA	2505 MAIDEN STAR LANE	BOZEMAN MT	59715
1N1E34BD 90673	MC CORMICK PIER CONDO ASSOC %COMMUNITY MANAGEMENT INC	2105 SE 9TH AVE	PORTLAND OR	97214
1N1E34BD 90000	MC CORMICK PIER CONDOMINIUM ASSOCIATION	855 EAST SAN ALBERTO	SCOTTSDALE AZ	85258
1N1E34BD1 90001	MC CORMICK PIER LLC	15170 N HAYDEN RD #1	SCOTTSDALE AZ	85260-2571
1S1E03CB 70091	MC CORMICK PROPERTIES LLC	PO BOX 3344	PORTLAND OR	97208-3344
1N1E28D 90022	MC COY,BRETT & LUCILLE	29099 SCAPPOOSE VERNONIA HWY	SCAPPOOSE OR	97056-2117
1N1E34BB 60176	MC CRACKEN,SUSAN R	24414 SW AIRPORT AVE	PHILOMATH OR	97370
1S1E04AA 70323	MC CRAE,WILLIAM J ET AL	22035 SHANNON PL	WEST LINN OR	97068
1N1E34BC 60362	MC CUDDY,MARK P & VOGEL,TRACIE B	690 9TH ST	LAKE OSWEGO OR	97034-2221
1N1E34BC 6000	MC CULLOUGH,EDWARD A	624 NW 11TH AVE	PORTLAND OR	97209
1S1E03CB 80132	MC CULLOUGH,SEBASTIAN J	255 SW HARRISON ST #19A	PORTLAND OR	97201
1S1E11BA 12200	MC DONALD FAMILY LLC III	2838 SE 9TH AVE	PORTLAND OR	97202
1S1E02BA 9100	MC DONALD,JAMES R TR (HANS GER	PO BOX 55277	PORTLAND OR	97238
1S1E04AB 70060	MC DONALD,KATHERINE E	130 CLARKE ST	SYRACUSE NY	13210-2663
1S1E03CC 90684	MC DONALD,ROGER K TR & MC DONALD,PEARL B TR	2309 SW 1ST AVE #1245	PORTLAND OR	97201
1N1E33DB 6800	MC DONALD'S CORP % MC DONALDS CORPORATION (036-0001)	PO BOX 182571	COLUMBUS OH	43218-2571
1N1E26CC 13500	MC DONALD'S CORP BY MC DONALD'S CORP 036/0075	PO BOX 182571	COLUMBUS OH	43218-2571
1S1E03AA 4800	MC DOWELL FAMILY L L C	P O BOX 19094	PORTLAND OR	97280-0094
1N1E34CB 99304	MC DOWELL,MARY A	333 NW 9TH AVE #414	PORTLAND OR	97209
1N1E34BB 70013	MC DUFFIE,AARON A & HEATHER	10930 SW BOONES FERRY RD	PORTLAND OR	97219
1S1E04AD 90036	MC ELLIGOTT,VICKI A	PO BOX 313	OTIS OR	97368

1S1E03CC 90565	MC EVOY,JAMES E & JO ANN D	2309 SW 1ST AVE #1045	PORTLAND OR	97201-5075
1N1E34CD 9100	MC FADDEN,ARTHUR L	401 SW ALDER ST	PORTLAND OR	97204-2103
1N1E33AD 40225	MC FERRIN,KATHLEEN C TR	1400 NW IRVING ST #523	PORTLAND OR	97209
1S1E03CA 90145	MC GARRIGLE,ROBER W TR & MC GARRIGLE,JANET B TR	8000 SW WINCHESTER WAY	WILSONVILLE OR	97070
1N1E34BC 50008	MC GEE,JULIE & SCOTT A	1124 NW JOHNSON ST	PORTLAND OR	97209
1S1E03CD 90348	MC GEE,LINDA TR	31 ROYAL CT	SAN RAFAEL CA	94901
1N1E34BB 70422	MC GONAGLE,JIM & MC GONAGLE,TANA	1255 NW 9TH AVE #314	PORTLAND OR	97209-2887
1S1E02CA 14200	MC GUIRE BROS LLC % MC GUIRE BEARING CO	947 SE MARKET ST	PORTLAND OR	97214
1S1E04AD 60049	MC HENRY,CHARLES L & GUADALUPE	1500 SW 11TH AVE #807	PORTLAND OR	97201
1N1E34BC 60275	MC ILWRAITH,ETHEL F	821 NW 11TH AVE #221	PORTLAND OR	97209
1N1E33DA 80017	MC KENZIE LOFTS CONDOMINIUM OWNERS ASSOCIATION % CMI	2105 SE 9TH AVE	PORTLAND OR	97214
1S1E10AC 90726	MC KINNEY,WILLIAM S & LAURA K	0836 SW CURRY ST #1600	PORTLAND OR	97239
1N1E34BC 99257	MC KNIGHT,CAROLYN E	922 NW 11TH AVE #102	PORTLAND OR	97209
1S1E04AA 70013	MC KUNE,CHESTER L JR TR & MC KUNE,MONICA E TR	1221 SW 10TH AVE #110	PORTLAND OR	97205
1N1E27BD 4900	MC MAHON,DAVID L & MICHELA M	P O BOX 12106	PORTLAND OR	97212
1S1E03BC 80054	MC MANN,TIMOTHY C	1500 SW 5TH AVE #1602	PORTLAND OR	97201
1N1E33DD 700	MC MENAMIN,MARY A	3722 SW GREENLEAF DR	PORTLAND OR	97221
1N1E27CA 3700	MC MENAMIN,MICHAEL R & MC MENAMIN,BRIAN C	430 N KILLINGSWORTH ST	PORTLAND OR	97217-2441
1N1E35CA 4300	MC MICKLE,GREGORY S	1100 NE DAVIS ST	PORTLAND OR	97232-3009
1S1E02BC 6600	MC MILLEN FAMILY LLC	17693 S ANDERSON RD	OREGON CITY OR	97045
1S1E04AA 2400	MC MONIES LLC	4333 NE BROADWAY	PORTLAND OR	97213
1N1E33DC 90041	MC MURDIE,REBECCA %JEANNETTE KELLEY	24009 OAKMONT WAY	AUBURN CA	95602
1N1E33AD 40331	MCADAMS,SHARLIE	1400 NW IRVING ST #418	PORTLAND OR	97209
1N1E34CB 99413	MCAFEE,MICHAEL S & MCAFEE,KAREN L	PO BOX 539	LINCOLN CITY OR	97367
1N1E33DC 90035	MCANDREW,THOMAS F TR & MCANDREW,DEBORAH D TR	PO BOX 973	NORTH BEND OR	97459
1S1E10DB 90751	MCATEE,TERRI & MCATEE,BARRY	3601 SW RIVER PKWY #1612	PORTLAND OR	97239-4559
1S1E10DB 90188	MCATEE,TERRI L & BARRY L	3601 SW RIVER PKWY #1612	PORTLAND OR	97239-4559
1N1E34BC 40250	MCBEE,JENNIFER H TR	795 8TH AVE #303	SAN FRANCISCO CA	94118
1N1E34BB 40391	MCBRIDE,BRIAN H & MCBRIDE,CYNTHIA C	2816 SOMBROSA ST	CARLSBAD CA	92009-9242
1N1E34BB 80253	MCBRIDE,DANIEL S JR	1130 NW 12TH AVE #214	PORTLAND OR	97209-2855
1N1E34BC 60386	MCBRIDE,DENNIS R	820 NW 12TH AVE #514	PORTLAND OR	97209
1S1E04AA 70652	MCBRIDE,ROBERT N	1221 SW 10TH AVE #403	PORTLAND OR	97205
1N1E33DA 50098	MCCALLA,JOHN M & SORDYL,KIMBERLY A	311 NW 12TH AVE #1001	PORTLAND OR	97209
1N1E33AD 40249	MCCALLUM,SHANNON S	1400 NW IRVING ST UNIT 319	PORTLAND OR	97209
1S1E10AC 90351	MCCARDLE,BEATRICE L TR	3570 SW RIVER PKWY #811	PORTLAND OR	97239
1S1E02CD 16703	MCCARTHY,MICHAEL JAMES D & BLACK,DANIELLE	1126 SE LINCOLN ST	PORTLAND OR	97214
1S1E04AD 60115	MCCARTIN,JAMES J TR & MCCARTIN,MAUREEN C TR	1500 SW 11TH AVE #2101	PORTLAND OR	97201
1S1E10DB 90215	MCCARTNEY,MICHAEL J & MCCARTNEY,CLARENE A	47 GINGERWOOD	IRVINE CA	92603-0102
1N1E34BC 88203	MCCARVER,RICHARD W II TR & HAMILTON-MCCARVER,MARCIA J TR	10615 E EISENBERG PL	TUCSON AZ	85747
1S1E03CC 90330	MCCAULEY,ANN M & PECORARO,GIUSEPPE	2240 NW LOVEJOY ST #216	PORTLAND OR	97210
1N1E34BC 99138	MCCAULEY,BRUCE T & MCCAULEY,SANDRA A	3602 E TANO CT	PHOENIX AZ	85044
1N1E34BB 88349	MCCHESNEY,THOMAS E & MCCHESNEY,ELIZABETH	1310 NW NAITO PKWY #509	PORTLAND OR	97209
1N1E33DC 70133	MCCLAUGHRY,TYLER	817 HOODVIEW LN	LAKE OSWEGO OR	97034-1648
1N1E28D 70009	MCCLELLAN,IAN	1718 NW RIVERSCAPE ST	PORTLAND OR	97209
1N1E34BB 50333	MCCLUNG,CAGNEY R & MARK D	1001 NW LOVEJOY ST #711	PORTLAND OR	97209-3571
1S1E04BA 90006	MCCLUSKEY,DONNA M TR & MCCLUSKEY,JAMES G TR	2945 LAKE ST	SAN FRANCISCO CA	94121
1S1E03CC 90546	MCCOLE,GREGOR & MCCOLE,ASHLEY N	1075 LESLIE DR	SAN JOSE CA	95117-3104

1S1E04BA 70041	MCCOLLOM,RUTH A	2024 SW HOWARDS WAY #302	PORTLAND OR	97201-7723
1S1E03CC 90387	MCCOMB,MARGARET D & CAMERON,KAREN L	2221 SW 1ST AVE #323	PORTLAND OR	97201-5069
1N1E34BB 88122	MCCONNELL,CHARLES W	1310 NW NAITO PKWY #608	PORTLAND OR	97209
1N1E34BD 90428	MCCORMICK & PARK LLC % LU,TING	48353 AVALON HEIGHTS TER	FREMONT CA	94539
1N1E33DC 70717	MCCORMICK,SPENCER P	1926 W BURNSIDE ST #1600	PORTLAND OR	97209
1N1E34BB 50403	MCCOY,MICHAEL E TR (LYDIA SHIN IRREVOCABLE TRUST #2)	1800 BLANKENSHIP RD #430	WEST LINN OR	97068
1N1E34CB 60121	MCCRONE,DONALD J & MCCRONE,CAROLE M	PO BOX 118	YAMHILL OR	97148
1N1E34BC 40185	MCCUBBIN,DEBORAH B TR & MCCUBBIN,JEFFREY A TR	1920 OSAGE ST	FORT COLLINS CO	80525
1S1E03BC 90003	MCDADE,CAROLYN A & SCHREINER,KATHRYN M	1209 SW 6TH AVE UN 201	PORTLAND OR	97204
1S1E11BA 12200	MCDONALD FAMILY LLC V	2838 SE 9TH AVE	PORTLAND OR	97202
1S1E04AA 70263	MCDONALD,D LYNN TR & KRANZLER,CAROLYN L TR	1221 SW 10TH AVE #1502	PORTLAND OR	97205
1S1E03CB 70036	MCDONALD,JIM & MCDONALD,NATALIA	2106 SE 54TH AVE	PORTLAND OR	97215
1S1E04AA 90023	MCDONALD,JO ANN L & MCDONALD,JAMES T	1134 SW JEFFERSON ST #402	PORTLAND OR	97201
1S1E03CB 70242	MCDONALD,SUSAN M & BLACK,KURT S	3627 NW OLEANDER PL	CORVALLIS OR	97330
1S1E03CC 90313	MCDONNAL,EVAN	2221 SW 1ST AVE #2221	PORTLAND OR	97201-5023
1S1E10DB 90712	MCDOWELL,DAVID A & DIANNA L	3601 SW RIVER PKWY #413	PORTLAND OR	97239
1N1E35BB 80064	MCDOWELL,DUANE	533 NE HOLLADAY ST #708	PORTLAND OR	97232
1N1E34CB 99228	MCDOWELL,MARY A	333 NW 9TH AVE #414	PORTLAND OR	97209
1S1E10DB 80223	MCELFISH,ELIZABETH J & MCELFISH,WILLIAM B	5841 SE COLUMBIA WAY #102	VANCOUVER WA	98661-5966
1N1E34BB 88471	MCFALL,DANIEL & MCFALL,DONNA	1260 NW NAITO PKWY #804	PORTLAND OR	97209-3155
1N1E28D 80016	MCFARLAND,TIMOTHY K & MCFARLAND,ELISANGELA J	10172 SW MORRISON ST	PORTLAND OR	97225-6997
1N1E34BB 70514	MCFARLANE,DONALD C TR & MCFARLANE,BARBARA J TR	1255 NW 9TH AVE #909	PORTLAND OR	97209
1N1E33AD 70127	MCGEE,DONNY	1420 NW LOVEJOY ST #622	PORTLAND OR	97209
1N1E34CB 99226	MCGEE,JOSEPH L & MCGEE,PAULA	333 NW 9TH AVE #1115	PORTLAND OR	97209
1N1E34BB 70467	MCGINTY,AMY	1255 NW 9TH AVE #519	PORTLAND OR	97209-2895
1S1E03CC 90354	MCGLASSON,IVERSON J & MCGLASSON,SHANDRA E	4425 JUANITA AVE	CHINO CA	91710
1S1E10AC 90155	MCGOVERN,VINCENT P & MADSEN,SCOTT A	3570 SW RIVER PKWY #911	PORTLAND OR	97239
1N1E28D 90055	MCGRANE,JAMES	1648 NW RIVERSCAPE ST	PORTLAND OR	97209-1834
1N1E34BD 90488	MCGRATH,JUSTIN	730 NW NAITO PKWY #E25	PORTLAND OR	97209
1N1E34CB 60037	MCGREER,SUSAN L	420 NW 11TH AVE #614	PORTLAND OR	97209
1N1E34CB 40088	MCHENRY,HARRY I & MCHENRY,BEVERLY J	1025 NW COUCH ST #811	PORTLAND OR	97209-4131
1N1E34BB 50238	MCHUGH,KRISTIE L & ERJAVEC,JAMES	1001 NW LOVEJOY ST #309	PORTLAND OR	97209
1S1E03CA 90471	MCINNIS GROUP LLC	PO BOX 1862	LAKE OSWEGO OR	97035
1N1E33AD 80023	MCINTYRE,ANNE	1314 NW IRVING ST #501	PORTLAND OR	97209-2725
1N1E33AD 80074	MCINTYRE,ANNE L	1314 NW IRVING ST #501	PORTLAND OR	97209-2725
1N1E34BB 70485	MCKALIP,BRICE D & MCKALIP,ERIN M	1255 NW 9TH AVE #617	PORTLAND OR	97209-2895
1N1E34CB 40182	MCKENNA,DOMENICA M	7315 SW NEVADA TER	PORTLAND OR	97219-2063
1N1E34BB 80033	MCKENNA,ERIN L	1133 NW 11TH AVE #315	PORTLAND OR	97209
1N1E33DA 70033	MCKENNEY,DONALD M SR	1446 N CAMINO VILLA LOS ARCOS	TUCSON AZ	85717-5104
1N1E33DA 80115	MCKENZIE CONDO LLC % MIKE THRIFT	17815 NE 72ND AVE	VANCOUVER WA	98682-9123
1N1E33DA 80000	MCKENZIE LOFTS CONDOMINIUMS OWNERS' ASSOCIATION	806 SW BROADWAY #600	PORTLAND OR	97205
1N1E34CA 80115	MCKENZIE,JOSHUA N	411 NW FLANDERS ST #603	PORTLAND OR	97209-3856
1N1E33AD 70452	MCKENZIE-SMITH,JOY D	1120 HERON CT	GRAFORD TX	76449-1999
1S1E10AC 90302	MCKINNEY,CAROLYN P	0836 SW CURRY ST #900	PORTLAND OR	97239
1N1E34BD 90108	MCKINNON,STEPHEN J & MCKINNON,PATRICIA D	1010 NW NAITO PKWY #M-19	PORTLAND OR	97209
1S1E10AC 90160	MCLAFFERTY,ROBERT & NELSON,ERICA E	3570 SW RIVER PKWY #1007	PORTLAND OR	97239
1N1E34BB 40072	MCLAIN,PETER	949 NW OVERTON ST #813	PORTLAND OR	97209-3272

1S1E10DB 80586	MCLAREN,WILLIAM K & MCLAREN,EMILY M	0841 SW GAINES ST #1800	PORTLAND OR	97239
1N1E34BC 90018	MCLAUGHLIN,EUNAN TR (EUNAN MCLAUGHLIN TRUST U/A/D 03/26/12)	1011 NW GLISAN ST #303	PORTLAND OR	97209-3225
1N1E28D 90047	MCLAUGHLIN,THOMAS	1624 NW RIVERSCAPE ST	PORTLAND OR	97209-1834
1N1E34BB 70350	MCLEAN,COLIN	1255 NW 9TH AVE #615	PORTLAND OR	97209
1S1E03BC 80067	MCLEOD,LINCOLN S	1500 SW 5TH AVE #703	PORTLAND OR	97201
1S1E10AC 90139	MCMAHON,ANN T TR (ANN T MCMAHON TRUST)	3570 SW RIVER PKWY #707	PORTLAND OR	97239
1S1E10DB 80075	MCMAHON,EDWARD J & TEO,SIONG HUAT & DUVAL,GEORGE R	2935 SEARCHLIGHT LN	PALM SPRINGS CA	92264
1S1E02CA 15200	MCMAHON,JOSHUA	1616 SE 11TH AVE	PORTLAND OR	97214
1N1E34BC 40033	MCMAHON,SHEILA A	PO BOX 3169	PORTLAND OR	97208
1S1E03CC 90235	MCMANIMIE,JOHN & MAHONEY,JOY	2221 SW 1ST AVE #723	PORTLAND OR	97201
1S1E03BC 80071	MCMANN,TIMOTHY C	1500 SW 5TH AVE #1602	PORTLAND OR	97201
1N1E34BB 90173	MCMANUS,LINDA	1030 NW 12TH AVE #315	PORTLAND OR	97209
1N1E28D 70024	MCMASTER,DAWN M	1748 NW RIVERSCAPE ST	PORTLAND OR	97209
1N1E33DD 400	MCMENAMIN,MICHAEL	430 N KILLINGSWORTH ST	PORTLAND OR	97217-2441
1N1E35CA 3700	MCMICKLE,GREGORY S	1100 NE DAVIS ST	PORTLAND OR	97232-3009
1N1E26CC 14300	MCMONIES L L C	4333 NE BROADWAY	PORTLAND OR	97213
1N1E34BB 88042	MCNAIR,GEORGE B JR	1260 NW NAITO PKWY #206	PORTLAND OR	97209
1S1E04BA 70044	MCNAIR,JOHN & MCNAIR,SHELLEY	2024 SW HOWARDS WAY #305	PORTLAND OR	97201
1N1E34BD 90202	MCNAIR,SHEILA & MCNAIR,JOHN	1040 NW NAITO PKWY #O-7	PORTLAND OR	97209
1S1E04AD 80247	MCNAMARA,MARION C TR	1500 SW PARK AVE #314	PORTLAND OR	97201
1N1E34BB 50009	MCNEIL,DANIEL F & MCNEIL,CLAUDIA L	1001 NW LOVEJOY ST #205	PORTLAND OR	97209
1N1E34BB 50297	MCNEILL,DONALD & MCNEILL,LINDA	1001 NW LOVEJOY ST #308	PORTLAND OR	97209
1N1E33DC 70734	MCNEILL,SPENCER E	1926 W BURNSIDE ST UNIT 401	PORTLAND OR	97209
1S1E04AB 60029	MCNICHOLAS,BRENDA M	1234 SW 18TH AVE #312	PORTLAND OR	97205
1N1E33DA 50049	MCNIEL,GEORGE A	311 NW 12TH AVE #1204	PORTLAND OR	97209-2996
1N1E34BB 40469	MCPEAKE,DOMINICK A	3037 AVELLANO DR	WALNUT CREEK CA	94598-3808
1N1E33DC 70382	MCQUADE,ANTHONY M	1926 W BURNSIDE ST #211	PORTLAND OR	97209
1N1E34BB 40191	MCQUEEN,ANTHONY MARK & MCQUEEN,VIKKI LYNN	309 CASHMERE	BOISE ID	83702
1N1E33AA 400	MCREF 1420 PEARL DEVELOPMENT L %RODRIGUEZ,SAM	220 NW 2ND AVE #900	PORTLAND OR	97209
1N1E26CD 90050	MCREYNOLDS,PHYLLIS J	1718 NE 11TH AVE #507	PORTLAND OR	97212
1S1E03CC 90173	MCVICKER,MARY	2211 SW 1ST AVE #801	PORTLAND OR	97201-5013
1S1E03BC 90038	MEAD,GEORGE W JR	5040 SW HILLTOP LN	PORTLAND OR	97221
1N1E34CB 60024	MEADE,CATHERINE ANN	420 NW 11TH AVE #601	PORTLAND OR	97209
1N1E33AD 70335	MEADORS,MARGARET & MEADORS,IVES B	1420 NW LOVEJOY ST #407	PORTLAND OR	97209
1N1E33DA 70058	MEADORS,MARGARET J & MEADORS,IVES B	1420 NW LOVEJOY ST #407	PORTLAND OR	97209-2741
1S1E04BA 12500	MEADOWS,LISELOTT E TO HAWKINS,WILLIAM J III TR	2632 SW DAVENPORT LN	PORTLAND OR	97201-2234
1S1E04AB 90019	MEARS,SCOTT V	1441 SW CLAY ST #209	PORTLAND OR	97201
1N1E34CA 80013	MEBESIUS,AARON K	411 NW FLANDERS ST #401	PORTLAND OR	97209-3854
1S1E03CD 90449	MEDAK,WILLIAM C TR & MEDAK,SUSAN M TR	1900 SW RIVER DR #1005	PORTLAND OR	97201
1N1E33AD 70355	MEDRANO,ERNEST A	1420 NW LOVEJOY ST #413	PORTLAND OR	97209-2741
1N1E34BB 88465	MEDURI,JOSEPH J & MEDURI,CYNTHIA E	1260 NW NAITO PKWY UN 602	PORTLAND OR	97209
1S1E03CC 90019	MEEK,MERRY M TR	2211 SW 1ST AVE #404	PORTLAND OR	97201
1N1E34BD 90212	MEEKER,ROBERT J	6406 N HAIGHT AVE	PORTLAND OR	97217
1N1E34BB 50453	MEGY,DEVIN J	1001 NW LOVEJOY ST #705	PORTLAND OR	97209
1S1E04AB 60037	MEHARRY DE MORALES,ANI TR	1234 SW 18TH AVE #408	PORTLAND OR	97205
1S1E04AD 60192	MEHMOOD,TARIQ & TARIQ,AASMI	1500 SW 11TH AVE #2202	PORTLAND OR	97201-3547
1S1E04AA 70153	MEHR,KENNETH A & RYNA E	1221 SW 10TH AVE #1105	PORTLAND OR	97205

1S1E10DB 80077	MEHROUZ,ZAHRA & NOROUZIAN,MOHAMMAD	0841 SW GAINES ST #439	PORTLAND OR	97239-3062
1N1E33AD 90005	MEIER,ERIC	526 NW 13TH AVE #5	PORTLAND OR	97209-3056
1N1E34BB 60225	MEIER,JOHANNA M	1125 NW 9TH AVE #306	PORTLAND OR	97209
1S1E04AB 70055	MEIER,JUDY	124 APPLE LN	PORT ANGELES WA	98362
1N1E34CB 99125	MEIER,TERRY & MEIER,MARY	6907 S REGAL CT	SPOKANE WA	99223
1S1E10DB 90185	MEIHOFF,WILLIAM	3601 SW RIVER PKWY #1606	PORTLAND OR	97239
1S1E02CD 11800	MEIJER FAMILY LIVING TRUST	3035 SE 62ND AVE	PORTLAND OR	97206-2041
1S1E03CC 90297	MEISSNER,LARRY	2221 SW 1ST AVE #1825	PORTLAND OR	97201-5023
1S1E10DB 80417	MELANDER,SHAUN M & DIAMOND,MELANIE M	0841 SW GAINES ST #323	PORTLAND OR	97239
1S1E02BA 5900	MELCLIFF ASSOCIATES LLC %23RD AVE PROPERTIES LLC	530 1/2 NW 23RD AVE	PORTLAND OR	97210
1N1E26CD 90013	MELHUISH,JEAN A	1718 NE 11TH AVE #206	PORTLAND OR	97212
1N1E34BB 50125	MELIN,JANE K TR	1001 NW LOVEJOY ST #1508	PORTLAND OR	97209
1N1E34BB 40486	MELIN,LESLIE	949 NW OVERTON ST #1509	PORTLAND OR	97209-2989
1N1E33CD 99041	MELNICK,STACEY W	2020 SW MAIN ST #802	PORTLAND OR	97205-1535
1N1E34BB 60411	MELODY,DECLAN & MATSUURA,ELENA	1125 NW 9TH AVE #517	PORTLAND OR	97209
1N1E34BD 90230	MELOY,LUKE W	3930 SW CANBY ST	PORTLAND OR	97219-1545
1N1E34BB 70491	MELTON,BROOKE	707 FELLOWSHIP RD	SANTA BARBARA CA	93109
1N1E28D 80100	MEMORY,KAREN	1830 NW RIVERSCAPE ST #309	PORTLAND OR	97209
1S1E10DB 80098	MENASHE,JORDAN R	0841 SW GAINES ST #614	PORTLAND OR	97239-3101
1N1E34CB 99205	MENASHE,MICHAEL E	333 NW 9TH AVE #1504	PORTLAND OR	97209
1S1E02BC 5100	MENASHE,R BARRY	621 SW ALDER ST #800	PORTLAND OR	97205
1N1E33DA 50217	MENASHE,RUTH	311 NW 12TH AVE #1404	PORTLAND OR	97209
1N1E33DA 70051	MENCONI,KATHRYN M & MENCONI,JOHN	416 NW 13TH AVE #507	PORTLAND OR	97209
1N1E34BB 80373	MENDA,SAMEER	1414 10TH AVE #305W	SEATTLE WA	98122-3857
1N1E34BB 88168	MENDIOLA,ALFONSO III	1260 NW NAITO PKWY #807B	PORTLAND OR	97209-3155
1N1E34BC 99273	MENESES,EDDY & MENESES,VARPU K	922 NW 11TH AVE #109	PORTLAND OR	97209
1S1E10DB 205	MEPT 3720 PORTLAND LLC % ALTUS GROUP	PO BOX 92129	SOUTHLAKE TX	76092
1N1E33DA 4901	MEPT BREWERY BLOCK 2 LLC % ALTUS GROUP	PO BOX 92129	SOUTHLAKE TX	76092
1N1E33AA 3900	MEPT ENSO LLC % ALTUS GROUP	PO BOX 92129	SOUTHLAKE TX	76092
1S1E03CC 90583	MERA,CSABA L	2309 SW 1ST AVE #1443	PORTLAND OR	97201-5040
1N1E34BB 90134	MERCER,KENDRICK M & WOOD,VALORIE K	PO BOX 25	HOPE ID	83836
1N1E34BB 90392	MERCHEL,KEVIN C & MERCHEL,LORI W	1030 NW 12TH AVE #435	PORTLAND OR	97209-2848
1N1E34DC 90001	MERCY CORPS	45 SW ANKENY ST	PORTLAND OR	97204-3504
1N1E34DC 90000	MERCY CORPS CONDOMINIUMS UNIT OWNERS ASSOCIATION ATTN CHAFFIN,MARY	3015 SW 1ST AVE	PORTLAND OR	97201
1N1E26CC 8100	MERESSA,BELAY G	7715 N JERSEY ST	PORTLAND OR	97203-3810
1S1E10AC 90716	MERI M LLC	0836 SW CURRY ST #1100	PORTLAND OR	97239
1S1E10AC 90431	MERIWETHER 1904 LLC %SANDI LENNEHAN	15025 SW KOLL PKWY	BEAVERTON OR	97006-6056
1N1E33AD 5100	MERIWETHER 510 LLC	1136 NW HOYT ST #220	PORTLAND OR	97209
1S1E10AC 90003	MERIWETHER CONDOMINIUM OWNERS ASSOCIATION % COMMUNITY MANAGEMENT INC	2105 SE 9TH AVE	PORTLAND OR	97214
1S1E10AC 90000	MERIWETHER CONDOMINIUMS OWNERS ASSOCIATION	1120 NW COUCH ST #600	PORTLAND OR	97209
1S1E10AC 90002	MERIWETHER INVESTORS LLC % JAMES R PATTERSON	15915 SE RIVERSHORE DR	VANCOUVER WA	98683
1N1E33AA 1300	MERIWETHER OVERTON LLC	1136 NW HOYT ST #220	PORTLAND OR	97209-3097
1N1E26CD 50009	MERIWETHER,MANZANITA M TR % FOX MANAGEMENT	2316 NE GLISAN ST	PORTLAND OR	97232
1N1E28D 90053	MERMET,SEBASTIEN & ZANETTON,EMILIE	1636 NW RIVERSCAPE ST	PORTLAND OR	97209-1834
1N1E34BC 60331	MERRICK,JEFFREY & KRUEGER,ALLYSON S	820 NW 12TH AVE #110	PORTLAND OR	97209
1N1E34BB 88340	MERRICK,TODD	1260 NW NAITO PKWY #508	PORTLAND OR	97209
1S1E03CA 90152	MERRILL,DONNA S	1630 SW HARBOR WAY #D203	PORTLAND OR	97201

1N1E34CB 80007	MERRILL,PATRICIA L	7613 DUCKWORTH RD	SAN ANGELO TX	76905
1N1E33DA 50129	MERRILL,TRAVIS D & MACH-MERRILL,CHRISTINE P	311 NW 12TH AVE #604	PORTLAND OR	97209
1N1E33CB 50229	MERRIMAN,MICHAEL D TR	3900 LEXINGTON AVE	DALLAS TX	75205-3848
1N1E33AD 40064	MERRITT,CARRIE & GRUBB,CHRISTOPHER M	444 7TH ST	LAKE OSWEGO OR	97034
1N1E34BB 60406	MERRITT,JILLIAN	1125 NW 9TH AVE #512	PORTLAND OR	97209
1S1E03BC 90012	MERSHON,HELEN L	1209 SW 6TH AVE #402	PORTLAND OR	97204-1089
1N1E33AD 80150	MERWIN,MILES L TR & MERWIN,ELIZABETH H TR	PO BOX 2307	PORTLAND OR	97208-2307
1S1E03CB 80112	MERZ,DENNIS W & MERZ,SIGNE M	255 SW HARRISON ST #16E	PORTLAND OR	97201
1S1E03CD 90230	MESSINA,JOSEPH TR	1021 PEBBLE BEACH DR	CLAYTON CA	94517
1N1E34BD 90461	MESTAD,MARGOT R TR	5702 W 131ST TER	OVERLAND PARK KS	66209
1N1E34CB 60008	MESTEMAKER,ROBERT J	420 NW 11TH AVE #506	PORTLAND OR	97209
1S1E10DB 90753	METABOX LLC	0823 SW PENNOYER ST	PORTLAND OR	97239-4401
1S1E10DB 80368	METCALF,JOHN B TR-75% & METCALF,ELIZABETH S-25%	14005 SW TOOZE RD	SHERWOOD OR	97140-8443
1S1E10DB 90547	METHVIN,SHARON W & DYL,FRANK J	3601 SW RIVER PKWY #1800	PORTLAND OR	97239
1N1E33DC 90008	METOVIC,SADIJA	709 SW 16TH AVE #107	PORTLAND OR	97205
1N1E35BC 3700	METRO	600 NE GRAND AVE	PORTLAND OR	97232-2736
1N1E34AD 100	METRO % PROPERTY MANAGER	600 NE GRAND AVE	PORTLAND OR	97232-2736
1S1E02CD 17700	METRO 5149 NE DAVIS STREET LLC %REALTY MANAGEMENT ADVISORS	2835 NE BROADWAY	PORTLAND OR	97232-1762
1N1E34BB 50000	METROPOLITAN CONDOMINIUMS OWNERS' ASSOCIATION	809 NW 11TH AVE	PORTLAND OR	97209
1S1E03BB 900	METROPOLITAN GARAGE LLC	920 SW 6TH AVE #223	PORTLAND OR	97204
1N1E34CB 60129	METZLER,ROBERT & METZLER,VIOLET	420 NW 11TH AVE #1107	PORTLAND OR	97209-2904
1S1E04AD 80259	MEUNIER,PATRICK ET AL	3625 NW DEER RUN ST	CORVALLIS OR	97330
1S1E03CB 80321	MEVIS,BLANCHE E	255 SW HARRISON ST #14D	PORTLAND OR	97201
1N1E34BB 50225	MEYER,JAMES A TR & MEYER,LORA R TR	1001 NW LOVEJOY ST #1612	PORTLAND OR	97209
1S1E10DB 80221	MEYER,JOAN W TR (JOAN W MEYER LIVING TRUST)	0841 SW GAINES ST #910	PORTLAND OR	97239-3102
1S1E04AA 80027	MEYER,JOSHUA A	1005 SW PARK AVE #505	PORTLAND OR	97205
1S1E02CD 16100	MEYER,RENEE & AARON	2128 SE 11TH AVE	PORTLAND OR	97214-5302
1S1E02BA 4800	MEYER,ROGER L TR	2284 NW THURMAN ST	PORTLAND OR	97210
1S1E10DB 90152	MEYER,SAM L TR ET AL (UNDER THE MEYER LIVING TRUST DTD 9/26/2000)	6011 SW SALMON ST	PORTLAND OR	97221-1536
1S1E10AC 90249	MEYER,WILLIAM H T TR (WILLIAM H T MEYER TRUST DTD 9/6/1978)	4025 SW 58TH AVE	PORTLAND OR	97221
1N1E34BB 50100	MEYERS,BARBARA TR & MEYERS,BARBARA & MEYERS,ANTHONY	1001 NW LOVEJOY ST #911	PORTLAND OR	97209
1N1E34BD 90106	MEYERS,KAROLYN	900 SILVER FOX DR	CENTRAL POINT OR	97502-3619
1S1E10DB 90771	MEYERS-SEIFER,CYNTHIA	3601 SW RIVER PKWY #2010	PORTLAND OR	97239-4562
1S1E04AB 1900	MFH 16TH STREET GARAGE LLC	17900 NE SAN RAFAEL ST	PORTLAND OR	97230
1S1E03CB 200	MFH 1881 LLC % MILLER FAMILY HOLDINGS LLC	838 SW 1ST AVE #210	PORTLAND OR	97204
1S1E03BA 2000	MFH DAYTON LLC % MILLER FAMILY HOLDINGS LLC	838 SW 1ST AVE #210	PORTLAND OR	97204
1N1E34CB 99415	MICALLEF,GLENN R & COWAN,KAREN C	PO BOX 3884	PORTLAND OR	97208
1N1E34CB 99482	MICALLEF,GLENN R TR	333 NW 9TH AVE #1311	PORTLAND OR	97209-3349
1S1E04AD 60318	MICALLEF,VINCENT A TR (VINCENT A MICALLEF LIVING TRUST)	1500 SW 11TH AVE #1001	PORTLAND OR	97201
1N1E33AD 90006	MICHAELS,RODNEY D	690 LEFFELLE ST SE	SALEM OR	97302-2929
1N1E33AD 90006	MICHAELS,RODNEY D TR & DOVE,JOSEPH P TR	690 LEFFELLE ST SE	SALEM OR	97302-2929
1N1E34BB 90327	MICHALOWSKY,NATASHA J	1030 NW 12TH AVE #207	PORTLAND OR	97209
1S1E10DB 80616	MICHON,GUSTAVE L JR & MICHON,CARMEN Q	0841 SW GAINES ST #1906	PORTLAND OR	97239-3104
1S1E03CB 70062	MICKAELSON,DIANA S	111 SW HARRISON ST #9B	PORTLAND OR	97201-5384
1N1E35BB 80029	MICKLE,EDWARD Y TR (EDWARD Y MICKLE REVOCABLE TRUST DTD 1/26/2013)	1819 SW 5TH AVE #138	PORTLAND OR	97201
1N1E35BB 80035	MICORESCU,DORINA	533 NE HOLLADAY ST #406	PORTLAND OR	97232
1N1E33DC 70086	MICORESCU,JOANA M	2931 NE CESAR E CHAVEZ BLVD	PORTLAND OR	97212-2932

1N1E26CD 10600	MIDAS INVESTMENT LLC % LEKAS,THOMAS J	7225 SW HUNT CLUB LN	PORTLAND OR	97223-9439
1N1E33AD 40265	MIHM,DAVID E C	1400 NW IRVING ST #111	PORTLAND OR	97209
1S1E03CA 90297	MIKHAILOV-SCOTT,SLAVA	1710 SW HARBOR WAY #207	PORTLAND OR	97201
1S1E03CC 90061	MIKHTCHI,MICHAEL T & MIKHTCHI,MARDI B	2025 SW 15TH AVE	PORTLAND OR	97201-3124
1N1E35CC 11900	MILAGRO DEVEL GROUP LLC	425 SE 6TH AVE	PORTLAND OR	97214
1S1E03CC 90403	MILES,TYRUS & MILES,SHARON	2221 SW 1ST AVE #322	PORTLAND OR	97201-5069
1N1E34CA 80071	MILIN,GIURGEVCA	11054 NE 33RD PL #B9	BELLEVUE WA	98004
1N1E34CA 80056	MILIN,GUIRGEVCA	11054 NE 33RD PL #B9	BELLEVUE WA	98004
1S1E02CB 7900	MILL STREET HOLDINGS LLC	10830 SE EASTMONT DR	DAMASCUS OR	97089
1S1E03CA 90011	MILLER ENTERPRISE LLC	838 SW 1ST AVE #210	PORTLAND OR	97204
1N1E35CC 7800	MILLER PAINT CO INC ATTN: MARSHA SZAREK	12812 NE WHITAKER WAY	PORTLAND OR	97230
1N1E33CB 50294	MILLER,ASHLEY & DELACY,WILLIAM	2351 NW WESTOVER RD #305	PORTLAND OR	97210
1N1E26CD 11800	MILLER,CHARLIE E	1723 NE 10TH AVE	PORTLAND OR	97212-4010
1N1E34CB 60016	MILLER,CRAIG W TR & MILLER,INGA A TR (MILLER FAMILY TRUST)	420 NW 11TH AVE #514	PORTLAND OR	97209
1N1E34CB 40066	MILLER,DAVID S & JUDY A	498 DELLWOOD DR	EUGENE OR	97405
1S1E03BC 80089	MILLER,DONALD A & BONNIE L	1500 SW 5TH AVE APT 1404	PORTLAND OR	97201-5427
1S1E03CB 80315	MILLER,EDWIN A TR & TINSLEY,MOLLY B TR (MILLER/TINSLEY FAMILY TRUST)	1132 OLD HWY 99 S	ASHLAND OR	97520
1N1E33DA 80104	MILLER,IRA D TR (IRA D MILLER 2000 LIVING TRUST)	408 NW 12TH AVE #311	PORTLAND OR	97209-2945
1N1E33CD 7103	MILLER,JEFFREY L	834 SW ST CLAIR AVE #202	PORTLAND OR	97205-1322
1N1E34CB 90026	MILLER,JOHN A	725 NW FLANDERS ST #406	PORTLAND OR	97209
1N1E34BB 80171	MILLER,JONATHAN & MILLER,DEBORAH L	PO BOX 6599	DENVER CO	80206
1N1E34BB 70253	MILLER,KIBBEN K TR & EMERSON-MILLER,JANET A TR	4719 CATAMOUNT TRL NE	ADA MI	49301-8608
1S1E03CA 90084	MILLER,MARK J & MILLER,JENNIFER R	838 SW 1ST AVE #210	PORTLAND OR	97204-3320
1N1E34BC 60339	MILLER,MARSHALL T TR	131 LA VEREDA RD	SANTA BARBARA CA	93108-2507
1S1E04AD 80162	MILLER,MARY ANN	1500 SW PARK AVE #203	PORTLAND OR	97201
1S1E04AD 60059	MILLER,NICHOLAS S & CRYSTAL Y	6421 N OMAHA AVE	PORTLAND OR	97217
1S1E04AD 60364	MILLER,PATRICIA	2445 NW WESTOVER RD #404	PORTLAND OR	97210-3153
1N1E33DC 70812	MILLER,RICHARD D	1926 W BURNSIDE ST #915	PORTLAND OR	97209-2076
1S1E04AB 4900	MILLER,RICHARD T	10894 SE LENORE ST	HAPPY VALLEY OR	97086
1S1E03CA 90032	MILLER,ROBERT G & MILLER,SHARON L % MILLER FAMILY HOLDINGS LLC	838 SW 1ST AVE #210	PORTLAND OR	97204
1S1E03CA 90344	MILLER,ROBERT G & SHARON L	838 SW 1ST AVE #210	PORTLAND OR	97204
1S1E03CA 90050	MILLER,ROBERT G TR & MILLER,SHARON L TR % MILLER FAMILY HOLDINGS LLC	838 SW 1ST AVE #210	PORTLAND OR	97204
1N1E33AD 70052	MILLER,SCOTT R	1420 NW LOVEJOY ST #614	PORTLAND OR	97209
1N1E33DA 60032	MILLER,SCOTT R & MILLER,TASHA J	602 NW CULPEPPER TER	PORTLAND OR	97210-3121
1N1E33AD 70438	MILLER,SHARON H TR	1420 NW LOVEJOY ST #720	PORTLAND OR	97209
1N1E34BB 88025	MILLER,SHARON L TR	1310 NW NAITO PKWY #M203	PORTLAND OR	97209-3158
1S1E03CB 70027	MILLER,STEPHANIE R & SCOTT A	4540 NE 20TH AVE	PORTLAND OR	97211
1N1E33AD 40239	MILLER,STEVEN A	13153 SW TIMARA LN	PORTLAND OR	97224-1861
1N1E33DA 50242	MILLER,TED M & HOUSEL-MILLER,LUAN	1805 NW GLISAN ST	PORTLAND OR	97209
1N1E33DC 70462	MILLER,THOMAS A & AKIN,REBECCA E	1739 SE 31ST AVE	PORTLAND OR	97214-5005
1S1E03CC 90458	MILLER,VIRGIL V	2221 SW 1ST AVE #2021	PORTLAND OR	97201-5023
1S1E03CC 90175	MILLER,WILLIAM K & MILLER,CONNIE M	2309 SW 1ST AVE #841	PORTLAND OR	97201
1N1E33DA 40014	MILLIGAN,ANNA & MILLIGAN,SAMUEL	17109 ADAMS RD	GRANGER IN	46530
1N1E34CB 90007	MILLIKEN,STEPHEN G & MILLIKEN,REBECCA P	2120 KALORAMA RD NW #3	WASHINGTON DC	20008
1N1E33AD 80025	MILLMAN,DAVID & LEVY,JULIETTE	1314 NW IRVING ST #402	PORTLAND OR	97209-2724
1S1E03CB 80001	MILLMAN,MICHAEL D & MILLMAN,MARI A	255 SW HARRISON ST #1A	PORTLAND OR	97201-5339
1S1E03CC 90589	MILNE,JAMES C TR	1312 SW 16TH AVE #101	PORTLAND OR	97201-2620

1S1E04AB 2700	MILNE,JAMES C TR (JAMES C MILNE TRUST)	1312 SW 16TH AVE #101	PORTLAND OR	97201-2620
1S1E04BA 80065	MILNE,KATHLEEN C TR & MILNE,THOMAS L TR	1132 SW 19TH AVE #708	PORTLAND OR	97205-1744
1S1E03CA 90470	MILOCK,DIANA L TR	3256 SE TORCH LAKE DR	BELLAIRE MI	49615
1S1E03CB 70005	MIN,ALEXANDER W	5566 NW PRIMINO AVE	PORTLAND OR	97229-2672
1S1E03CB 70048	MINAIRES LTD % ROGERS,C J "SOLVIK" CALLE DE AVILA 25	SOTOGRANDE	11310 CADIZ	SPAIN
1S1E02BC 1300	MINCHEFF & MINCHEFF INVEST LLC MINCHEFF & MINCHEFF INVEST II LLC	537 SE ASH ST #101	PORTLAND OR	97214
1N1E35CB 7200	MINCHEFF & MINCHEFF INVESTMENTS IV LLC % MINCHEFF,JEFF	13100 NE 359TH ST	LA CENTER WA	98629-3661
1N1E33DA 60055	MINCHEFF,EVE	39 DAVINCI ST	LAKE OSWEGO OR	97035
1N1E33DA 80036	MINDELL,LAWRENCE E TR & MINDELL,CAROLYN H TR	408 NW 12TH AVE #513	PORTLAND OR	97209
1S1E03CB 70038	MINER,ERIN S	111 SW HARRISON ST #6B	PORTLAND OR	97201-5367
1S1E04AA 70585	MINER,JOHN H F TR & MINER,GERALYNE W TR (MINER FAMILY TR 9/12/05)	1221 SW 10TH AVE #1704	PORTLAND OR	97205
1N1E33AD 40322	MINN,KENNETH A	1400 NW IRVING ST #409	PORTLAND OR	97209
1S1E04AA 70129	MINNITI,NATALIE & MINNITI,JOSEPH & MINNITI,LORI	2297 JOPLIN CT S	SALEM OR	97302-2217
1S1E10AC 306	MIRABELLA AT SOUTH WATERFRONT % PACIFIC RETIREMENT SVCS	1 WEST MAIN ST #303	MEDFORD OR	97501
1N1E34AA 1400	MIRACLE CENTRAL APARTMENTS LP % PORTLAND HOUSING BUREAU ATTN: LOAN SERVICING	421 SW 6TH AVE #500	PORTLAND OR	97204-1620
1S1E03BC 90037	MIRACLE,NANCY A	1209 SW 6TH AVE #704	PORTLAND OR	97204
1N1E34CB 60014	MIRFAZLI,AKHTAR	420 NW 11TH AVE #512	PORTLAND OR	97209-2959
1S1E04AA 70501	MIRI,SHOUKOUH TR	1221 SW 10TH AVE #808	PORTLAND OR	97205-2445
1S1E04AB 5500	MISAR,KURT A & COLLEEN M	1719 SW CLAY ST	PORTLAND OR	97201-2528
1N1E33DA 60036	MISEVCH,LEE A & MISEVCH,RUTH K	121 N 3RD AVE	TUCSON AZ	85705-8557
1S1E03CA 90251	MISHIMA,EULIA J	840 NW 6TH ST	GRESHAM OR	97030-6931
1S1E03CA 90301	MISHIMA,EULIA J & HENRY	840 NW 6TH ST	GRESHAM OR	97030
1S1E10DB 80107	MISOOK,KIM	841 SW GAINES ST #714	PORTLAND OR	97239-3101
1S1E10DB 90490	MISRA,SUJIT	3601 SW RIVER PKWY #1314	PORTLAND OR	97239-4559
1N1E34BB 70477	MISTKAWI,MANDY	1255 NW 9TH AVE #609	PORTLAND OR	97209
1S1E10DB 90346	MISTRY,KAIZAD	3927 TEMPEST DR	LAKE OSWEGO OR	97035
1S1E10DB 90268	MISTRY,KAIZAD & ARMIJO,LESLIE E	3927 TEMPEST DR	LAKE OSWEGO OR	97035
1S1E10AC 90562	MISTRY,RITABEN A & MISTRY,ASHISH N	3570 SW RIVER PKWY #1005	PORTLAND OR	97239-4540
1N1E34BC 88099	MITCHELL,DAVID L TR & BRADLEY,JUDITH L TR	937 NW GLISAN ST #1337	PORTLAND OR	97209-3266
1N1E33AD 40088	MITCHELL,MARK	1400 NW IRVING ST #729	PORTLAND OR	97209
1N1E34BB 80230	MITCHELL,RICHARD & MITCHELL,NANCY	14157 KOMEDAL RD NE	BAINBRIDGE ISLAND WA	98110-3023
1N1E34CB 99329	MITCHELL,THOR & O'DELL,JAIME	333 NW 9TH AVE #606	PORTLAND OR	97209
1N1E33AD 80050	MITCHELL,WILLIAM E	1314 NW IRVING ST #610	PORTLAND OR	97209-2727
1S1E04AB 90027	MITSUISHI,AKIO	1441 SW CLAY ST #307	PORTLAND OR	97201
1N1E33CD 200	MITTLEMAN PROPERTIES % KIDDER MATHEWS	1 SW COLUMBIA ST #950	PORTLAND OR	97258
1N1E33CD 300	MITTLEMAN PROPERTIES %US BANK CORP REAL ESTATE ATTN TAX DEPT	2800 E LAKE ST	MINNEAPOLIS MN	55406
1S1E02BB 2400	MITTLEMAN PROPERTIES US BANK CORPORATE REAL ESTATE ATTN TAX DEPARTMENT	2800 EAST LAKE ST	MINNEAPOLIS MN	55406
1S1E02CD 11400	MIXZON INCORPORATED	1033 SW YAMHILL ST #301	PORTLAND OR	97205-2539
1N1E34BB 40403	MIYAGUCHI,LANCE T TR & MIYAGUCHI,MARY A TR	720 KAPIOLANI BLVD #603	HONOLULU HI	96813
1N1E34BC 70033	MIZUNO,GREGG K	618 NW 12TH AVE #313	PORTLAND OR	97209
1S1E02CB 10400	MLCA LLC	1901 SE GRAND AVE	PORTLAND OR	97214-4514
1S1E02BB 2300	MLK LLC PAR WEST ENERGY LLC	3450 COMMERCIAL CT	MERIDIAN ID	83642
1N1E28DB 100	MLR INVESTMENT LLC	931 SW KING AVE	PORTLAND OR	97205-1319
1N1E34CA 3400	MM-TP FISH BLOCK LLC	333 NW 9TH AVE STE 1504	PORTLAND OR	97209
1N1E34BB 90042	M-N-M LLC	1400 NW IRVING ST #709	PORTLAND OR	97209
1S1E03CA 90392	MO,CLIFFORD	PO BOX 1651	LAKE OSWEGO OR	97035-0570
1N1E33AD 99002	MOANA CRANE LLC ATTN: HARMON,TIMOTHY J	835 5TH AVE	SAN RAFAEL CA	94901

1S1E03CC 90679	MOCK,JOHN R & DIBERT,CHARLES	2309 SW 1ST AVE #1345	PORTLAND OR	97201
1S1E04AB 70052	MOCK,JOHN S	P O BOX 17490	HONOLULU HI	96817
1S1E04AA 70075	MODDE,DAVID J	1221 SW 10TH AVE #511	PORTLAND OR	97205
1N1E33AD 90000	MODERN CONFECTIONERY LOFTS CON	526 NW 13TH AVE	PORTLAND OR	97209
1N1E34CB 5900	MODERN MEDIA LLC % O'LEARY,TIM B TR % CARDINAL,MICHELLE A TR	2214 SW HOFFMAN ST	PORTLAND OR	97201-3144
1N1E34CB 4300	MODERN MEDIA STUDIO LLC % O'LEARY,TIM B TR	2214 SW HOFFMAN AVE	PORTLAND OR	97201-3144
1N1E34CC 3100	MODISH COAT & SUIT MFG CO	P O BOX 1004	LAKE OSWEGO OR	97034
1N1E34CA 80062	MODJTABAI,MICHAEL A	411 NW FLANDERS ST #502	PORTLAND OR	97209-3855
1S1E02CB 3200	MODUN,JEFFREY K	PO BOX 19941	PORTLAND OR	97280-0941
1N1E34BD 90387	MODY,JAISEN & MODY,SUNITA	3122 NW 114TH TER	PORTLAND OR	97229
1S1E04AD 80286	MOECK,PETER	1500 SW PARK AVE #426	PORTLAND OR	97201
1N1E34BB 88590	MOENICH,JOSEPH T & CHAPPEL,GARY L	1148 MARION ST	DENVER CO	80218-3019
1N1E34CB 99178	MOGHBEL,FARIBA	1990 BYRON ST	PALO ALTO CA	94301-4001
1N1E26DC 13000	MOHAN,BHAGWANDAS TR & MOHAN,RESHMA TR	16270 SW CORMORANT CT	BEAVERTON OR	97007
1S1E03BA 4600	MOHAWK THIRD PARTNERS LLC % LAEROC FUNDS ATTN: DUPONT,SHERRY	2447 PACIFIC COAST HWY #105	HERMOSA BEACH CA	90254
1N1E34BC 60017	MOIEL,DAVID L & MARIA L	820 NW 12TH AVE #604	PORTLAND OR	97209
1S1E02CD 10300	MOKULUA INVESTMENTS LLC	5930 SW IDAHO ST	PORTLAND OR	97221
1N1E34CA 80094	MOLINA,TANYA	1900 SW RIVER DR #N706	PORTLAND OR	97201
1N1E33AD 80049	MOLINAR,JESSICA H & OTTE,DAVID P	1314 NW IRVING ST #510	PORTLAND OR	97209
1N1E33DC 70100	MOLINOS,NICOLAS VICENTE	1926 W BURNSIDE ST #710	PORTLAND OR	97209
1N1E26CD 90048	MOLLET,ROBERT K & KAREN M	1718 NE 11TH AVE #501	PORTLAND OR	97211
1N1E34BB 90347	MOLLOMO,PAUL R TR & MOLLOMO,SALLY D TR	333 NW 9TH AVE #1501	PORTLAND OR	97209
1N1E33CD 80012	MOLYNEUX,ANNA-LUISE	2021 SW MAIN ST #52	PORTLAND OR	97205
1N1E35CD 3000	MOMO 1 LLC	1500 SW 11TH AVE #806	PORTLAND OR	97201
1N1E33DA 80005	MONA LISA INC	1001 SE WATER AVE #140	PORTLAND OR	97214
1N1E33CD 99032	MONAGHAN,CHRISTINA L-50% & MONAGHAN,CHRISTINA L TR-50% (MONAGHAN LIVING TRUST)	PO BOX 279	MANZANITA OR	97130
1N1E28D 80099	MONAHAN,BOBBIE & MONAHAN,JUSTINE	1830 NW RIVERSCAPE ST #302	PORTLAND OR	97209
1N1E33DA 80087	MONBLATT,STEVEN J	408 NW 12TH AVE #205	PORTLAND OR	97209
1N1E34BB 80391	MONROE,MICHAEL L	1133 NW 11TH AVE #709	PORTLAND OR	97209
1N1E34CB 99251	MONROE,ROBERT A TR & MONROE,MARIAN L TR	333 NW 9TH AVE #416	PORTLAND OR	97209-3334
1N1E33DA 80064	MONSEN,MELVIN J JR TR & MONSEN,LISA L J TR	2020 MULDOON RD #328	ANCHORAGE AK	99504
1N1E34BC 70002	MONTAGE PROPERTY LLC	4016 NE 32ND AVE	PORTLAND OR	97212
1N1E34BC 3700	MONTAGNE,DAVID A	PO BOX 3308	SALEM OR	97302
1S1E03CC 90056	MONTANTE,CARL V	2211 SW 1ST AVE #1101	PORTLAND OR	97201
1N1E34CA 80124	MONTAROU,CAROLE	411 NW FLANDERS ST #805	PORTLAND OR	97209
1N1E33CA 15100	MONTEREY APARTMENTS LLC % BRISTOL EQUITIES	2078 NW EVERETT ST	PORTLAND OR	97209
1N1E33AD 40243	MONTERO,ANA I	1400 NW IRVING ST #520	PORTLAND OR	97209-2256
1N1E33DC 70640	MONTERO,CHIEN	13653 SE CALLAHAN RD	HAPPY VALLEY OR	97086-6023
1S1E03CA 90378	MONTGOMERY STREET PARKING GARAGE LLC ATTN: MORE,WILLIAM J	222 N RAMPART ST	NEW ORLEANS LA	70112
1N1E33DC 70187	MONTGOMERY,KENT	PO BOX 71	TROUT LAKE WA	98650
1S1E04AD 80241	MONTI,ALLISON	2505 SW 18TH AVE	PORTLAND OR	97201
1N1E33AD 70308	MONTPAS,MATTHEW G	1420 NW LOVEJOY ST #325	PORTLAND OR	97209
1N1E33AD 70149	MONTROSE,ELISE R	2250 NW KEARNEY ST #408	PORTLAND OR	97210-3063
1N1E34CB 99431	MONTROSE,JEREMY	13985 NW HARVEST LN	PORTLAND OR	97229-3654
1S1E10BD 800	MOODY STREET PARTNERS L L C	1530 SW TAYLOR ST	PORTLAND OR	97205-1819
1N1E34BB 80075	MOODY,GEORGE W JR TR & QUIMBY,CAROL T TR	1496 BRAEMAR DR	WEST LINN OR	97068
1N1E33AD 80048	MOODY,MEGAN D	1314 NW IRVING ST #410	PORTLAND OR	97209

1N1E33DA 60044	MOODY,MICHAEL	3172 NW VALLE VISTA TER	PORTLAND OR	97209
1N1E34BD 90223	MOON,IN-HO & JONG SOOK	10046 NW SKYLINE HEIGHTS DR	PORTLAND OR	97229
1S1E04AD 80282	MOON,J ROBERT JR TR & MOON,SHANNON K TR	17796 DEER PARK LOOP	BAKER CITY OR	97814
1N1E26CD 50006	MOORE,CHRISTOPHER P	31533 SW VILLAGE GREENS CT	WILSONVILLE OR	97070-8426
1N1E34CB 60082	MOORE,DOUGLAS W & MOORE,MALINDA K	937 NW GLISAN ST #731	PORTLAND OR	97209
1N1E34BC 80003	MOORE,GLENN E TR & MOORE,WIDNEY W TR	408 NW 12TH AVE #602	PORTLAND OR	97209
1N1E35BB 80063	MOORE,J SCOTT	533 NE HOLLADAY ST #707	PORTLAND OR	97232
1N1E34BB 50054	MOORE,JENNIFER A	1001 NW LOVEJOY ST #503	PORTLAND OR	97209
1N1E33CD 80025	MOORE,KENNETH B & SCATTARELLA,CHRISTY & SCATTARELLA,ALEX	7515 SE 32ND AVE	PORTLAND OR	97202-8548
1S1E03BC 80024	MOORE,MADELINE B TR	1500 SW 5TH AVE #1105	PORTLAND OR	97201-5425
1S1E03CB 70144	MOORE,MARTHA & THOMAS,EDWARD N	1380 SW ORINDA WAY	PORTLAND OR	97225
1N1E34BC 40178	MOORE,PAMELA I	16415 SW ESTUARY DR #201	BEAVERTON OR	97006-7949
1N1E33DA 4100	MOORE,PETER C & MOORE,CHRISTINA	3629 NE FLANDERS ST	PORTLAND OR	97232
1N1E34BC 60346	MOORE,ROBERT H TR & MOORE,DOLORES S TR	1310 NW NAITO PKWY #505	PORTLAND OR	97209
1S1E03CA 90347	MOORE,RODNEY H	0305 SW MONTGOMERY ST #506	PORTLAND OR	97201-5163
1N1E28D 90025	MOORE,RYAN T	2152 NW 16TH AVE	PORTLAND OR	97209-2564
1N1E34BC 50007	MOORE,THOMAS R TR & MOORE,SUSAN E TR	1128 NW JOHNSON ST #107	PORTLAND OR	97209
1S1E03CB 70191	MOORE,WILLIAM E	111 SW HARRISON ST #15B	PORTLAND OR	97201
1N1E26CD 90002	MORALES,ADRIAN C	1114 NE SCHUYLER ST #102	PORTLAND OR	97212
1N1E34CB 99137	MORALES,FRANCISCO J & JESSICA L M	PO BOX 9879	NEWPORT BEACH CA	92658-1879
1N1E33DA 80110	MORAN,ANDREW	408 NW 12TH AVE #301	PORTLAND OR	97209
1N1E26CD 90035	MORAN,CLINTON & MORAN,DONNA	1718 NE 11TH AVE #401	PORTLAND OR	97212-4077
1N1E34BC 60136	MORAN,KATHARINE	821 NW 11TH AVE #105	PORTLAND OR	97209-3228
1N1E33AD 70121	MORAN,KIRSTEN	1420 NW LOVEJOY ST #710	PORTLAND OR	97209
1N1E33AD 70025	MOREY,LAWRIE	1420 NW LOVEJOY ST #304	PORTLAND OR	97209-2736
1S1E04AA 80002	MORGAN,CAROLYN L	1005 SW PARK AVE #201	PORTLAND OR	97205-2444
1S1E03CB 80239	MORGAN,CYNTHIA J	353 GALLOP WOOD PL	GREAT FALLS VA	22066-1127
1S1E03CC 90656	MORGAN,FRANCES A	2211 SW 1ST AVE #704	PORTLAND OR	97201-5013
1N1E33AD 70063	MORGAN,JANICE L TR	3090 ELDERBERRY DR SOUTH	SALEM OR	97302
1N1E34CB 99428	MORGAN,MICHAEL	333 NW 9TH AVE #1014	PORTLAND OR	97209
1N1E33DA 70039	MORGANTE,CRISTIANO G	416 NW 13TH AVE #508	PORTLAND OR	97209
1N1E34BB 70516	MORIARTY,ROBERT A TR	1255 NW 9TH AVE #1001	PORTLAND OR	97209-2897
1S1E04AA 90030	MORIMOTO,SHARON L	1134 SW JEFFERSON ST #409	PORTLAND OR	97201
1S1E04AB 70041	MORONEY,PAUL & MORONEY,JEAN	5360 CHELSEA ST	LA JOLLA CA	92037-7912
1N1E34BD 90518	MORRELL,JAMES W & MORRELL,DAWN	720 NW NAITO PKWY #D18	PORTLAND OR	97209
1N1E34CB 40076	MORRILL,ALAN G JR TR & MORRILL,BRENDA G TR	3455 NE 33RD PL	PORTLAND OR	97212-2655
1N1E34CB 80077	MORRIS,MARTIN A	300 NW 8TH AVE #201	PORTLAND OR	97209
1S1E03BC 80142	MORRIS,MARY S	1500 SW 5TH AVE #1207	PORTLAND OR	97201
1S1E03CA 90237	MORRIS,THOMAS & MORRIS,JUDITH	4782 AUBURN LN	LAKE OSWEGO OR	97035-1503
1N1E34BD 90182	MORRIS,THOMAS J TR & MORRIS,SUSAN A TR	PO BOX 579	CANNON BEACH OR	97110-0579
1S1E03BA 2800	MORRISON BRIDGEHEAD LLC ATTN: DANIEL J PETRUSICH	111 SW COLUMBIA ST #1380	PORTLAND OR	97201
1N1E33DD 3900	MORRISON DEVELOPMENT LLC	621 SW ALDER ST #800	PORTLAND OR	97205
1S1E03BA 5000	MORRISON STREET CF LLC % ASHFORTH PACIFIC INC ATTN: SHELBY,ALLEN	1211 SW 5TH AVE #2230	PORTLAND OR	97204
1S1E03BA 2600	MORRISON STREET INVESTMENT CO LLC	5200 SE HARNEY DR	PORTLAND OR	97206-0837
1N1E33DC 1800	MORRISON STREET LLC % SACKS,ROBERT	1532 SW MORRISON ST #1000	PORTLAND OR	97205-1942
1N1E34BC 40279	MORRISON,BRUCE F & MORRISON,JEANETTE	1030 NW JOHNSON ST #612	PORTLAND OR	97209
1S1E04BA 80064	MORRISON,SHANE	1132 SW 19TH AVE #707	PORTLAND OR	97205

1N1E34BB 40013	MORRISSEY,THOMAS B TR	949 NW OVERTON ST #309	PORTLAND OR	97209
1N1E34CB 40246	MORROW,WARREN R & MORROW,NANCY J	1025 NW COUCH ST #1019	PORTLAND OR	97209
1N1E26CD 10000	MORSE,DONALD P & MCALISTER,DORIS J	1316 NE SCHUYLER ST	PORTLAND OR	97212-4367
1N1E34BB 90286	MORSE,LINDSEY B	1030 NW 12TH AVE #112	PORTLAND OR	97209
1S1E04AD 90000	MOSAIC CONDOMINIUM ASSOCIATION C/O CMI	2105 SE 9TH AVE	PORTLAND OR	97214
1S1E04AD 90027	MOSAIC603 LLC	3601 SW RIVER PKWY #309	PORTLAND OR	97239
1N1E33AD 40418	MOSELEY,MEGAN	1400 NW IRVING ST #709	PORTLAND OR	97209-2260
1N1E34BB 90050	MOSELEY,MEGAN M	1400 NW IRVING ST #709	PORTLAND OR	97209-2260
1S1E10DB 90169	MOSES,KIEL N	3601 SW RIVER PKWY #1418	PORTLAND OR	97239
1N1E34BB 80139	MOSES,MICHAEL A & MOSES,HARRIET R	1130 NW 12TH AVE #616	PORTLAND OR	97209
1S1E02BC 1800	MOSHER PROPERTIES LLC	11502 NW LAIDLAW RD	PORTLAND OR	97229
1S1E04AD 60344	MOSS,GREGORY D TR & MOSS,PATRICIA L TR	1500 SW 11TH AVE #2303	PORTLAND OR	97201
1S1E03BC 80022	MOSSER,JOHN D TR	1500 SW 5TH AVE #1101-02	PORTLAND OR	97201
1S1E03CD 90531	MOTE,RANDY L & LORI D	1930 SW RIVER DR #W203	PORTLAND OR	97201
1N1E34BB 88570	MOTRONI,JAMES & HIROS,DIANA	1310 NW NAITO PKWY #701	PORTLAND OR	97209-3161
1N1E34BD 90420	MOTT,STEPHEN	840 NW NAITO PKWY #H-10	PORTLAND OR	97209
1N1E27DD 8300	MOUNT OLIVET BAPTIST CHURCH	8501 N CHAUTAUQUA BLVD	PORTLAND OR	97217
1S1E03CC 90272	MOUNTAIN,JOHN A TR & MAYNARD,CHERYL A TR	PO BOX 114	JENNER CA	95450-0114
1S1E02BC 100	MOUNTAINVALE L L C	1905 SE 10TH AVE	PORTLAND OR	97214
1S1E03CB 70219	MOYER,TIMOTHY P	111 SW HARRISON ST #17A	PORTLAND OR	97201-5382
1N1E33AD 70105	MOYER,TODD K & MOYER,KAREN L	1420 NW LOVEJOY ST #328	PORTLAND OR	97209
1N1E33DC 70595	MOZINSKI,STEVEN P	1926 W BURNSIDE ST #507	PORTLAND OR	97209-2071
1N1E34CA 3100	MRA SERA LLC % MENASHE,MICHAEL E	333 NW 9TH AVE #1504	PORTLAND OR	97209
1N1E28DB 400	MRT EXPLORATION CO % UNION PACIFIC RAILROAD PROPERTY TAX	1400 DOUGLAS STOP 1640	OMAHA NE	68179-1640
1N1E27CA 3200	MSB LLC	PO BOX 146	LAKE OSWEGO OR	97034
1N1E27CA 3000	MSC LLC	PO BOX 146	LAKE OSWEGO OR	97034
1N1E27BD 2400	MSD LLC	PO BOX 146	LAKE OSWEGO OR	97034
1N1E27BD 2200	MSI LLC	PO BOX 146	LAKE OSWEGO OR	97034
1N1E27DD 8000	MT OLIVET BAPTIST CHURCH OF PO	116 NE SCHUYLER ST	PORTLAND OR	97212
1N1E33DC 70046	MUANGMAITHONG,KOMSON & NALINTIP & MUANGMAITHONG,KOLLYN	1670 SUNNYVALE AVE	WALNUT CREEK CA	94597
1N1E34CB 40046	MUEHLNER,ROLAND O	1025 NW COUCH ST #813	PORTLAND OR	97209
1S1E04AD 80222	MUELLER,DANIEL R	14930 NW TRANQUILITY DR	BANKS OR	97106
1S1E04AA 70451	MUELLER-CRISPIN,DEANNA E & MUELLER-CRISPIN,WILFRIED	1221 SW 10TH AVE #1013	PORTLAND OR	97205-2476
1S1E04AA 70660	MUELLER-CRISPIN,WILFRIED & MUELLER-CRISPIN,DEANNA	1221 SW 10TH AVE #1013	PORTLAND OR	97205-2476
1N1E34CB 40249	MUGHAN,TERENCE & MUGHAN,MARY Y	1025 NW COUCH ST #1022	PORTLAND OR	97209
1S1E03BC 80068	MUKLANOVICH,OLGA	1500 SW 5TH AVE #803	PORTLAND OR	97201-5422
1N1E33DC 70015	MULDER,ROBERT B	1926 W BURNSIDE ST #215	PORTLAND OR	97209
1S1E03CB 70101	MULLBOCK,MARK 1-2-9-208 MIDORI-CHO	MUSASHINO-SHI	TOKYO 180-0012	JAPAN
1N1E34BB 88098	MULLER,MARTIN	1310 NW NAITO PKWY #503	PORTLAND OR	97209
1N1E35CC 90003	MULLIN,ROBERT F	216 SE 8TH AVE	PORTLAND OR	97214
1N1E33DC 5800	MULTNOMAH AMATEUR ATHLETIC CLU	1849 SW SALMON ST	PORTLAND OR	97205-1726
1N1E33CD 800	MULTNOMAH ATHLETIC CLUB	1849 SW SALMON ST	PORTLAND OR	97205-1726
1S1E03BD 80016	MULTNOMAH COUNTY % COUNTY ATTY (ATTN KME)	501 SE HAWTHORNE BLVD #500	PORTLAND OR	97214
1S1E02BB 8300	MULTNOMAH COUNTY % DEPT OF TRANSPORTATION	1620 SE 190TH AVE	PORTLAND OR	97233
1S1E03BD 90001	MULTNOMAH COUNTY % DIV OF FACILITIES & PROPERTY MANAGEMENT	401 N DIXON ST	PORTLAND OR	97227
1S1E03AD 6900	MULTNOMAH COUNTY % ENGINEERING SERVICES	2115 SE MORRISON ST	PORTLAND OR	97214-2865
1S1E03AD 7000	MULTNOMAH COUNTY % PROPERTY MANAGEMENT	401 N DIXON ST	PORTLAND OR	97227-1865

1N1E35CD 12300	MULTNOMAH COUNTY %PROPERTY MANAGEMENT	401 N DIXON ST	PORTLAND OR	97227-1865
1N1E34CC 4100	MULTNOMAH COUNTY (LEASED KARL J KLEIN INC DBA KLEIN JEWELERS	511 SW WASHINGTON ST	PORTLAND OR	97204
1S1E04AA 300	MULTNOMAH COUNTY LIBRARY DISTR %FACILITIES & PROPERTY MANAGEM	401 N DIXON ST	PORTLAND OR	97227
1S1E02BC 7200	MULTNOMAH COUNTY(LEASED OREGONIAN PUBLISHING CO % FACILITIES & PROPERTY MGMT	401 N DIXON ST	PORTLAND OR	97227-1865
1S1E03DA 600	MULTNOMAH COUNTY(LEASED AMERICAN METAL PRODUCTS % PROPERTY MANAGEMENT	401 N DIXON ST	PORTLAND OR	97227-1865
1N1E34CC 4100	MULTNOMAH COUNTY(LEASED JPMORGAN CHASE BANK NA % PROPERTY MANAGEMENT	401 N DIXON ST	PORTLAND OR	97227-1865
1S1E02BC 7200	MULTNOMAH COUNTY(LEASED MULTIPLE TENANTS % PROPERTY MANAGEMENT	401 N DIXON ST	PORTLAND OR	97227-1865
1S1E03BD 1200	MULTNOMAH COUNTY(LEASED TO KING,DENNIS & THOMSON,DAVID	1220 SW 1ST AVE	PORTLAND OR	97204-3201
1S1E10DB 90742	MUNIZ,SANTIAGO & MUNIZ,NANCY E	5183 FIRWOOD DR	WEST LINN OR	97068
1S1E10AC 90135	MUNLY,NIXON E TR	3570 SW RIVER PKWY #613	PORTLAND OR	97239
1N1E34CC 5300	MUNLY,NIXON E TR % 511 SW 10TH LLC	621 SW ALDER ST #800	PORTLAND OR	97205
1S1E02BC 3600	MUNSON,LYNN K & MUNSON,ANN	1335 S WOODBINE RD	WEST LINN OR	97068-9232
1N1E27DB 8500	MUNSON,ROBERT D & DEBRA M	1702 NW 91ST PL	PORTLAND OR	97229-4123
1N1E27BD 6000	MURASE PROPERTIES LLC	5214 N WILLIAMS AVE	PORTLAND OR	97217-2736
1N1E33AD 40214	MURASE,JUDY K TR (SURVIVING TRUSTOR'S FUND OF THE MURASE FAMILY TRUST)	1400 NW IRVING ST #717	PORTLAND OR	97209
1N1E34BC 2600	MURASE,SCOTT D & MURASE,WEI	3926 N LONGVIEW AVE	PORTLAND OR	97227-1026
1N1E34BC 88359	MURASE,SHAWN K	5214 N WILLIAMS AVE	PORTLAND OR	97217-2736
1S1E04AB 60032	MURCH,TIMOTHY A & CARVELL MURCH,KIM H	1234 SW 18TH AVE #403	PORTLAND OR	97205
1N1E34BB 70496	MURDOCH,ANDREW T	4600 SW KELLY AVE	PORTLAND OR	97239-4220
1N1E33DA 50149	MURPHY,BARBARA V TR	2333 EVANGELINES WAY	VIRGINIA BEACH VA	23451
1S1E04BA 90001	MURPHY,DENNIS J TR & MURPHY,DENNIS J JR TR	PO BOX 2082	SEASIDE OR	97138
1N1E34CB 40222	MURPHY,DENNIS P	1025 NW COUCH ST #821	PORTLAND OR	97209
1S1E10AC 90012	MURPHY,EDWARD J JR TR & MURPHY,EDWARD J III TR (EDWARD J MURPHY JR TRUST)	0836 SW CURRY ST #302	PORTLAND OR	97239-4521
1S1E03CB 80061	MURPHY,PETER	255 SW HARRISON ST #9B	PORTLAND OR	97201-5386
1S1E03BC 80130	MURPHY,THOMAS J TR & MURPHY,JEAN C TR	1500 SW 5TH AVE APT 1606	PORTLAND OR	97201-5429
1S1E03CC 90671	MURPHY,WILLIAM S	733 E PLATEAU RD	SPOKANE WA	99203
1N1E33AD 40012	MURRAY,MATTHEW W	1400 NW IRVING ST #424	PORTLAND OR	97209
1S1E03CA 90033	MURRAY,NANCY D	2220 HILLSIDE DR	LAKE OSWEGO OR	97034
1N1E33AD 40389	MURRAY,ROBERT	1400 NW IRVING ST #611	PORTLAND OR	97209
1N1E33DA 50233	MURRAY,WILLIAM H & MURRAY,KATHLEEN A	311 NW 12TH AVE #502	PORTLAND OR	97209
1S1E03CA9 90036	MURRY,JAMES R	7223 SW ASCOT CT	PORTLAND OR	97225
1S1E03CA 90214	MURRY,JIM	1551 SW UPPER HALL ST	PORTLAND OR	97201
1N1E34CB 99420	MUSE,STEPHANIE E	333 NW 9TH AVE #1002	PORTLAND OR	97209-3343
1N1E34CB 88001	MUSEUM OF CONTEMPORARY CRAFT	511 NW BROADWAY	PORTLAND OR	97209
1N1E34CB 9900	MUSIC SHEET BUILDING LLC %QUIXOTE INVESTMENT	PO BOX 759	PORTLAND OR	97207
1N1E34CA 4600	MUSOLF MANOR LIMITED PARTNERSHIP % INNOVATIVE HOUSING INC	219 NW 2ND AVE	PORTLAND OR	97209-3905
1S1E04AD 60043	MUSSCHE,INGEBORG J I	1500 SW 11TH AVE #801	PORTLAND OR	97201
1N1E34BC 40113	MUTHU,PRABU	1030 NW JOHNSON ST #222	PORTLAND OR	97209
1N1E34BD 90519	MUTSCHLER GROUP LLC	4993 MAPLETON DR	WEST LINN OR	97068
1S1E03CB 80323	MUZZIO,THOMAS	255 SW HARRISON ST #21-H	PORTLAND OR	97201-5388
1N1E33DD 900	MWS FLANDERS LLC & TAYMOR FLANDERS LLC % DOWNTOWN DEVELOPMENT GROUP L	920 SW 6TH AVE #223	PORTLAND OR	97204
1N1E33DA 2800	MWS FLANDERS LLC-50% & TAYMOR FLANDERS LLC-50% % DOWNTOWN DEVEL GROUP LLC	920 SW 6TH AVE #223	PORTLAND OR	97204-1207
1N1E34CD 8000	MWS L-75 LLC ET AL	920 SW 6TH AVE #223	PORTLAND OR	97204
1N1E33DC 90003	MYERS,CARMEN & FORSLAND,JESSE	709 SW 16TH AVE #102	PORTLAND OR	97205
1N1E34BB 70188	MYERS,ERIC & MYERS,MEGAN	PO BOX 28422	PORTLAND OR	97228-8400
1N1E34CA 80113	MYERS,GRANT E TR & MYERS,JUDY M TR (GRANT E & JUDY M MYERS TRUST)	3460 FOOTHILL RD	MARKLEEVILLE CA	96120
1N1E33DC 70423	MYERS,JEFF & RICHARDSON,JON	1926 W BURNSIDE ST #719	PORTLAND OR	97209

1S1E04AA 80047	MYERS,MERIANNE & MYERS,THOMAS M	PO BOX 243	WARRENTON OR	97146-0243
1N1E33DA 80060	MYERS,MICHAEL	408 NW 12TH AVE #212	PORTLAND OR	97209
1N1E34DD 1400	MYERS,MICHAEL G	110 SE 2ND AVE	PORTLAND OR	97214
1S1E03CC 90069	MYERS,PORTER C JR & MYERS,MARGARET R	2211 SW 1ST AVE #1304	PORTLAND OR	97201
1N1E27CA 8000	N INTERSTATE PROPERTIES LLC	9011 SW BVTN-HILLS HWY #1-A	PORTLAND OR	97225
1S1E04AA 700	N&NRES II LLC ATTN NEW,MARK	900 SW 13TH AVE	PORTLAND OR	97205
1N1E34BB 80366	NADELL,RALPH S & NADELL,JEANNETTE	1133 NW 11TH AVE #415	PORTLAND OR	97209
1S1E02CC 3400	NAGEL FAMILY REAL ESTATE LIMITED PARTNERSHIP % NAGEL,LORRAINE M	45 CONDOLEA CT	LAKE OSWEGO OR	97035-1002
1S1E10AC 90216	NAHM,KEVIN I & ALICE S	13135 SW BULL MOUNTAIN RD	TIGARD OR	97224
1S1E03BC 90041	NAHM,OHNN & NAHM,SEOUNGOK	1209 SW 6TH AVE #806	PORTLAND OR	97201
1S1E04AD 80040	NAIRN,JOHN A TR & NAIRN,MARGARET H TR	2995 NW SNOWBERRY PL	CORVALLIS OR	97330-3517
1N1E33DC 90026	NAKAMA,MARI L	6312 SW BARNES RD	PORTLAND OR	97221-1528
1N1E33CB 50284	NAKAYAMA,LYNETTE K TR (LYNETTE K NAKAYAMA REVOCABLE TRUST)	2351 NW WESTOVER RD #708	PORTLAND OR	97210
1S1E03BC 80081	NALEWAY,ROCH	1500 SW 5TH AVE #404	PORTLAND OR	97201
1N1E34BC 50004	NALLAKRISHNAN,MURALI TR & NALLAKRISHNAN,INDIRA P TR	2970 NW CIRCLE A DR	PORTLAND OR	97229-3608
1S1E04AD 80175	NAM,ELAINE	1500 SW PARK AVE #216	PORTLAND OR	97201-3473
1S1E04AA 70410	NARAGHI,ANN	609 METAIRIE RD #416	METAIRIE LA	70005
1S1E04BA 90014	NARLOCK,MARY E	2020 SW MARKET STREET DR #203	PORTLAND OR	97201
1S1E02BD 7201	NASE MAIN STREET LLC ATTN: NASECO	PO BOX 3032	SUNRIVER OR	97707-0032
1N1E33CB 50025	NASETH,GARY J & NASETH,DIANE M	2351 NW WESTOVER RD #401	PORTLAND OR	97210
1N1E28D 90011	NASH,BRANDON	2042 NW 16TH AVE	PORTLAND OR	97209
1N1E33AD 40114	NASH,JAMES K	1712 ARLINGTON ST	RALEIGH NC	27608
1N1E34BC 99136	NATARAJAN,SANJAY S & ENAND,MONICA	922 NW 11TH AVE #909	PORTLAND OR	97209
1N1E33DD 2000	NATHAN,PETER A	2455 NW MARSHALL ST #1	PORTLAND OR	97210
1S1E03CB 80233	NATHAN,RANJANA	2840 CARRIAGE WAY	WEST LINN OR	97068-2215
1S1E03CC 400	NATIONAL COLLEGE OF NATURAL MEDICINE ATTN SCHLEICH,DAVID	049 SW PORTER ST	PORTLAND OR	97201
1N1E34BB 60291	NAYDENOV,MARTIN E	1125 NW 9TH AVE #524	PORTLAND OR	97209-2871
1S1E03CD 500	NBP RIVER DRIVE INVESTMENTS LLC % NOECKER,LAUREN	9 SE 3RD AVE #100	PORTLAND OR	97214-1247
1N1E33DA 1800	ND FLANDERS LLC ET AL	2839 SW 2ND AVE	PORTLAND OR	97201-4711
1N1E26DC 13700	NE BROADWAY PARTNERS	P O BOX 529	EUGENE OR	97440-0529
1S1E10DB 80557	NEAL FAMILY TRUST % NEAL,GUY M & JOLENE A	0841 SW GAINES ST #2300	PORTLAND OR	97239-3105
1S1E04AB 70066	NEAL,DONNA J TR PMB 211	5331 SW MACADAM AVE #258	PORTLAND OR	97239
1N1E34BC 80018	NEEDHAM,GAILYVONNE	2102 E 9TH ST	VANCOUVER WA	98661-4312
1S1E10DB 80168	NEET,ROGER	3032 NW CHAPIN DR	PORTLAND OR	97229
1N1E33AD 40386	NEFSKY,REBECCA J	1400 NW IRVING ST #608	PORTLAND OR	97209-2257
1N1E34BB 88198	NEICE,JAMES A & NEICE,JOAN M	1260 NW NAITO PKWY #1005	PORTLAND OR	97209-3156
1S1E04AD 60287	NEILSEN,BRENT T TR & NEILSEN,NATSUMI M TR	1500 SW 11TH AVE #2201	PORTLAND OR	97201
1S1E04AA 70527	NEILSEN,THOMAS E & NEILSEN,CHRISTINE H	1221 SW 10TH AVE #1604	PORTLAND OR	97205
1S1E04AA 70584	NEILSEN,THOMAS E TR & NEILSEN,CHRISTINE H TR	1221 SW 10TH AVE #1604	PORTLAND OR	97205
1N1E33DC 70682	NEIMAN,STEVEN W	1926 W BURNSIDE ST #412	PORTLAND OR	97209-2070
1N1E33DC 70151	NELSON,ANN	1420 NW 20TH AVE #505	PORTLAND OR	97209-1677
1N1E34BB 90139	NELSON,CHRISTOPHER J TR & NELSON,BARBARA M TR	3138 NW VERDE VISTA TER	PORTLAND OR	97210
1N1E34BB 40267	NELSON,CRAIG L TR & NELSON,LINDA A TR	949 NW OVERTON ST, #713	PORTLAND OR	97209
1S1E03CC 90588	NELSON,GUY TR & NELSON,LINDA TR (NELSON FAMILY REVOCABLE TRUST	2309 SW 1ST AVE #1543	PORTLAND OR	97201
1N1E34BB 40471	NELSON,JILL A TR (JILL A NELSON TRUST)	949 NW OVERTON ST #308	PORTLAND OR	97209
1S1E03BC 90047	NELSON,WILLIAM C TR & NELSON,PATRICIA A TR	1209 SW 6TH AVE #903	PORTLAND OR	97204
1N1E34DD 900	NEMARNIK FAMILY PROPERTIES LLC	201 NE 2ND AVE	PORTLAND OR	97232-2984

1N1E34DA 1900	NEMARNIK,DAVID P	201 NE 2ND AVE	PORTLAND OR	97232-2993
1N1E33DA 80016	NER 2 LLC ATTN EREZ RUSSO	215 NW PARK AVE	PORTLAND OR	97209
1N1E34CB 99407	NERN,CRAIG F TR & DESARO,TERRI L TR	PO BOX 257	MANZANITA OR	97130
1N1E33DC 70170	NESTLER,RICHARD C & NESTLER,JANICE R & NESTLER,LAURA	1926 W BURNSIDE ST #1108	PORTLAND OR	97209-2078
1N1E33DC 70518	NESTLER,RICHARD C & NESTLER,JANICE R & NESTLER,LAURA S	5600 145TH AVE SE	BELLEVUE WA	98006-4381
1S1E10AC 90201	NETTO,JOAO P	3570 SW RIVER PKWY #1605	PORTLAND OR	97239
1N1E34BB 60309	NEUBURGER,NIKKI K	3026 NE 12TH AVE	PORTLAND OR	97212-3250
1S1E04AA 70351	NEUBURGER,THOMAS & MASCITELLI,ALIDA	1221 SW 10TH AVE #310	PORTLAND OR	97205
1S1E10AC 90124	NEUENSCHWANDER,MICHAEL	3570 SW RIVER PKWY #505	PORTLAND OR	97239
1N1E34BD 90064	NEUGEBAUER,BRILEY	940 NW NAITO PKWY #L11	PORTLAND OR	97209-3755
1N1E34BB 88526	NEUMAN,NANCY R TR & NEUMAN,MICHAEL J TR	1260 NW NAITO PKWY #410	PORTLAND OR	97209
1S1E02BC 1900	NEUSTADER BUILDING LLC	35393 HWY 19	KIMBERLY OR	97848-6217
1N1E34BC 70015	NEUWELT,EDWARD A TR & NEUWELT,ELIZABETH S TR (NEUWELT FAMILY TRUST)	4246 SW MCDONNELL TER	PORTLAND OR	97239-1550
1N1E34CB 60099	NEVES,RANDALL T	1841 SE 20TH AVE	PORTLAND OR	97214-4803
1N1E34BC 88090	NEVES,RICHARD & NEVES,MICHELLE	838 20TH AVE N	KIRKLAND WA	98033
1N1E33AD 70331	NEVILLE,CHRISTOPHER	12962 W BALLAD DR	SUN CITY WEST AZ	85375-1835
1N1E33DA 80118	NEVILLE,DALENE RAE TR	1025 NW COUCH ST #721	PORTLAND OR	97209-4131
1N1E34CB 40209	NEVILLE,DALENE TR 1/2 & TRINCHERO,JASON TR 1/2 & TRINCHERO,JILL TR	1025 NW COUCH ST #721	PORTLAND OR	97209
1N1E34CC 2900	NEW AVENUES FOR YOUTH INC % COWDERY,KENNETH	1220 SW COLUMBIA ST	PORTLAND OR	97201
1N1E34CD 8900	NEW DEKUM LLC	13625 NE JARRETT ST	PORTLAND OR	97230
1S1E02CB 5000	NEW PARADIGM MANAGEMENT INC	7709 SE 31ST AVE	PORTLAND OR	97202
1N1E34CA 300	NEW RILEY HOUSE %BLANKET HOUSE OF HOSPITALITY	310 NW GLISAN ST	PORTLAND OR	97209
1N1E34DD 1000	NEW SEASONS MARKET LLC	1300 SE STARK ST STE 401	PORTLAND OR	97214-2473
1S1E03CB 80133	NEW,JORDAN M	255 SW HARRISON ST #19B	PORTLAND OR	97201
1N1E34BC 60107	NEW,TERRY	820 NW 12TH AVE #222	PORTLAND OR	97209-3045
1S1E04AD 60010	NEWBAUER,ALAN K & STEVENS,SYLVIA E	1500 SW 11TH AVE #303	PORTLAND OR	97201
1N1E34BB 60024	NEWBURGH,KIRK TR & NEWBURGH,GENE C TR	3226 NW COVEY RUN RD	CORVALLIS OR	97330
1N1E33CD 99031	NEWBURGH,TATE G	140 NW MAYWOOD DR	PORTLAND OR	97210-3330
1S1E03CD 90523	NEWCOMB,EVERETT W III & NEWCOMB,SHIRLEY I	1930 SW RIVER DR #W105	PORTLAND OR	97201
1N1E34BC 99167	NEWEY,WENDY J	922 NW 11TH AVE #202	PORTLAND OR	97209-2776
1S1E04AB 7400	NEWLANDS,LAWRENCE A & DODD,KELLEY R	1535 SW 17TH AVE	PORTLAND OR	97201
1N1E33AD 70215	NEWMAN,CHRISTOPHER J & NEWMAN,SHARON L	1420 NW LOVEJOY ST #621	PORTLAND OR	97209
1S1E04AA 70586	NEWMAN,DAVID S & NEWMAN,MARJORIE G	1221 SW 10TH AVE #1806	PORTLAND OR	97205-2485
1S1E04AB 60080	NEWMAN,GARRICK P	1234 SW 18TH AVE #204	PORTLAND OR	97205
1S1E04AA 70654	NEWMAN,MARJORIE & NEWMAN,DAVID	1221 SW 10TH AVE #1806	PORTLAND OR	97205-2438
1S1E04AA 70645	NEWMAN,SUSAN K TR	1221 SW 10TH AVE #1201	PORTLAND OR	97205-2477
1S1E11BA 10200	NEWMARK PROPERTIES PARTNERSHIP	9200 SW BARNES RD #C	PORTLAND OR	97225-6624
1N1E34BB 90348	NEWTON,JAN M & MCCALLUM,IAN	1030 NW 12TH AVE #317	PORTLAND OR	97209
1N1E34CB 60058	NEWTON,ROBERT W & BRACKETT,JOHN	420 NW 11TH AVE #714	PORTLAND OR	97209
1N1E34BC 88315	NG,SAMMY	937 NW GLISAN ST #1233	PORTLAND OR	97209
1N1E34BC 88250	NG,YONG-GEE	937 NW GLISAN ST #633	PORTLAND OR	97209
1S1E10AC 90515	NGAN,BENNY H G & WONG-NGAN,JULIA A	2836 SE REX ST	PORTLAND OR	97202
1S1E02CB 1100	NGAN,SIU KING	PO BOX 8001	PORTLAND OR	97207
1S1E10DB 90167	NGO,MIKE M & HOANG,MARY T	16366 SW SIENNA LN	BEAVERTON OR	97007-8801
1N1E33DA 60120	NGUYEN,ANGELA	2311 SW TROY ST	PORTLAND OR	97219-2659
1N1E34CB 60085	NGUYEN,AU H TR & EMERSON,MARY L TR	1515 NEWHALL ST	SANTA CLARA CA	95050
1N1E34CB 40242	NGUYEN,LAN T T	PO BOX 3744	PORTLAND OR	97208

1N1E34BB 60158	NGUYEN,NINH V	1125 NW 9TH AVE #109	PORTLAND OR	97209
1N1E34BB 60034	NGUYEN,NINH VAN & NGO,TUOI THI	1125 NW 9TH AVE #109	PORTLAND OR	97209
1S1E10DB 90561	NGUYEN,PHUONG KIM TR	11413 SE NORWOOD LOOP	HAPPY VALLEY OR	97086
1S1E04AD 90001	NGUYEN,THU A	1205 SW CARDINELL DR #310	PORTLAND OR	97201-6745
1N1E34BB 88111	NGUYEN,THUC QUYNH & SIMMONS,TROY	1260 NW NAITO PKWY UN 507B	PORTLAND OR	97209
1S1E03CB 70023	NICE,MATTHEW L	111 SW HARRISON ST #4C	PORTLAND OR	97201
1N1E34BD 90569	NICHLOSON,BRADLEY A	1775 YORK AVE #34A	NEW YORK NY	10128-6921
1N1E34BB 80148	NICHOL,CYNTHIA A	1130 NW 12TH AVE #602	PORTLAND OR	97209-2859
1N1E34BB 40561	NICHOLAS,CHRISTOPHER I TR & NICHOLAS,CHRISTINE L TR	6205 INDIAN RIDGE DR	EARLYSVILLE VA	22936
1N1E34CB 40166	NICHOLS,CAROLYN M TR ET AL	1025 NW COUCH ST #1314	PORTLAND OR	97209-4137
1N1E34BB 40063	NICHOLS,DOUGLAS R & NICHOLS,JANET L	2638 BLOOMSBURG MANOR DR	DURHAM NC	27703-7892
1S1E10AC 90043	NICHOLS,HOWARD F JR & NICHOLS,HELEN B	0836 SW CURRY ST #904	PORTLAND OR	97239
1N1E34BD 90165	NICHOLSON,RICK & NICHOLSON,KELLIE	2130 N KILPATRICK ST	PORTLAND OR	97217
1N1E34BB 70273	NICHTER,DANIEL	1255 NW 9TH AVE #514	PORTLAND OR	97209
1N1E35CC 10700	NICKEL PROPERTY MANAGEMENT LLC %SUSAN HOTALLING	PO BOX 36	HARTVILLE MO	65667
1S1E03CC 90386	NICKERSON,ROBERT A & ULUM,ANN M	2221 SW 1ST AVE #824	PORTLAND OR	97201
1S1E03CC 90236	NICOLA,JOHN W & YOUNG-NICOLA,CAROLYN	2221 SW 1ST AVE #724	PORTLAND OR	97201
1N1E33DC 70001	NICOLI,DANIEL P & NICOLI,TAYLOR M	1926 W BURNSIDE ST #201	PORTLAND OR	97209
1N1E33DC 70411	NICOLI,KRISTA A	4175 SOUTHSHORE BLVD	LAKE OSWEGO OR	97035-5507
1N1E34CB 99069	NICOLOFF,MARC	5239 YORK AVE S	MINNEAPOLIS MN	55410-2132
1N1E34CB 40271	NICOLOFF,ROBERT J & NICOLOFF,MARTHA M	2376 CRESTLINE BLVD NW	OLYMPIA WA	98502
1N1E34BB 90032	NIEDERMEYER,ERIC	1129 NW 11TH AVE	PORTLAND OR	97209
1N1E34BB 88416	NIEDERMEYER,THOMAS J JR %MATRIX FINANCIAL	60 WALNUT ST	WELLESLEY MA	2481
1N1E33CB 50319	NIELSON,PATRICK A & NIELSON,DORRIS F	2351 NW WESTOVER RD #514	PORTLAND OR	97210
1S1E04AA 4400	NIEMEYER,JOHN	15 82ND DR STE 210	GLADSTONE OR	97027-2549
1N1E34BC 99131	NIESTEMPSKI,WILLIAM F	922 NW 11TH AVE #303	PORTLAND OR	97209
1N1E34BC 40395	NIEZGODA,FRANK J	1030 NW JOHNSON ST #523	PORTLAND OR	97209
1N1E33CB 50176	NIKKHOO,MEHRAN K & ZARRINNEGAR,PARIA	2351 NW WESTOVER RD #907	PORTLAND OR	97210
1S1E04DA 2200	NIKOO,SAADI	1984 SW 5TH AVE	PORTLAND OR	97201
1N1E34BC 70030	NILES,PHILIP-1/2 & NILES,PHILIP TR-1/2 (NILES FAMILY TRUST)	618 NW 12TH AVE #316	PORTLAND OR	97209-3031
1S1E02CC 8100	NINE BALL ENTERPRISES LLC	444 SE CARUTHERS ST	PORTLAND OR	97214
1N1E34BC 88000	NINE THREE SEVEN CONDOMINIUMS OWNERS ASSOCIATION	PO BOX 1105	SCAPPOOSE OR	97056
1S1E10DB 90485	NISHIOKA,ROLAND & NISHIOKA,ANN	3601 SW RIVER PKWY #325	PORTLAND OR	97239
1N1E34BB 88061	NIST,ROBERT A & NIST,BETH R	1260 NW NAITO PKWY #301B	PORTLAND OR	97209
1N1E34BB 80258	NIVEN,R TR & NIVEN,S TR	8724 N 68TH ST	PARADISE VALLEY AZ	85253
1N1E34BB 80325	NIVEN,RONALD D TR & NIVEN,SUZANNE E TR	8724 N 68TH	PARADISE VALLEY AZ	85253
1N1E33DA 80049	NOBLE,H GEORGE S & DRIESSNACK,MARTHA	408 NW 12TH AVE #604	PORTLAND OR	97209-2948
1S1E10DB 90646	NOBLE,JO	3601 SW RIVER PKWY #1810	PORTLAND OR	97239
1S1E03CC 90106	NOBLE-IRONS,DEBORAH	22219 45TH AVE S	KENT WA	98032-8472
1N1E33DA 40017	NOECKER,LAUREN TR (LAUREN NOECKER TRUST)	323 NW 13TH AVE #410	PORTLAND OR	97209
1S1E03CA 90017	NOGEIRE,CHRISTOPHER	0305 SW MONTGOMERY ST #402	PORTLAND OR	97201
1S1E10AC 90640	NOGUCHI,THOMAS M TR-1/2 NOGUCHI,MERLE K TR-1/2	3570 SW RIVER PKWY #1013	PORTLAND OR	97239
1N1E33CB 1400	NOGUEIRA,JOHN	30300 NE CANTER LN	SHERWOOD OR	97140-8874
1N1E34BB 40539	NOLES,BETTY B & SCHRICK,MARY R	17360 HOLY NAMES DR #2015	LAKE OSWEGO OR	97034-5170
1N1E33AD 80135	NOLF,GAYNELLE L	4500 NW MALHUER AVE	PORTLAND OR	97229
1S1E10DB 90196	NOLLEN,RONALD R & HARDMAN,GREGORY A	5921 E PRESIDIO RD	SCOTTSDALE AZ	85254
1N1E34BB 60349	NOMOTO INVESTMENTS LLC	PO BOX 1091	BEAVERTON OR	97005

1N1E34BD 90441	NOMOTO,ANN UNHEE & SHIGERU TED	PO BOX 1091	BEAVERTON OR	97005
1N1E34BB 70488	NOMOTO,SHIGERU T & NOMOTO,ANN U	19100 SW HEIGHTSVIEW DR	BEAVERTON OR	97007-6081
1N1E28D 70017	NOMURA,DAVID C TR & NOMURA,VEDA L TR (NOMURA REVOCABLE TRUST)	1734 NW RIVERSCAPE ST	PORTLAND OR	97209
1S1E10AC 90172	NONAS,STEPHANIE A	3570 SW RIVER PKWY #1203	PORTLAND OR	97239
1S1E02BC 300	NOOR LLC % MONTAMENI,RAY	2281 NW GLISAN ST	PORTLAND OR	97210-3418
1N1E34BB 50022	NOPP,RYAN TR (BLP TRUST DTD 12/21/2009)	63686 DESCHUTES MARKET RD	BEND OR	97701-8164
1S1E03CD 90620	NOR-AIR LLC % HARRIS,GAYLE A PMB 214	5331 SW MACADAM AVE #258	PORTLAND OR	97239
1S1E02BA 7500	NORCO INC	3741 SE 21ST AVE	PORTLAND OR	97202-2912
1S1E03CB 70262	NORDAHL,KARINA R	111 SW HARRISON ST #7A	PORTLAND OR	97201
1N1E34BC 2900	NOREUIL,TIMOTHY O	1135 NW IRVING ST	PORTLAND OR	97209-3037
1S1E03AD 3300	NORPAC MAIN LLC	1905 SE 10TH AVE	PORTLAND OR	97214
1S1E02CA 11400	NORPAC OFFICES LLC	1905 SE 10TH AVE	PORTLAND OR	97214
1S1E03CC 90086	NORRIS,KEITH D	2211 SW 1ST AVE #1704	PORTLAND OR	97201
1N1E33CD 99044	NORRIS,KIM L	2020 SW MAIN ST #806	PORTLAND OR	97205-1535
1S1E04AD 60357	NORRIS,SUSAN L TR	3922 MADISON ST	HYATTSVILLE MD	20781-1749
1N1E34BB 70213	NORRIS,WILLIAM H	PO BOX 6986	PORTLAND OR	97228
1N1E35CA 3400	NORSE HALL ASSN OF PORT	111 NE 11TH AVE	PORTLAND OR	97232-3002
1N1E27CA 7400	NORTH COAST ELECTRIC PROPERTIES II ATTN STEWART,RONALD G	2450 8TH AVENUE S #200	SEATTLE WA	98134-2005
1N1E27CA 6800	NORTH INTERSTATE LLC PMB 322	2050 S BEAVERCREEK RD #101	OREGON CITY OR	97045-4301
1N1E33DC 300	NORTHERN WAREHOUSING INC ATTN TAX DEPT	1121 SW SALMON ST	PORTLAND OR	97205
1N1E33AA 2800	NORTHRUP INVEST CO	P O BOX 66384	PORTLAND OR	97290
1S1E10AC 90354	NORTHUP,WILLIAM	0836 SW CURRY ST #104	PORTLAND OR	97239
1N1E34CA 4400	NORTHWEST EVALUATION ASSOCIATI	121 NW EVERETT ST	PORTLAND OR	97209
1N1E35CA 600	NORTHWEST FENCE & WIRE WORKS LLC>	70 NW COUCH ST #207	PORTLAND OR	97209
1S1E04AC 2400	NORTHWEST INVESTMENT PARTNERS % RESTAURANT SERVICES	363 HIGH ST	EUGENE OR	97401-2309
1N1E34CA 200	NORTHWEST NATURAL GAS CO	220 NW 2ND AVE	PORTLAND OR	97209-3943
1N1E34CA 4000	NORTHWEST NATURAL GAS CO (LEASED PORTLAND CITY OF	220 NW 2ND AVE	PORTLAND OR	97209-3943
1N1E34DD 2900	NORTHWEST SUSTAINABLE PROPERTIES LLC % SITEWORKS DESIGN/BUILD	240 SE 2ND AVE	PORTLAND OR	97214-1004
1S1E04AA 70127	NORTON,DAVID J	8724 JONES PL NW	SEATTLE WA	98117-3703
1N1E34BC 99011	NORVELL,GREGG TR	922 NW 11TH AVE #1203	PORTLAND OR	97209
1S1E04BA 70033	NORVELLE,HEATHER	2024 SW HOWARDS WAY #102	PORTLAND OR	97201
1S1E03AA 4000	NOR'WESTER BREWING CO INC	P O BOX 14220	PORTLAND OR	97293-0220
1N1E34BB 70435	NOSLER,BRIAN & NOSLER,JOHN S	109 PINE VALLEY RD	LAKE OSWEGO OR	97034-2869
1S1E04AD 90040	NOTENBOOM,HANS T & NOTENBOOM,HEATHER M	2973 POWDERHORN ST	EUGENE OR	97408
1N1E35CD 3100	NOTICE MORE LLC	125 SE 11TH AVE	PORTLAND OR	97214
1S1E03CC 90350	NOTOS,SAM C & REED,VICTORIA V	9894 NW BRIE CT	PORTLAND OR	97229-6278
1N1E34BB 50180	NOTOWITZ,ROY D & ALPORT-NOTOWITZ,BETH	1001 NW LOVEJOY ST #1408	PORTLAND OR	97209
1N1E34BD 90692	NOTTAGE,SAGE	1221 SW GAINES ST	PORTLAND OR	97239-2938
1N1E34BD 90140	NOTTAGE,SALLY J	PO BOX 23405	EUGENE OR	97402
1S1E04AD 2800	NOUREDINE,HADI	8070 SW HALL BLVD #200	BEAVERTON OR	97008-6419
1S1E10DB 80435	NOURI,ALI	0841 SW GAINES ST #1908	PORTLAND OR	97239
1S1E10DB 80192	NOURI,MOHSEN & NOURI,AFAGH	0841 SW GAINES ST #1908	PORTLAND OR	97239-3104
1N1E33DA 60045	NOVAK,BRENNAN	20 NW 16TH AVE #217	PORTLAND OR	97209
1N1E34BB 50422	NOVAK,DAVID & NOVAK,ERIN	1022 NW MARSHALL ST #290	PORTLAND OR	97209-2989
1N1E34BC 88265	NOVELLO,JOSEPH IV	937 NW GLISAN ST #334	PORTLAND OR	97209
1S1E02CC 300	NOVURBA LLC	PO BOX 14791	PORTLAND OR	97293
1N1E28D 90048	NOWERS,MICHAEL J TR	129 E 50TH ST	SAVANNAH GA	31405-2136

1S1E04AA 90018	NOYES,MATTHEW D	1134 SW JEFFERSON ST APT 306	PORTLAND OR	97201-3399
1N1E34BC 88308	NOZEMACK,JOSEPH J	937 NW GLISAN ST #837	PORTLAND OR	97209
1N1E33AA 2500	NP MACHINEWORKS INC C/O AEW CAPITAL MANAGEMENT	601 S FIGUEROA ST #2150	LOS ANGELES CA	90017
1N1E34CC 8800	NSHE LA MESA LLC % YELLOW PINE LLC	P O BOX 387	OREGON CITY OR	97045
1N1E34BB 40492	NUDELMAN,LESLIE	949 NW OVERTON ST #1504	PORTLAND OR	97209
1S1E10DB 80411	NUNN,ROBERT W & NUNN,KANDIS B	0841 SW GAINES ST #606	PORTLAND OR	97239-3101
1S1E03CC 90256	NUNNERY,SUSAN P	2221 SW 1ST AVE #1121	PORTLAND OR	97201
1N1E34CA 2700	NU-PEAR LLC	7650 SW FAIRMOOR ST	PORTLAND OR	97225-2742
1N1E28DD 900	NURTURE 247 LIMITED PARTNERSHIP	PO BOX 28356	PORTLAND OR	97228
1S1E10AC 90052	NUSBLATT,ELLEN S TR	0836 SW CURRY ST #1102	PORTLAND OR	97239
1N1E34BB 90100	NUSBLATT,ELLEN TR	1030 NW 12TH AVE #324	PORTLAND OR	97209-2845
1N1E34CB 10800	NU-WAY PRINTING & ENVELOPE CO>	306 SE 8TH AVE	PORTLAND OR	97214
1S1E04AB 60100	NW 505 JEFFERSON LLC	PO BOX 625	WILSONVILLE OR	97070-0625
1N1E33AD 2100	NW JOHNSON PROPERTY LLC ATTN: JANET S AARNIO	8422 SE SHORT RD	GRESHAM OR	97080
1N1E33AD 2000	NW JOHNSON STREET LLC	1410 NW JOHNSON ST	PORTLAND OR	97209
1S1E10AC 90202	NYDAHL,JOSEPH W & JENNIFER D	2526 NE 64TH AVE	PORTLAND OR	97213-4609
1N1E27DC 3100	NYLAND,MICHAEL J	23737 SW STAFFORD HILL DR	WEST LINN OR	97068
1S1E03CC 90197	NYMAN,MARK	30470 SW PARKWAY AVE #A	WILSONVILLE OR	97070
1S1E04AD 60301	NYSTROMER,LARS TR	PO BOX 307	PORTLAND OR	97207-0307
1S1E03CB 70089	NZR LLC	3384 12TH ST SE	SALEM OR	97302
1N1E34CD 3201	OAK ASSOCIATES LTD PRTNRSHP %MORIARTY,MICHAEL	2316 SE WILLARD ST	MILWAUKIE OR	97222-7740
1S1E10 400	OAK HILL INVESTMENT CO	3030 SW MOODY AVE	PORTLAND OR	97201
1N1E34DD 3400	OAK HOLDING COMPANY LLC	201 SE OAK ST	PORTLAND OR	97214-1017
1N1E34DD 4600	OAK STREET BLDG LLC & HOENE,FREDERICK J TR & HOENE,ANN M TR	19579 NW MELROSE DR	PORTLAND OR	97229
1S1E03CC 90045	OAKS,DANIEL E	701 S HOWARD AVE #106	TAMPA FL	33606
1N1E27DD 11100	OB PORTLAND PROPERTIES LLC	PO BOX 726	BELLEVUE WA	98009-0726
1S1E10AC 90572	OBADIAH,JOSEPH	3570 SW RIVER PKWY #413	PORTLAND OR	97239-4536
1S1E10AC 90526	OBADIAH,JULIA	0836 SW CURRY ST #1804	PORTLAND OR	97239
1S1E10AC 90549	OBADIAH,JULIA H	0836 SW CURRY ST #1804	PORTLAND OR	97239
1N1E34BB 88092	OBERSTEIN,ROBERT S TR	16130 VENTURA BLVD, STE 550	ENCINO CA	91436
1S1E02CB 3700	OBLIVION LLC - 30.57% & AIKO LLC - 69.43%	PO BOX 213	CAPITOLA CA	95010
1N1E28D 90040	O'BRADY,COLIN & BESAW,JENNA	1720 NW RIVERSCAPE ST	PORTLAND OR	97209
1N1E33DC 70466	O'BRIEN,CATHERINE A & WILKERSON,SONYA M	1926 W BURNSIDE ST UNIT 1519	PORTLAND OR	97209
1S1E03CB 80142	O'BRIEN,DANIEL	255 SW HARRISON ST #20C	PORTLAND OR	97201
1N1E34BD 90419	O'BRIEN,DAVID D & ANNE E	1490 W 26TH AVE	EUGENE OR	97405-1819
1N1E33DC 70578	O'BRIEN,MEGHAN R	1926 W BURNSIDE ST #1116	PORTLAND OR	97209
1N1E34BB 60216	OCAMPO,SHERWIN	1125 NW 9TH AVE #228	PORTLAND OR	97209
1N1E34BD 90679	OCEAN LIVING INC	542 HOPMEADOW ST PMB 176	SIMSBURY CT	06070-5405
1S1E11BA 8800	OCEANCREST PROPERTIES LLC % FREEDMAN,HOWARD MANAGER	P O BOX 42127	PORTLAND OR	97242-0127
1N1E34BB 70333	OCHS,KLAUS	1255 NW 9TH AVE #213	PORTLAND OR	97209
1S1E04AB 7100	O'CONNELL,ANTHONY F & ANDREA R	4633 SW DOSCH RD	PORTLAND OR	97239-1244
1N1E34BB 70430	O'CONNELL,JOANNE Y	1255 NW 9TH AVE #402	PORTLAND OR	97209
1N1E33AD 70358	O'CONNOR,BARRY M & O'CONNOR,SUSAN E L	1420 NW LOVEJOY ST #416	PORTLAND OR	97209
1S1E10DB 90068	O'CONNOR,JOHN J III	3601 SW RIVER PKWY #610	PORTLAND OR	97239
1N1E33CD 80032	O'CONNOR,MARY P	2021 SW MAIN ST #56	PORTLAND OR	97205
1N1E33AD 40357	ODA,HILLARY T & ODA,MALINO	9870 SW IMPERIAL DR	PORTLAND OR	97225-4950
1S1E03CA 90071	O'DAY,RONALD F & JANET L	0305 SW MONTGOMERY ST #202	PORTLAND OR	97201

1S1E03CD 90470	O'DELL,RACHEAL	1900 SW RIVER DR #N506	PORTLAND OR	97201-8043
1N1E33AD 40325	ODELL,SHANNON	1400 NW IRVING ST #412	PORTLAND OR	97209
1N1E34CB 40247	ODERMANN,DONALD K TR & ODERMANN,LUISA M TR	711 SUNSET DR	CAPITOLA CA	95010-2736
1S1E04AA 80022	O'DONNELL,BRIAN P & O'DONNELL,JILL J	12470 NE ROWLAND RD	CARLTON OR	97111
1N1E34CB 60055	O'DONNELL,MATTHEW	420 NW 11TH AVE #710	PORTLAND OR	97209-2964
1S1E10DB 90238	O'DONNELL,SCOTT G	3601 SW RIVER PKWY #2112	PORTLAND OR	97239
1S1E03DA 3700	OEB INVESTORS LLC	500 E BROADWAY ST #110	VANCOUVER WA	98660-3323
1N1E34BB 80029	OELKE,BROOKE & OELKE,DAVID E & OELKE,CAROL L	1133 NW 11TH AVE #217	PORTLAND OR	97209
1N1E34CB 80126	OESTER,PHILIP L & OESTER,DEBORAH J	300 NW 8TH AVE #803 & #805	PORTLAND OR	97209
1N1E28D 80108	OFFINGA,WILLIAM & YAGER-OFFINGA,BOBETTE	11778 NW SHEARER HILL RD	FOREST GROVE OR	97116
1N1E34DB 600	OFX WHITE STAG LLC %UNIVERSITY OF OREGON FOUNDATION	1720 E 13TH AVE #410	EUGENE OR	97403-2253
1S1E04AA 70168	OGATA,WAYNE Y & MAYFORD D	137 GALEWOOD CIR	SAN FRANCISCO CA	94131
1N1E35BB 80072	OGAWA,KAZUJI TR	533 NE HOLLADAY ST #802	PORTLAND OR	97232-2091
1N1E34CB 60046	OGDEN,DAMON S & OGDEN,KERRY L	2326 SW PARK PL	PORTLAND OR	97205
1S1E10DB 90181	OGDEN,DANIEL B	PO BOX 230285	PORTLAND OR	97281-0285
1N1E34BC 88356	OGILVIE,ANDREW	937 NW GLISAN ST #1235	PORTLAND OR	97209-3266
1N1E34CB 40188	OGLE,PETER W TR & OGLE,JOAN M TR	1025 NW COUCH ST #613	PORTLAND OR	97209
1N1E35CB 1700	O'GRADY,DALE T TR & O'GRADY,JEAN S TR	228 NE 7TH AVE	PORTLAND OR	97232-2909
1N1E26CD 90033	OH,JUNG	1718 NE 11TH AVE #315	PORTLAND OR	97212
1S1E04AD 60050	OH,YOUNG DON & OK HEE	12550 SE 93RD AVE #400	CLACKAMAS OR	97015
1N1E33CB 50158	O'HANLON,PAUL M & KURTZ,JANE E	2351 NW WESTOVER RD #804	PORTLAND OR	97210-3783
1S1E10DB 90648	OHLRICH,FREDRICK D TR & PRICE,FRANA L TR	67 RICO WAY	SAN FRANCISCO CA	94123
1N1E34CB 90002	OK LANDLORDS LLC	412 NW 8TH AVE	PORTLAND OR	97209
1N1E34CB 90001	OK LANDLORDS LLC % KOOPMAN,KENNETH W & OSTBO,CRAIG S	412 NW 8TH AVE	PORTLAND OR	97209
1N1E33CD 99034	OKAMOTO,KEIKO	2020 SW MAIN ST #702	PORTLAND OR	97205
1N1E26CD 11600	OKAMOTO,PAUL E	1730 NE 10TH AVE	PORTLAND OR	97212-4038
1N1E33AD 80102	OKARSKI,DAVID H & DIANE C	P O BOX 80055	PORTLAND OR	97280
1N1E33DA 80019	O'KEEFE,JAMES L & SERAFIMIDES,JAMES D	73 ROCCA DR	FAIRFAX CA	94930-1227
1N1E33DC 70681	OKEN-BERG,JACOB A & OKEN-BERG,MARGARET E B	1926 W BURNSIDE ST #517	PORTLAND OR	97209
1S1E03CA 90323	OKETE PROPERTIES LLC % REID,E LEWIS	6705 STOETZ LN	SEBASTOPOL CA	95472-9747
1N1E33AD 70095	OKOROWSKI,DAVID T	1420 NW LOVEJOY ST #609	PORTLAND OR	97209
1N1E34BB 60359	OKULITCH,JUDY	6860 SUMMERLINN WAY	WEST LINN OR	97068-5146
1S1E02CA 70007	OLCESE,MARY ELLEN T & SCOFIELD,JOHN R	7132 PEA NECK RD	ST MICHAELS MD	21663
1N1E27DC 3600	OLD JAZZ LLC %LEFTBANK	240 N BROADWAY #122	PORTLAND OR	97227
1N1E34CA 80000	OLD TOWN LOFTS CONDOMINIUM ASSOCIATION %BAUMAN,JUDY	233 NW 5TH AVE	PORTLAND OR	97209-3839
1S1E04AA 70336	OLDS,GLORIA B	1221 SW 10TH AVE #1112	PORTLAND OR	97205
1N1E34BC 70013	OLESEN,JAKOB S	618 NW 12TH AVE #216	PORTLAND OR	97209
1N1E34CB 1400	OLIVER,MARGUERITE A	25 NW 23RD PL #6 PMB 117	PORTLAND OR	97210-5580
1S1E03CC 90167	OLSEN,ELEANOR A TR	2211 SW 1ST AVE #1702	PORTLAND OR	97201
1S1E04AA 70124	OLSEN,JEFFRY TR & OLSEN,ELIZABETH T TR	2407 NW PACIFIC ST	NEWPORT OR	97365
1S1E10AC 90542	OLSEN,OLE A	0836 SW CURRY ST #1508	PORTLAND OR	97239
1S1E10AC 90450	OLSEN,OLE A & WIDJAJA,CAROLINA	0836 SW CURRY ST #1508	PORTLAND OR	97239
1N1E34BB 40106	OLSEN,SHAUNA N	10780 NW LA CASSEL CREST LN	PORTLAND OR	97229-4854
1N1E34BC 40339	OLSON,ALLAN L & OLSON,MADELINE M	PO BOX 808	MANZANITA OR	97130
1S1E10DB 90033	OLSON,KARLI L	3601 SW RIVER PKWY #401	PORTLAND OR	97239
1N1E33DC 70240	OLSON,RONALD S TR & OLSON,ROXANNE W TR-18% & OLSON,REBECCA L-82%	1926 W BURNSIDE ST #1506	PORTLAND OR	97209
1N1E35BB 80074	OLSON,SCOTT R	533 NE HOLLADAY ST #804	PORTLAND OR	97232

1N1E33DA 60038	OLSON,SETH & OLSON,NICOLE	5596 NE SANDYCREST TER	PORTLAND OR	97213-2640
1S1E11BB 2300	OLSON,THERESA J & RIVELLI,GREGORY P	9355 SE QUAIL RIDGE CT	HAPPY VALLEY OR	97086-9175
1S1E04AD 90019	OLTMAN,MARTHA L	1410 SW 11TH AVE #402	PORTLAND OR	97201
1S1E03AA 900	OLYMPIC MILLS WAREHOUSE LLC % B&O PROPERTIES LLC ATTN OMW301	901 NE GLISAN ST	PORTLAND OR	97232
1N1E34CB 80106	O'MAHONY,RONAN J & JOERGER,BLAKE J	4125 26TH ST #1	SAN FRANCISCO CA	94131
1N1E34CB 900	O'MERRICK LLC	207 NW PARK AVE	PORTLAND OR	97209-3316
1N1E34BC 99241	OMLID,SCOTT L & BLEECK,MARTIN	922 NW 11TH AVE #1205	PORTLAND OR	97209
1S1E03CA 90308	OMORI,HIROKO TR (OMORI REVOCABLE LIVING TRUST)	PO BOX 10843	HONOLULU HI	96816-0843
1S1E03BD 80013	ONE JEFFERSON PARTNERS LLC % KEMPERCO LLC PMB 361	PO BOX 80850	PORTLAND OR	97280-1850
1S1E03BB 2400	ONE THOUSAND BROADWAY BUILDING LIMITED PARTNERSHIP % 1000 INC MANAGEMENT	1000 SW BROADWAY #1770	PORTLAND OR	97205-3069
1N1E35CD 1100	O'NEIL,ALICE E TO RAGAWAY,PHILIP	2029 NE M L KING BLVD	PORTLAND OR	97212-3723
1S1E04AD 80216	O'NEIL,THOMAS & O'NEIL,ROSEMARY	2223 PRIMROSE LOOP	PHILOMATH OR	97370
1S1E04AD 60375	O'NEILL,ANNE	1500 SW 11TH AVE #1801	PORTLAND OR	97201
1S1E03CB 70167	O'NEILL,MICHAEL J & CHEK,DAI NOH	111 SW HARRISON ST #4D	PORTLAND OR	97201
1S1E04AA 70382	O'NEILL,PATRICK S & GLANVILLE,KATHLEEN L	1221 SW 10TH AVE #1109	PORTLAND OR	97205
1S1E03CD 90551	ONGKOWIJOYO,SUSANTO	1930 SW RIVER DR #W504	PORTLAND OR	97201
1N1E34BC 60335	ONO,HIDETOSHI & ONO,MASAKO 6-29-21, TODOROKI, #206	SETAGAYA-KU	TOKYO 158-0082	JAPAN
1N1E26CC 8300	ONPOINT COMMUNITY CREDIT UNION	PO BOX 3750	PORTLAND OR	97208-3750
1N1E33DC 70448	OPDYCKE,BRIAN & OPDYCKE,LINDA	61231 LADERA RD	BEND OR	97702-4001
1S1E03CB 80002	OPSAHL,GERALD F	255 SW HARRISON ST #1B	PORTLAND OR	97201
1N1E26DC 13900	OPTION PACIFIC LLC	1515 NE WEIDLER ST	PORTLAND OR	97232
1N1E34CB 99450	ORAND,AUSTIN J & ORAND,KIRSTEN B	333 NW 9TH AVE #1210	PORTLAND OR	97209
1S1E03BB 800	OR-CONGRESS CENTER LP % SHORENSTEIN PROPERTIES LLC ATTN: CORPORATE SECRETARY	235 MONTGOMERY ST 16TH FLOOR	SAN FRANCISCO CA	94104-3104
1S1E03CA 90472	OREGON ACADEMY OF GENERAL DENTISTRY INC	1730 SW HARBOR WAY #502	PORTLAND OR	97201-5127
1N1E34AA 4200	OREGON ARENA CORPORATION PORTLAND ARENA MGMT LLC	1 CENTER CT #150	PORTLAND OR	97227
1N1E34AB 1400	OREGON ARENA CORPORATION PORTLAND ARENA MGNT LLC	1 CENTER CT #150	PORTLAND OR	97227
1S1E04AA 2200	OREGON ART INSTITUTE	1119 SW PARK AVE	PORTLAND OR	97205-2445
1N1E35CB 7600	OREGON ARTIFICIAL LIMB CO INC>	21 NE 7TH AVE	PORTLAND OR	97232-2907
1N1E34CA 1700	OREGON CASKET LLC	333 NW 9TH AVE #1504	PORTLAND OR	97209-3350
1N1E34CA 1600	OREGON CASKET LLC % VENERABLE PROPERTIES INC	70 NW COUCH ST #207	PORTLAND OR	97209
1N1E34CB 88003	OREGON CENTER FOR THE PHOTOGRAPHIC ARTS INC	122 NW 8TH AVE	PORTLAND OR	97209
1S1E02CB 3600	OREGON CITY BUILDING LIMITED PARTNERSHIP	3662 SW TUNNELWOOD ST	PORTLAND OR	97221-4147
1N1E33DC 1900	OREGON CONSISTORY NO 1 OF PORT	1512 SW MORRISON ST	PORTLAND OR	97205-1813
1N1E35CB 1200	OREGON EDUCATION ASSN	6900 SW ATLANTA ST	PORTLAND OR	97223-2513
1S1E10CA 100	OREGON HEALTH & SCIENCE UNIVERSITY % CAMPUS PLANNING PP22E	3181 SW SAM JACKSON PARK RD	PORTLAND OR	97239-3011
1S1E10 200	OREGON HEALTH & SCIENCE UNIVERSITY %CAMPUS PLANNING PP22E	3181 SW SAM JACKSON PARK RD	PORTLAND OR	97239-3011
1S1E10AC 600	OREGON HEALTH & SCIENCE UNIVERSITY MC L585	3181 SW SAM JACKSON PARK RD	PORTLAND OR	97239-3011
1S1E03BB 2800	OREGON HISTORICAL SOCIETY	1230 SW PARK AVE	PORTLAND OR	97205-2441
1N1E34CA 8900	OREGON LEATHER CO	110 NW 2ND AVE	PORTLAND OR	97209-3904
1N1E34BB 88063	OREGON LIMITED ATTN: J DONALD RBC LTD 19-21 BROAD ST	ST HELIER	JERSEY JE1 3PB	CHANNEL IS
1S1E03DD 203	OREGON MUSEUM OF SCIENCE & INDUSTRY	1945 SE WATER AVE	PORTLAND OR	97214-3356
1S1E03CB 3200	OREGON PACIFIC INVEST & DEVEL ATTN SALTZMAN,JACK	1800 SW 1ST AVE #600	PORTLAND OR	97201-5333
1N1E35BC 1000	OREGON PACIFIC PROPERTIES LLC	525 NE OREGON ST #350	PORTLAND OR	97232
1N1E35CC 11800	OREGON PLATING CO INC	PO BOX 849	GLADSTONE OR	97027-0849
1N1E34CC 8300	OREGON PROPERTY FACTORS TO C & N CORP	PO BOX 353	PORTLAND OR	97207-0353
1S1E02CC 8200	OREGON RAIL HERITAGE FOUNDATIO % RIGHT OF WAY ACQUISITION	1120 SW 5TH AVE #800	PORTLAND OR	97204
1S1E11BB 5700	OREGON STATE OF	355 CAPITOL ST NE #411	SALEM OR	97301-3871

1S1E04AC 1800	OREGON STATE OF (BD OF HIGHER	STATE HIGHWAY	SALEM OR	97310-0001
1S1E04AC 1900	OREGON STATE OF (BD OF HIGHER CAMPUS PLANNING OFFICE ATTN REAL ESTATE SERV DIRECTOR	PO BOX 751	PORTLAND OR	97207
1S1E04AC 900	OREGON STATE OF (BD OF HIGHER CAMPUS PLANNING OFFICE ATTN: ASST DIR OF REAL ESTATE	PO BOX 751	PORTLAND OR	97207
1S1E04DD 401	OREGON STATE OF (BD OF HIGHER PORTLAND STATE UNIVERSITY ATTN: DIRECTOR OF BUSINESS AFF	PO BOX 751	PORTLAND OR	97207
1S1E04AD 8300	OREGON STATE OF (BOARD OF HIGH CAMPUS PLANNING OFFICE ATTN: ASSIST DIR OF REAL ESTAT	PO BOX 751	PORTLAND OR	97207
1S1E04AD 5800	OREGON STATE OF (BOARD OF HIGH CAMPUS PLANNING OFFICE ATTN: ASST DIR OF REAL ESTATE	PO BOX 751	PORTLAND OR	97207
1S1E04AC 1300	OREGON STATE OF (BOARD OF HIGH CAMPUS PLANNING OFFICE ATTN:ASST. DIR OF REAL ESTATE	PO BOX 751	PORTLAND OR	97207
1S1E04AD 8000	OREGON STATE OF (BOARD OF HIGH PORTLAND STATE UNIVERSITY ATTN: ZONE MAINT & PROPERTY MG	PO BOX 751 - FPM	PORTLAND OR	97207-0751
1S1E10CA 500	OREGON STATE OF (BOARD OF HIGHER EDUCATION MAIL STOP PP22E	3181 SW SAM JACKSON PARK RD	PORTLAND OR	97239
1S1E11BA 9400	OREGON STATE OF (DEPT OF TRANS	DEPT OF TRANS BLDG 119	SALEM OR	97310-0001
1N1E35BD 300	OREGON STATE OF (DEPT OF TRANS>	DEPT OF TRANS BLDG 119	SALEM OR	97310-0001
1S1E04AD 7300	OREGON STATE OF BD OF HIGHER E ATTN:ASSIST DIR OF REAL ESTATE	PO BOX 751	PORTLAND OR	97207
1N1E34CA 100	OREGON STATE OF DEPT OF TRANS	123 NW FLANDERS ST	PORTLAND OR	97209
1S1E04DA 6200	OREGON STATE OF(BD HIGHER ED (LSD FATHERS HOUSE CITY MINIST ATTN: ASSIST DIR OF REAL EST	PO BOX 751	PORTLAND OR	97207-0751
1S1E03CC 800	OREGON STATE OF(BD HIGHER ED BEHALF OF PSU(LEASED AVIS BUDGET CAR RENTAL LLC	PO BOX 751	PORTLAND OR	97207-0751
1S1E04DA 2400	OREGON STATE OF(BD HIGHER EDUC CAMPUS PLANNING OFFICE ATTN: ASSIST DIR OF REAL ESTAT	PO BOX 751	PORTLAND OR	97207-0751
1S1E03CB2 90003	OREGON STATE OF(BOARD OF HIGHE %NORRIS, BEGGS AND SIMPSON ATTN: PROP MGMT ACCOUNTING	121 SW MORRISON ST #200	PORTLAND OR	97201
1S1E04DA 900	OREGON STATE OF(BOARD OF HIGHER EDUC / PSU ATTN: ASSIST DIR OF REAL ESTAT	PO BOX 751	PORTLAND OR	97207-0751
1S1E04AD 8200	OREGON STATE OF(BOARD OF HIGHER EDUCATION ATTN: ASSIST DIR FOR REAL ESTA	PO BOX 751	PORTLAND OR	97207
1S1E03CB 90006	OREGON STATE OF(BOARD OF HIGHER EDUCATION ON BEHALF OF PORTLAND STATE UNIVERSITY	PO BOX 751, MAILCODE FADM	PORTLAND OR	97207
1S1E04AD 8700	OREGON STATE OF(BOARD OF HIGHER EDUCATION PSU-ATTN:ZONE MAINT & PROP MGM	PO BOX 751 - FPM	PORTLAND OR	97207-0751
1S1E03CB 3500	OREGON STATE OF(BRD HIGHER ED (LEASED-MULTIPLE TENANTS PSU-ATTN:ZONE MAINT & PROP MGM	PO BOX 751 - FPM	PORTLAND OR	97207-0751
1S1E04DA 6300	OREGON STATE OF(BRD HIGHER ED) % PORTLAND STATE UNIVERSITY ATTN ZONE MAINT & PROP MGMT	PO BOX 751 - FPM	PORTLAND OR	97207-0751
1N1E35BC 2000	OREGON STATE OF(DEPT OF ADMIN SERVICES ATTN: STATE PARKING	1100 AIRPORT RD SE	SALEM OR	97301-6674
1N1E35BC 1900	OREGON STATE OF(DEPT OF GENERAL SERVICES	1225 FERRY ST SE	SALEM OR	97310-0001
1S1E10 100	OREGON STATE OF(DEPT OF STATE LANDS(LEASED ZRZ REALTY COMPANY	3121 SW MOODY AVE	PORTLAND OR	97239-4500
1S1E03BD2 90003	OREGON STATE OF(DEPT OF TRAN (CONT TO SONG,MYUNG SUK ET AL)	TRANSPORTATION BLDG 412	SALEM OR	97310-0001
1S1E10CD 1700	OREGON STATE OF(DEPT OF TRAN ODOT TECH LEADERSHIP CNTR ATTN PROP MGMT #22514A	4040 FAIRVIEW IND'L DR SE #MS2	SALEM OR	97302-1142
1S1E03AD 3700	OREGON STATE OF(DEPT OF TRANS	4040 FAIRVIEW INDUSTRIAL DR SE	SALEM OR	97302-1142
1N1E28DD 3600	OREGON STATE OF(DEPT OF TRANS (LEASED CHILDPEACE MONTESSORI COMMUNITY FILE #34748	4040 FAIRVIEW IND DR SE MS#2	SALEM OR	97302-1142
1S1E04AC 9000	OREGON STATE OF(DEPT OF TRANS (LEASED USGS #32065 MS#2	4040 FAIRVIEW INDUSTRIAL DR SE	SALEM OR	97302-1142
1S1E03AD 7400	OREGON STATE OF(DEPT OF TRANSPORTATION	9200 SE LAWNFIELD RD	CLACKAMAS OR	97015
1S1E03DA 1500	OREGON STATE OF(DEPT OF TRANSPORTATION(LEASED PDC	9200 SE LAWNFIELD RD	CLACKAMAS OR	97015
1N1E34AA 3900	OREGON STATE OF(DEPT OF TRANSPORTATION(LEASED TRIMET	9200 SE LAWNFIELD RD	CLACKAMAS OR	97015
1N1E34B 100	OREGON STATE OF(DIV OF STATE L	1600 STATE ST	SALEM OR	97310-0001
1S1E03CA 101	OREGON STATE OF(DIV OF STATE LANDS	1445 STATE ST	SALEM OR	97310-0001
1N1E27BD 6500	OREGON STATE OF(EASEMENT (LEASED PORTLAND CITY OF #35124	355 CAPITOL ST NE #411	SALEM OR	97301-3871
1S1E04DA 6300	OREGON STATE OF(HIGHER ED BY PORTLAND STATE UNIVERSITY ATTN: ZONE MAINT & PROP MGMT	PO BOX 751 - FPM	PORTLAND OR	97207-0751
1S1E03CB 90005	OREGON STATE OF(HIGHER ED/PSU (LEASED METRON INC PSU-ATTN:ZONE MAINT & PROP MGM	PO BOX 751 - FPM	PORTLAND OR	97207-0751
1S1E03CB 90001	OREGON STATE OF(HIGHER EDUCATION ON BEHALF OF PSU % FACILITIES PROP MANAGEMENT	P O BOX 751	PORTLAND OR	97201
1S1E04BA 5100	OREGON STATE OF(HWY COMM	9200 SE LAWNFIELD RD	CLACKAMAS OR	97015
1S1E03AA 3600	OREGON STATE OF(LEASE #28173 ODOT TECH LEADERSHIP CNTR ATTN PROPERTY MGMT #28173B	4040 FAIRVIEW IND'L DR SE #MS2	SALEM OR	97302-1142
1S1E03AA 3800	OREGON STATE OF(LEASE #28212 ODOT TEC LEADERSHIP CNTR ATTN PROPERTY MGMT #28212B	4040 FAIRVIEW IND'L DR SE #MS2	SALEM OR	97302-1142
1S1E03CD 1100	OREGON STATE OF(LEASED BDC/2100 PORTLAND LLC % ODOT PROP MGMNT(LSE #28840D)	4040 FAIRVIEW IND'L DR SE MS#2	SALEM OR	97302-1142
1N1E34DA 1200	OREGON STATE OF(LEASED BRIDGEHEAD DEVELOPMENT LLC #17715 B	355 CAPITOL ST #411	SALEM OR	97301-3871
1N1E33AA 4100	OREGON STATE OF(LEASED CITY OF PORTLAND #33500B	355 CAPITOL ST NE #411	SALEM OR	97301-3871
1N1E28DD 1800	OREGON STATE OF(LEASED ELLE/COLE LLC ATTN PROP MGMT #34750C	4040 FAIRVIEW IND DR SE MS #2	SALEM OR	97302-1142

1N1E33AA 1000	OREGON STATE OF(LEASED FREEDOM CENTER I LLC ATTN PROP MGMT #34744E	4040 FAIRVIEW INDTL DR SE MS#2	SALEM OR	97302-1142
1S1E04DA 7700	OREGON STATE OF(LEASED HARSH INVESTMENT CORP % ODOT #32066	411 TRANSPORTATION BLDG	SALEM OR	97310
1N1E33AA 1100	OREGON STATE OF(LEASED LYNX OVERTON LLC % ODOT PROP MGMNT(LSE #34743C)	4040 FAIRVIEW IND'L DR SE MS#2	SALEM OR	97302-1142
1S1E04DA 400	OREGON STATE OF(LEASED MCDONALDS PSU-ATTN:ZONE MAINT & PROP MGM	PO BOX 751 - FPM	PORTLAND OR	97207-0751
1N1E28DD 3300	OREGON STATE OF(LEASED MULTIPLE TENANTS % PROP MGMT/ODOT TECH LDRSHP C	4040 FAIRVIEW INDTL DR SE MS#2	SALEM OR	97302-1142
1N1E27CB 2600	OREGON STATE OF(LEASED NORTHWEST COPPER WORKS #35109 %PRPTY MANAGEMENT #35109	4040 FAIRVIEW INDTRL DR SE MS#	SALEM OR	97302-1142
1N1E27CB 1900	OREGON STATE OF(LEASED ODOT TECH LEADERSHIP CENTER ATTN PROP MGMT #35110	4040 FAIRVIEW IND'L DR SE #MS2	SALEM OR	97302-1142
1S1E03DA 3400	OREGON STATE OF(LEASED ODOT TECH LEADERSHIP CNTR ATTN PROP MGMNT 29833B	4040 FAIRVIEW IND'L DR SE #MS2	SALEM OR	97302-1142
1N1E35CB 9000	OREGON STATE OF(LEASED ODOT TECH LEADERSHIP CNTR ATTN PROP MGMT #15753	4040 FAIRVIEW IND'L DR SE #MS2	SALEM OR	97301-3871
1S1E10BD 600	OREGON STATE OF(LEASED ODOT TECH LEADERSHIP CNTR ATTN PROP MGMT #27501	4040 FAIRVIEW IND'L DR SE #MS2	SALEM OR	97302-1142
1S1E03AA 5700	OREGON STATE OF(LEASED ODOT TECH LEADERSHIP CNTR ATTN PROP MGMT #28211	4040 FAIRVIEW IND'L DR SE MS #	SALEM OR	97302-1142
1S1E03AA 5600	OREGON STATE OF(LEASED ODOT TECH LEADERSHIP CNTR ATTN PROP MGMT #28542	4040 FAIRVIEW IND'L DR SE #MS2	SALEM OR	97302-1142
1S1E03CD 2400	OREGON STATE OF(LEASED ODOT TECH LEADERSHIP CNTR ATTN PROP MGMT #28840C	4040 FAIRVIEW IND'L DR SE #MS2	SALEM OR	97302-1142
1S1E03AA 3300	OREGON STATE OF(LEASED ODOT TECH LEADERSHIP CNTR ATTN PROP MGMT #29151B MS2	4040 FAIRVIEW INDUSTRIAL DR SE	SALEM OR	97302-1142
1S1E04DA 7700	OREGON STATE OF(LEASED ODOT TECH LEADERSHIP CNTR ATTN PROP MGMT #32066A	4040 FAIRVIEW IND'L DR SE #MS2	SALEM OR	97302-1142
1N1E33DD 8100	OREGON STATE OF(LEASED ODOT TECH LEADERSHIP CNTR ATTN PROP MGMT #33681B	4040 FAIRVIEW IND'L DR SE MS #	SALEM OR	97302-1142
1N1E27CB 2800	OREGON STATE OF(LEASED ODOT TECH LEADERSHIP CNTR ATTN PROP MGMT #35108	4040 FAIRVIEW IND'L DR SE, MS#	SALEM OR	97302-1142
1N1E27BD 2100	OREGON STATE OF(LEASED ODOT TECH LEADERSHIP CNTR ATTN PROP MGMT #35143A	4040 FAIRVIEW IND'L DR SE, MS#	SALEM OR	97302-1142
1N1E27BD 3000	OREGON STATE OF(LEASED ODOT TECH LEADERSHIP CNTR ATTN PROP MGMT #41904	4040 FAIRVIEW IND'L DR SE #MS2	SALEM OR	97302-1142
1S1E03AD 1401	OREGON STATE OF(LEASED ODOT TECH LEADERSHIP CNTR ATTN PROP MGMT #52846B	4040 FAIRVIEW IND'L DR SE #MS2	SALEM OR	97302-1142
1N1E33AD 1000	OREGON STATE OF(LEASED ODOT TECH LEADERSHIP CNTR ATTN PROP MGMT 33900C	4040 FAIRVIEW IND'L DR SE #MS2	SALEM OR	97302-1142
1N1E33AD 600	OREGON STATE OF(LEASED ODOT TECH LEADERSHIP CNTR ATTN PROP MGNT #33899A	4040 FAIRVIEW IND'L DR SE #MS2	SALEM OR	97302-1142
1S1E03CB2 90004	OREGON STATE OF(LEASED PACIFICORP %NORRIS, BEGGS & SIMPSON	121 SW MORRISON ST #200	PORTLAND OR	97204
1N1E28DD 3200	OREGON STATE OF(LEASED PARKING ENFORCEMENT SERVICES LLC %PROP MGMNT #34746C	4040 FAIRVIEW INDTL DR SE MS#2	SALEM OR	97302-1142
1N1E27BD 4100	OREGON STATE OF(LEASED PORTLAND CITY OF % KLEPAC,M	2929 N KERBY AVE	PORTLAND OR	97227-1611
1N1E27BD 4700	OREGON STATE OF(LEASED PORTLAND CITY OF ATTN PROP MGMNT/ACCESS RSRCH	4040 FAIRVIEW INDUSTRIAL DR SE	SALEM OR	97302-1142
1S1E03BD 3100	OREGON STATE OF(LEASED PORTLAND CITY OF(PKS & REC DIVISION OF STATE LANDS	775 SUMMER ST NE	SALEM OR	97310-1337
1N1E34AB 300	OREGON STATE OF(LEASED RED LIO ODOT TECH LEADERSHIP CNTR ATTN PROP MGMT @10941	4040 FAIRVIEW IND'L DR SE #MS2	SALEM OR	97302-1142
1S1E03DA 1400	OREGON STATE OF(LEASED RIVERS EAST LLC % GVA KIDDER MATHEWS	1 SW COLUMBIA ST STE 950	PORTLAND OR	97258-2010
1N1E33AD 900	OREGON STATE OF(LEASED SOLHEIM PAUL COMPANY ATTN PROP MGMT #33899A	4040 FAIRVIEW IND DR SE MS#2	SALEM OR	97302-1142
1S1E04DD 700	OREGON STATE OF(LEASED U S GEOLOGICAL SURVEY ATTN: ASSIST DIR OF REAL ESTAT	PO BOX 751	PORTLAND OR	97207-0751
1N1E33AA 900	OREGON STATE OF(LEASED VAN'S TOWING INC #34745B ATTN PROP MGMNT #34745B	4040 FAIRVIEW IND DR SE MS#2	SALEM OR	97302-1142
1N1E28DD 3000	OREGON STATE OF(LEASED YOSHIDA RE HOLDINGS XII LLC #34747G % PROPERTY MGMT FILE #34747G	4040 FAIRVIEW IND DR SE MS#2	SALEM OR	97302-1142
1N1E27BD 1100	OREGON STATE OF(LSD(DEPT/TRAN TO PORTLAND CITY OF % M KLEPAC	2929 N KERBY AVE	PORTLAND OR	97227-1611
1N1E33AD 800	OREGON STATE OF(ODOT LEASE ODOT TECH LEADERSHIP CNTR ATTN PROP MGMT #33899A	4040 FAIRVIEW IND'L DR SE #MS2	SALEM OR	97302-1142
1S1E03AA 1200	OREGON STATE OF(ODOT LEASED ODOT TECH LEADERSHIP CNTR ATTN PROP MGMT #28364	4040 FAIRVIEW IND'L DR SE #MS2	SALEM OR	97302-1142
1N1E34BB 600	OREGON STATE OF(OSU 138 STRAND AGRICULTURE HALL	OREGON STATE UNIVERSITY	CORVALLIS OR	97331-8521
1S1E02CA 16100	OREGON STATE PUBLIC INTEREST R	1536 SE 11TH AVE	PORTLAND OR	97214
1N1E35CB 700	OREGON-COLUMBIA CHAPTER NATL E	601 NE EVERETT ST	PORTLAND OR	97232-2722
1N1E33AD 1700	OREGON-DPP LLC %METRO COMMERCIAL REALTY CORP	227 20TH ST STE 100	NEWPORT BEACH CA	92663
1N1E33DC 3000	OREGONIAN PUBLISHING CO	1621 SW TAYLOR ST	PORTLAND OR	97201
1S1E04BA 8800	OREGON-IDAHO ANNUAL CONF OF TH TO FIRST UNITED METHODIST CHURCH	1838 SW JEFFERSON ST	PORTLAND OR	97201-2463
1N1E34BB 40473	ORENSTEIN,ROBERT S & PFAU,NANCY E	5280 E MISSION HILL DR	TUCSON AZ	85718
1S1E02CC 3100	ORION PARTNERS LLC % INTRINSIC INC	530 OAK GROVE AVE #201	MENLO PARK CA	94025-3255
1N1E34BD 90584	ORLOWSKI,EDWARD P TR	4805 EOLA DR NW	SALEM OR	97304-3313
1N1E34BD 90497	ORLOWSKI,EDWARD P TR & ORLOWSKI,JANE N TR	4805 EOLA DR NW	SALEM OR	97304-3313
1N1E33DC 4000	ORM HOLDINGS LLC	808 SW 15TH AVE	PORTLAND OR	97205-1907

1N1E34BB 70025	ORME,MAYNARD E	PO BOX 468	WEST LINN OR	97068
1N1E33DC 70731	ORMSBY,JONATHAN W	4225 N COLONIAL AVE	PORTLAND OR	97217-3340
1N1E34BB 88046	ORNSTIL,MICHAEL & ORNSTIL,BARRIE & ORNSTIL,MADISON	1260 NW NAITO PKWY #210	PORTLAND OR	97209
1N1E34CD 8300	O'ROURKE & SONS LLC %PIVOT PROPERTY MGMT LLC	225 SW BROADWAY #400	PORTLAND OR	97205
1N1E35BB 80044	OROZCO,LAWRENCE E	533 NE HOLLADAY ST #506	PORTLAND OR	97232-2087
1N1E33DC 70130	ORR,ELIZABETH M	1926 W BURNSIDE ST #904	PORTLAND OR	97209
1N1E34CB 3000	ORRICK JOINT VENTURE	PO BOX 14932	PORTLAND OR	97293
1N1E33CD 80053	ORTH,SHIRLEY	2021 SW MAIN ST #61	PORTLAND OR	97205-1532
1S1E03CB 80025	ORTINO,BEATRIZ M TR (BEATRIZ M ORTINO REVOCABLE TRUST)	4541 FOXTAIL CIR	GREENWOOD VILLAGE CO	80121
1N1E34BB 60355	ORVIS,JOHN E TR & JOLMA,SUZANNE K TR (JOHN E ORVIS FAMILY TRUST)	12 PLACE MOULIN	TIBURON CA	94920
1S1E03CD 90174	OSAERANG,SERGEI	1920 SW RIVER DR #E1103	PORTLAND OR	97201
1S1E10AA 500	OSB2LAN IVON LLC	3570 SW RIVER PKWY #1713	PORTLAND OR	97239-4534
1S1E03BC 80141	OSB2LAN MANAGEMENT LLC	3570 SW RIVER PKWY UNIT 1713	PORTLAND OR	97239
1N1E34BB 60088	OSBORN,ERIK J	9259 E RAINTREE DR #2040	SCOTTSDALE AZ	85260-7528
1N1E34BB 60341	OSBORN,MILO Y & ALLISON M	5503 S OTHELLO ST	SEATTLE WA	98118-4240
1S1E10DB 300	OSF INTERNATIONAL INC	0715 SW BANCROFT ST	PORTLAND OR	97239
1S1E10DC 103	OSF INTERNATIONAL INC TO PROPERTY TAX DEPT	0715 SW BANCROFT ST	PORTLAND OR	97239-4273
1S1E03CC 90370	OSGOOD,BOYD & DOROTHY	2309 SW 1ST AVE #141	PORTLAND OR	97201
1S1E03CC 90530	OSGOOD,MARA	2309 SW 1ST AVE #345	PORTLAND OR	97201
1N1E33CB 50322	OSHER,KYAN J	2351 NW WESTOVER RD #201	PORTLAND OR	97210
1S1E03BC 80143	OSHIMA,EMI & KATAKURA,YUMI 1-2-6 TAMAGAWA DAI #702	SETAGAYA-KU	TOKYO 158-0096	JAPAN
1S1E10DB 90343	OSILLA,FELICIANO F & OSILLA,CHARISSE	3601 SW RIVER PKWY #2518	PORTLAND OR	97239
1S1E03CA 90386	OSIPOVICH,TATYANA	1730 SW HARBOR WAY #302	PORTLAND OR	97201
1S1E04AD 90031	OSOTIO,FREDERICK J TR	1410 SW 11TH AVE #607	PORTLAND OR	97201
1N1E34CB 90009	OSTBO,CRAIG S & ELLEN A & KOOPMAN,KENNETH W & KAREN A	412 NW 8TH AVE	PORTLAND OR	97209
1N1E26CD 50011	OSTRACH,STEFAN A TR (STEFAN ALAN OSTRACH LIVING TR	110 MAYFAIR LN	EUGENE OR	97404
1S1E04AA 70077	OSTROFF,MIRIAM V TR	1221 SW 10TH AVE #513	PORTLAND OR	97205
1S1E10DB 90046	OSTROM,REBECCA L	3601 SW RIVER PKWY #427	PORTLAND OR	97239-4554
1N1E34BC 40315	OSTROM,RUTH B	1420 NW LOVEJOY #405	PORTLAND OR	97209
1N1E34CB 60043	OSTROM,RUTH B TR (RUTH B OSTROM LIVING TRUST)	1420 NW LOVEJOY #405	PORTLAND OR	97209
1S1E04AD 70003	OSTROWSKI,ANDREA N & OSTROWSKI,ERIC A	645 FULLER AVE	SAN JOSE CA	95125
1N1E33DC 70104	O'SULLIVAN,MATTHEW C	4053 RANDALL FARM RD	ATLANTA GA	30339
1S1E02BB 400	OTA PROPERTIES LLC	3597 SW COUNCIL CREST DR	PORTLAND OR	97201
1N1E34CD 6800	OTB LLC	2712 SE 20TH AVE	PORTLAND OR	97202-2231
1N1E33CD 80022	OTLANS,EGILS J & OTLANS,ANA	2021 SW MAIN ST #54	PORTLAND OR	97205
1N1E34BC 60377	O'TOOLE,GEORGE E JR & O'TOOLE,STEPHANIE T	111 PINE VALLEY RD	LAKE OSWEGO OR	97034-2869
1N1E33AD 70390	O'TOOLE,MICHAEL J	1420 NW LOVEJOY ST #520	PORTLAND OR	97209
1S1E10DB 80497	OTT,MARY J & OTT,STEPHEN E	0841 SW GAINES ST #107	PORTLAND OR	97239-3062
1N1E34CB 99258	OTTO,WILLIAM & CORONA,TOMASITA	333 NW 9TH AVE #401	PORTLAND OR	97209
1N1E34BC 99312	OTTOBONI,BLAIRE N	4817 NE GARFIELD AVE	PORTLAND OR	97211-3316
1N1E33AD 70094	OURSLER,KEVIN N & OURSLER,EMILY C	1420 NW LOVEJOY ST #330	PORTLAND OR	97209-2739
1N1E33AD 70325	OVERSTAKE,PAMELA R	1420 NW LOVEJOY ST #317	PORTLAND OR	97209
1S1E10AC 90105	OWEN,DANNY L & SLOBODIN,LAURA K	0819 SW PENNOYER ST #TH-J	PORTLAND OR	97239
1S1E04AD 80195	OWEN,MICHAEL N & DEBRA A	3812 NE 7TH AVE	PORTLAND OR	97212
1S1E04AD 80194	OWEN,MICHAEL N TR & OWEN,DEBRA A TR	3812 NE 7TH AVE	PORTLAND OR	97212
1S1E04AB 90010	OWEN,RICHARD R & OWEN,ROSLYN A	1441 SW CLAY ST #110	PORTLAND OR	97201
1S1E03CC 90030	OWENS,JOANE C	2211 SW 1ST AVE #1-603	PORTLAND OR	97201-5060

1N1E34BB 80044	OWENS,MARILYN K	PO BOX 574	WINCHESTER OR	97495-0574
1S1E10DB 90399	OWENS,MELISSA & CLARK,THOMAS J	3019 NW MONTANA LOOP	PORTLAND OR	97229
1N1E34BC 99242	OWNERS ASSOC OF PARK PLACE CONDOMINIUMS IN THE PEARL % MULTI-SERVICES INC	1500 NE IRVING ST #414	PORTLAND OR	97232
1S1E04DA 90000	OWNERS' ASSOCIATION OF PORTLAN STATE UNIVERSITY ACADEMIC & STUDENT RECREATION CTR, A COND	1600 SW 4TH AVE STE 515	PORTLAND OR	97201
1S1E10DB 90135	OWYEN,REBECCA	3601 SW RIVER PKWY #1202	PORTLAND OR	97239
1N1E34BB 60057	OXLEY,BART T TR	1125 NW 9TH AVE #232	PORTLAND OR	97209
1N1E26CD 50023	OYAGUE,JOSE	1509 NE 10TH AVE #304	PORTLAND OR	97232
1S1E10AC 90140	OZAWA,MARCI L	3025 NE 46TH AVE	PORTLAND OR	97213-1807
1S1E10DB 80135	OZTASKIN,ALI S TR & OZTASKIN,SERMIN TR	0841 SW GAINES ST #1106	PORTLAND OR	97239-3102
1S1E03AD 3500	P & L WATER AVENUE LLC % MICHAEL A PRATT	1201 SE 3RD AVE	PORTLAND OR	97214
1N1E35BB 2300	P & R INVESTMENTS & ACQUISTIONS LLC	1022 SW SALMON ST #450	PORTLAND OR	97205
1N1E34CC 3800	P7 BANK BLOCKS LLC	801 NW MARSHALL ST #300	PORTLAND OR	97209
1N1E34BB 40015	P949 LLC % WOODS,EMIL K	445 PARK AVE 5TH FLR	NEW YORK NY	10022-8603
1N1E26CC 9500	PAC WEST ENERGY LLC	3450 COMMERCIAL CT	MERIDIAN ID	83642
1S1E03BB 1200	PAC-HILL LIMITED PARTNERSHIP>	520 SW YAMHILL ST RF GDN #8	PORTLAND OR	97204
1N1E34DA 1500	PACIFIC COAST FRUIT CO	201 NE 2ND AVE	PORTLAND OR	97232-2984
1N1E35BC 2700	PACIFIC CONTINENTAL BANK % ACCOUNTS PAYABLE	P O BOX 10727	EUGENE OR	97440-2727
1N1E33CD 80036	PACIFIC CREST PROPERTY MANAGMENT LLC	6827 OSWEGO PL NE 201	SEATTLE WA	98115
1N1E33CB 50079	PACIFIC INSURANCE INVESTMENT COMPANY	7820 SW WILLOWMERE DR	PORTLAND OR	97225
1S1E10AC 302	PACIFIC METAL CO	10700 SW MANHASSET DR	TUALATIN OR	97062-8608
1N1E26CC 12500	PACIFIC NORTHWEST GENERATING COOPERATIVE	711 NE HALSEY ST	PORTLAND OR	97232-1268
1N1E34BC 99280	PACIFIC NW PROPERTIES LTD PARTNERSHIP ATTN: STERN,TOM	6600 SW 105TH AVE #175	BEAVERTON OR	97008
1N1E35BB 800	PACIFIC POWER & LIGHT CO % PACIFICORP ATTN PROPERTY TAX DEPT	825 NE MULTNOMAH ST #1900	PORTLAND OR	97232
1N1E34CA 3200	PACIFIC TOWER ASSOCIATES LIMITED PARTNERSHIP ATTN: MENASHE,MICHAEL	333 NW 9TH AVE #1504	PORTLAND OR	97209
1N1E28D 80000	PACIFICA AT RIVERSCAPE CONDOMINIUMS OWNERS ASSN	931 SW KING AVE	PORTLAND OR	97205-1319
1N1E35BB 700	PACIFICORP	825 NE MULTNOMAH ST #1900	PORTLAND OR	97232
1N1E35BB 500	PACIFICORP % STRONG,R G-PROP TAX MGR	825 NE MULTNOMAH ST #1900	PORTLAND OR	97232
1N1E35BB 400	PACIFICORP BY PACIFIC POWER & LIGHT	825 NE MULTNOMAH ST #1900	PORTLAND OR	97232
1N1E34BB 70543	PACKARD,ROBIN A TR	1255 NW 9TH AVE #1301	PORTLAND OR	97209-2897
1N1E34BB 40389	PACKOUZ,KATHERINE	949 NW OVERTON ST #708	PORTLAND OR	97209
1S1E03BC 900	PACWEST CENTER LLC %ALLEN SHELBY	1211 SW 5TH AVE #2230	PORTLAND OR	97204
1N1E27DD 7700	PACWEST ENERGY LLC	3450 E COMMERCIAL CT	MERIDIAN ID	83642-8915
1S1E02CD 11100	PACWEST INVESTMENTS 1 LLC	1961 SUNSET AVE SW	SEATTLE WA	98116
1N1E34BC 70001	PADC INVESTMENTS LLC	5525 SE SCENIC LN #301	VANCOUVER WA	98661-0519
1N1E34BB 40052	PADGALSKAS,DAVID	1720 SW 4TH AVE #914	PORTLAND OR	97201-5550
1N1E33CB 50398	PADILLA,ANTHONY A & ZIEGLER,KENNETH W	2351 NW WESTOVER RD #606	PORTLAND OR	97210
1N1E34BB 88183	PAGANO,DONALD F & PAGANO,PATRICIA J	1260 NW NAITO PKWY #905	PORTLAND OR	97209
1S1E02BA 6400	PAGE NINETEEN LLC	2506 NE 17TH AVE	PORTLAND OR	97212
1S1E03CA 90217	PAGE,KATHLEEN E TR	PO BOX 353	AURORA OR	97002
1S1E03CB 70129	PAGE,NELSON G	12108 SW 13TH CT	PORTLAND OR	97219-9636
1S1E03CA 90220	PAGE,SUNNIE K	5995 SW SEQUOIA DR	TUALATIN OR	97062
1S1E04BA 8400	PAGET,SHARON	1817 SW MARKET ST	PORTLAND OR	97201-2425
1N1E34BC 90027	PAIK,SWAN	1011 NW GLISAN ST #304	PORTLAND OR	97209
1S1E03CB 70239	PAINTER,RICHARD A & KATHIE E	2620 CRESTVIEW DR S	SALEM OR	97302-5809
1N1E34BC 88277	PAK,JONATHAN T	937 NW GLISAN ST #1132	PORTLAND OR	97209
1S1E03CB 70145	PAK,THOMAS & PAK,TAMMY KYOUNGSOOK	111 SW HARRISON ST #21A	PORTLAND OR	97201
1N1E33AD 40237	PALAFOX,JOSE C JR	1400 NW IRVING ST #405	PORTLAND OR	97209-2253

1S1E03BC 80140	PALDI,RONEN	1500 SW 5TH AVE #2606	PORTLAND OR	97201
1N1E33AD 40348	PALERMO,JOSEPH T III	1400 NW IRVING ST #504	PORTLAND OR	97209
1N1E34CB 99245	PALKO,DANIEL J & PALKO,SHAWN T	333 NW 9TH AVE #1303	PORTLAND OR	97209
1S1E04AB 60073	PALMER,BYRON A & SINORADZKI,HELEN M	1234 SW 18TH AVE #310	PORTLAND OR	97205
1S1E02CD 9000	PALMER,DANIEL E	2442 SE 11TH AVE	PORTLAND OR	97214
1N1E33DC 90010	PALMER,MATTHEW J & ROTHAUGE,RENEE E	2504 NE 32ND AVE	PORTLAND OR	97212
1N1E33AD 80114	PALMER,NANCY B	1314 NW IRVING ST #605	PORTLAND OR	97209
1N1E34CB 99195	PALMER,ROBERTA	333 NW 9TH AVE #1201	PORTLAND OR	97209
1N1E35BB 80070	PALMER,RONALD J TR	31253 GOWDYVILLE RD	COTTAGE GROVE OR	97424-9765
1S1E03CC 90521	PALMER,VALERIE S	2309 SW 1ST AVE #1442	PORTLAND OR	97201
1N1E28D 90010	PALOUDA,BENTE J TR	709 SARANAC DR	SUNNYVALE CA	94087-2215
1N1E34BC 2800	PALTRIDGE,TIMOTHY	232 SHERWOOD CT	TALENT OR	97540-8640
1S1E04AB 70077	PAN PACIFIC BROKERAGE INC	1051 KEOLU DR	KAILUA HI	96734
1N1E34CB 60053	PAN,JUN TR & CHEN,WEI TR	5597 NW 127TH TER	PORTLAND OR	97229
1S1E04AD 80298	PANDANA,HERMAN	1500 SW PARK AVE #411	PORTLAND OR	97201
1N1E34BB 70248	PANOFF,CHRISTOPHER & KRISTA	PO BOX 7571	CHICAGO IL	60680-7571
1N1E35CC 9200	PAOLA PROPERTIES LLC	310 SE 6TH AVE	PORTLAND OR	97214
1S1E10AC 90276	PAPACHRISTOPOULOS,SANTIA & PAPACHRISTOPOULOS,JAMES	3570 SW RIVER PKWY #1811	PORTLAND OR	97239-4546
1N1E34BC 80013	PAPASADERO,MARIE & OTTO C	1009 NW HOYT ST #211	PORTLAND OR	97209
1N1E28D 80053	PAPISH,URI	1830 NW RIVERSCAPE DR #601	PORTLAND OR	97209
1N1E33DC 70198	PAPPAS,ANTHONY G TR	1926 W BURNSIDE ST #1219	PORTLAND OR	97209
1N1E34CB 80011	PAPPAS,PETER A & KELLY,NANCY C	300 NW 8TH AVE #705	PORTLAND OR	97209
1N1E34CB 80135	PAPWORTH,PHILIP T	300 NW 8TH AVE APT 1002	PORTLAND OR	97209-3563
1N1E27DC 3400	PARAMOUNT APTS LLC % EBERLE,ROY M	PO BOX 41103	EUGENE OR	97404-0300
1N1E27DC 3300	PARAMOUNT PARKING LLC	3221 SE BROOKLYN ST	PORTLAND OR	97202-1924
1N1E35CC 6000	PARAMOUNT SUPPLY CO	P O BOX 14096	PORTLAND OR	97293
1N1E34CC 3200	PARCEL 18 LLC	920 SW 6TH AVE #223	PORTLAND OR	97204-1207
1N1E34BB 50392	PARCHINSKY,JOHN JR & CAROLYN	1001 NW LOVEJOY ST #509	PORTLAND OR	97209
1S1E04BA 7300	PARENT,JOSEPH A JR & BOUCHARD-PARENT,JUDY J	1923 SW MARKET STREET DR	PORTLAND OR	97201
1S1E02BB 7300	PARK ADDITION LLC	4206 SE TAGGART ST	PORTLAND OR	97206-1648
1N1E34CB 4600	PARK BLOCKS LLC	1532 SW MORRISON ST #1000	PORTLAND OR	97205
1N1E34CB 70000	PARK NORTHWEST CONDOMINIUMS ASSOCIATION C/O ESPIRITU,A B & T E	548 RIDGEWAY RD	LAKE OSWEGO OR	97034-3825
1N1E28DC 100	PARK OFFICE LLC % NATIONAL REAL ESTATE ADVISORS LLC	900 7TH ST NW #600	WASHINGTON DC	20001
1S1E04DA 7500	PARK PLAZA COMMUNITIES LLC % COLRICH MULTIFAMILY INVEST L	444 W BEECH ST #300	SAN DIEGO CA	92101-2942
1N1E26CD 9700	PARK,BENJAMIN	1721 NE 14TH AVE	PORTLAND OR	97212-4345
1N1E33DA 50044	PARK,DAN K-1/2 & PARK,PATRICK M-1/2	311 NW 12TH AVE #1103	PORTLAND OR	97209-2996
1N1E33DC 70492	PARK,JIN	13555 NW LAIDLAW RD	PORTLAND OR	97229
1N1E33DC 70245	PARK,KEUMSOOK & PARK,PETER BYUNG YONG	7340 SW HYLAND WAY	BEAVERTON OR	97008
1N1E34BB 70162	PARK,MARIE A	1255 NW 9TH AVE #808	PORTLAND OR	97209
1N1E34CB 80104	PARK,PAUL S	300 NW 8TH AVE #501	PORTLAND OR	97209
1N1E34BC 40229	PARK,TENNANT	4900 OVERLAND AVE #218	CULVER CITY CA	90230
1S1E04AD 80050	PARKE,WILLIAM H & PARKE,LENORE M	1500 SW PARK AVE #103	PORTLAND OR	97201-3472
1S1E02CA 12900	PARKER,GEOFF	PO BOX 1084	CAMAS WA	98607
1N1E34CB 40201	PARKER,JOHN F JR TR & PARKER,JANE G TR	1101 GLENVIEW DR	FULLERTON CA	92835
1N1E34CB 99244	PARKER,RACHEL A	9265 SW ALPINE TER	PORTLAND OR	97225-4103
1N1E34BB 88298	PARKER,SARA	1260 NW NAITO PKWY #707	PORTLAND OR	97209
1N1E33DA 80107	PARKERSON,SANDY	408 NW 12TH AVE #315	PORTLAND OR	97209

1S1E03BC 90035	PARKHAM HILL LLC	18135 RIMROCK RD	HAYDEN LAKE ID	83835-7857
1S1E04AD 80076	PARKS,CHRISTOPHER T	1469 E LILAC LN	FOX POINT WI	53217
1N1E33DA 80063	PARKS,CORINN M	2335 NW RALEIGH ST #309	PORTLAND OR	97210-3199
1N1E33CD 80010	PARKS,ROBERT L	78597 AUTUMN LN	PALM DESERT CA	92211
1S1E03CB 1301	PARKSIDE PLAZA 100% LLC	1800 SW 1ST AVE #600	PORTLAND OR	97201-5356
1N1E33AD 40004	PARMENTER,JESSICA K & BAYLESS,MICHAEL	1400 NW IRVING ST #413	PORTLAND OR	97209-2254
1N1E33AD 80096	PARMER,CANDACE	1314 NW IRVING ST #705	PORTLAND OR	97209
1S1E10AC 90061	PARNELL,CYNTHIA M TR	PO BOX 250	GLENEDEN BEACH OR	97388
1S1E10AC 90190	PARNELL,CYNTHIA M TR (CYNTHIA M PARNELL TRUST)	PO BOX 250	GLENEDEN BEACH OR	97388
1S1E03BB 4800	PARR FINANCIAL OREGON LLC	1300 SW 5TH AVE #2815	PORTLAND OR	97201
1N1E33DA 60105	PARR,MARTIN G & PARR,YASMIN	818 AZALEA ST	HOUSTON TX	77018
1N1E33AD 40044	PARRA,BYRON K	1400 NW IRVING ST #732	PORTLAND OR	97209
1S1E02BB 3500	PARRISH,MICHAEL ET AL % RUSSELL,ANDREW D	PO BOX 1567	LAKE OSWEGO OR	97035-0767
1N1E34BD 90629	PARSONS,CHRISTOPHER S	710 NW NAITO PKWY #C6	PORTLAND OR	97209
1S1E03CB 80352	PARSONS,JAMES A TR & PARSONS,PATRICIA A TR	255 SW HARRISON ST #9E	PORTLAND OR	97201-5338
1S1E03CB 70046	PARSONS,SUSAN J & JIMENEZ,BRYAN J	1819 SW 5TH AVE #235	PORTLAND OR	97201-5277
1S1E04AD 1400	PARTNERS FOR NEW AVENUES L L C	121 SW MORRISON ST #450	PORTLAND OR	97204
1N1E34BD 90097	PARTNERS FOR PAYMENT RELIEF RELIEF DE II LLC %PARTNERS FOR PAYMENT RELIEF	3748 WEST CHESTER PIKE #103	NEWTON SQUARE PA	19073
1N1E34CB 1900	PARTNERS IN ART LLC	417-419 NW 9TH AVE	PORTLAND OR	97209
1S1E03BC 80011	PARTOVI,SOUDABEH	PO BOX 692	LAKE OSWEGO OR	97034-0066
1N1E34BB 70500	PASCHAL,DAVID A	1255 NW 9TH AVE #805	PORTLAND OR	97209
1S1E03AD 6500	PASCUZZI FAMILY LLC	10250 SW NORTH DAKOTA ST	TIGARD OR	97223-4237
1S1E10CA 600	PASCUZZI INVESTMENT LLC	10250 SW NORTH DAKOTA ST	TIGARD OR	97223-4237
1N1E34BB 88383	PASERO,NICHOLAS J	1310 NW NAITO PKWY #111A	PORTLAND OR	97209
1S1E10AC 90084	PASTORE PROPERTY MANAGEMENT LLC	1704 SW CURRY ST #1704	PORTLAND OR	97239
1S1E10AC 90656	PASTORE,VICTOR S	0836 SW CURRY ST #1704	PORTLAND OR	97239
1S1E03CC 90002	PATAIL,GEORGE & PATAIL,AILIEN M USAG GARMISCH	CMR 409 BOX 491	APO AE	9053
1S1E10AC 90471	PATEL ENTERPRISES LLC	PO BOX 760	BROOKINGS OR	97415-0009
1S1E10DB 90146	PATEL,DIRGESH	3601 SW RIVER PKWY #1300	PORTLAND OR	97239-4559
1N1E34BB 90170	PATEL,KATEN	12899 SE HAWKS CREST PL	HAPPY VALLEY OR	97086-6706
1S1E03CB 3100	PATEL,RITA & RAKESH M	8050 NE M L KING BLVD	PORTLAND OR	97211
1N1E34BD 90268	PATEL,ROSHAN R	1534 SE 34TH AVE	PORTLAND OR	97214-5027
1N1E33AD 80055	PATEL,YOGIN K & PATEL,KANTILAL C	3402 LAKE BOONE TRL	RALEIGH NC	27607-6756
1N1E34CB 80072	PATRICK-JOLING,PATRICIA	P O BOX 1711	NEWPORT OR	97365
1N1E34BB 50375	PATRIDGE,JOHN W TR & PARTRIDGE,VICKIE V TR	125 BOND DR	CASTLE ROCK WA	98611-9375
1N1E33AD 70066	PATTERSON,JANICE K & PATTERSON,ERIC B	1420 NW LOVEJOY ST #724	PORTLAND OR	97209-2752
1S1E03CD 90413	PATTERSON,JUDITH A TR	1920 SW RIVER DR #E1106	PORTLAND OR	97201-8048
1S1E02CA 10200	PATTERSON,LENORE	17757 SE WASHINGTON ST	PORTLAND OR	97233-4936
1S1E04AD 70012	PATTERSON,MATTHEW TR	1332 FONES RD SE #102	OLYMPIA WA	98501-2787
1S1E10DB 90080	PATTIE,PRESTON S & PATTIE,VICTORIA F	4140 SW 40TH PL	PORTLAND OR	97221
1N1E34BB 50287	PATTON,JACK TR & PATTON,SONCHEN TR (JACK & SONCHEN PATTON TRUST)	3133 OAK BAY RD	PORT HADLOCK WA	98339
1N1E34BB 80006	PATTON,JOHN R & PATTON,M ESNEDA	5525 CHERRY HEIGHTS RD	THE DALLES OR	97058-8538
1N1E34CB 40170	PATTON,WILLIAM T	1025 NW COUCH ST #720	PORTLAND OR	97209-4131
1N1E34CB 60059	PATTY,STEVEN R	408 NW 12TH AVE #506	PORTLAND OR	97209
1N1E33DC 90051	PAUL,ERIC M	709 SW 16TH AVE #508	PORTLAND OR	97205
1N1E34CB 99221	PAULEY,MARK	333 NW 9TH AVE #713	PORTLAND OR	97209-3339
1N1E33DC 70645	PAULO,THOMAS	13949 S BEAVERCREEK RD #113	OREGON CITY OR	97045-4164

1S1E03CA 90462	PAULSEN,WAYNE A & CHRISTINE S	PO BOX 7	DUNDEE OR	97115-0007
1N1E34CB 99298	PAVITT,WINSTON A	333 NW 9TH AVE #417	PORTLAND OR	97209
1N1E26CD 11200	PAVTAK PARTNERS %TOM FORD	PO BOX 636	GRANTS PASS OR	97528
1N1E34BB 40458	PAYNE,ADAM & WHITE,BENJAMIN	949 NW OVERTON ST #1405	PORTLAND OR	97209-3277
1N1E33DC 70211	PAYNE,ALLYSA	1926 W BURNSIDE ST #1313	PORTLAND OR	97209
1N1E34BB 60372	PAYNE,JOHN T	974 SW SHAKER PL	PORTLAND OR	97225-6152
1N1E27DD 10400	PDX 203 NE WEIDLER LLC	9 SE 3RD AVE, #100	PORTLAND OR	97214
1N1E27DD 10300	PDX 211 NE WEIDLER LLC	9 SE 3RD AVE #100	PORTLAND OR	97214
1N1E34DC 2800	PDX 220 SW 1ST LLC	9 SE 3RD AVE #100	PORTLAND OR	97214
1N1E33DA 40001	PDX COM LLC	2366 NW GLISAN ST	PORTLAND OR	97210
1S1E04AA 200	PDX HOLDING LLC	19215 SE 34TH ST #106-245	CAMAS WA	98607
1S1E03BB 3800	PDX PIONEER LLC % LASALLE HOTEL PROPERTIES	7550 WISCONSIN AVE 10TH FLR	BETHESDA MD	20814-3559
1N1E33CB 50100	PDX RES LLC	2366 NW GLISAN ST	PORTLAND OR	97210-3421
1S1E10AC 90022	PEACHIN,SUZANNE S	0836 SW CURRY ST #502	PORTLAND OR	97239-4523
1N1E34BC 4400	PEARL ASSETS LLC	1114 STATE ST #310	SANTA BARBARA CA	93101
1N1E33DA 40031	PEARL CONDOMINIUM AT BLOCK 90 OWNERS' ASSOCIATION % COREY,SUSAN C	5110 SW BANCROFT ST	PORTLAND OR	97221
1N1E33DA 40000	PEARL CONDOMINIUMS AT BLOCK 90 OWNERS' ASSOCIATION % COMMUNITY MANAGEMENT INC	2105 SE 9TH AVE	PORTLAND OR	97214-4653
1N1E34CB 4100	PEARL DISTRICT LODGING ASSOCIATES LLC	8333 GREENWAY BLVD #200	MIDDLETON WI	53562
1N1E33DA 90001	PEARL FLANDERS LLC % BRIAN H PIENOVI	1220 NW LOVEJOY ST #130	PORTLAND OR	97209
1N1E34BB 1307	PEARL HOTEL INVESTORS LLC % DAME,DIKE	1308 NW EVERETT ST	PORTLAND OR	97209-2629
1N1E34BB 1304	PEARL HOTEL INVESTORS LLC % WILLIAMS/DAME & ASSOC INC ATTN: FINICLE,GARY A	1308 NW EVERETT ST	PORTLAND OR	97209-2629
1N1E34BC 80000	PEARL LOFTS CONDOMINIUMS UNIT	121 SW MORRISON ST #1200	PORTLAND OR	97204
1N1E34CB 7800	PEARL ONE REAL ESTATE LLC ATTN: GOODMAN,GREG	920 SW 6TH AVE #223	PORTLAND OR	97204
1N1E33DA 2300	PEARL PARTNERS LLC	416 NW HERMOSA BLVD	PORTLAND OR	97210
1N1E33AD 40246	PEARL PROPERTY HOLDINGS LLC % SACHDEV NAVEEN & NAINA	15524 VILLAGE DR	LAKE OSWEGO OR	97034-3750
1N1E33AD 40380	PEARL PROPERTY HOLDINGS LLC % SACHDEV,NAINA & NAVEEN	1400 NW IRVING ST #602	PORTLAND OR	97209-2257
1N1E34BC 90003	PEARL STUDIO 204 LLC	1011 NW GLISAN ST #304	PORTLAND OR	97209
1N1E34CB 60130	PEARL VENTURES LLC	420 NW 11TH AVE #1108	PORTLAND OR	97209
1S1E03CC 90158	PEARLMAN,GAROLD H TR & PEARLMAN,SYLVIA S TR	2211 SW 1ST AVE #1202	PORTLAND OR	97201
1N1E33DA 70027	PEARSON PARSONS LLC	629 POMONA AVE	CORONADO CA	92118-2212
1N1E33DA 60047	PEARSON,DONALD	1200 NW MARSHALL ST #804	PORTLAND OR	97209
1S1E04BA 70024	PEARSON,MANDEE A	2024 SW HOWARDS WAY #307	PORTLAND OR	97201
1S1E03CB 70009	PEARSON,NANCY & FRANKLIN,DOUGLAS	111 SW HARRISON ST #2E	PORTLAND OR	97201
1S1E03BC 80048	PEARSON,TUESDAY	1500 SW 5TH AVE #502	PORTLAND OR	97201-5419
1N1E28D 90007	PECK,GARRETT A & WALKER,JONIE K	2026 NW 16TH AVE	PORTLAND OR	97209
1N1E34BB 60138	PECK,GARY & SUTIN,NATALIA	1125 NW 9TH AVE #415	PORTLAND OR	97209-2869
1N1E33AD 40101	PECK,LAWRENCE J & JUDITH K	10154 BORGMAN AVE	HUNTINGTON WOODS MI	48070
1N1E34BB 88440	PEDDIREDDY,ESHA	1260 NW NAITO PKWY #1003	PORTLAND OR	97209
1N1E34BB 40134	PEDERSEN,COURTNEY D	949 NW OVERTON ST #1305	PORTLAND OR	97209-3276
1N1E34BB 88020	PEDEY,COLLEEN R TR	1260 NW NAITO PKWY #105 B	PORTLAND OR	97209
1N1E34BB 88442	PEDRICK,JANE H TR	1260 NW NAITO PKWY #706	PORTLAND OR	97209-3154
1N1E33DA 60003	PEEBLES,BRIAN	10811 SW 64TH AVE	PORTLAND OR	97219
1N1E34CB 40239	PEEK,JANET E	1025 NW COUCH ST #1012	PORTLAND OR	97209-4134
1S1E03BB 100	PEGG INVESTMENT CO % GALEN,MORRIS J	888 SW 5TH AVE	PORTLAND OR	97204-2012
1S1E04AA 1400	PEGG PROPERTIES % GALEN,MORRIS J	888 SW 5TH AVE STE 1600	PORTLAND OR	97204-2030
1S1E02BD 2800	PEIN INVESTMENT GROUP LLC	1036 SE TAYLOR ST	PORTLAND OR	97214
1S1E02BD 2900	PEIN INVESTMENT GROUP LLC % REDMOND,MICHAEL	1036 SE TAYLOR ST	PORTLAND OR	97214-2527

1S1E04AD 80092	PEKALA,RICHARD W & ROBYN H	4356 NW BOXWOOD DR	CORVALLIS OR	97330
1S1E03AA 3100	PELETT,WALTER D & PAMELA K	823 SE 3RD AVE	PORTLAND OR	97214-2101
1N1E34CB 99344	PELLERANO,STEFANO & VERDOLIVA,VERONICA	16892 NW ARIZONA DR	BEAVERTON OR	97006
1S1E03BC 80132	PELLETIER,TED W TR & PELLETIER,ADELE F TR	1500 SW 5TH AVE #1806	PORTLAND OR	97201
1S1E02CD 16000	PELOQUIN,MELISSA E & PELOQUIN,THOMAS J	4148 SE TAGGART ST	PORTLAND OR	97202
1N1E35CB 2200	PENBERTHY,STEVE & MARGARET	2399 PRESTWICK RD	LAKE OSWEGO OR	97034
1N1E33DC 70599	PENDEXTER,LINWOOD & PENDEXTER,LINDA	66 MEADOWRIDGE PL	THE WOODLANDS TX	77381-6277
1N1E34CA 6300	PENDLETON WOOLEN MILLS INC	PO BOX 3030	PORTLAND OR	97208-3030
1N1E34CB 99190	PENG,CHUNG-CHING	333 NW 9TH AVE #904	PORTLAND OR	97209
1N1E33CB 50278	PENNESI,MARK & PENNESI,PETE	2351 NW WESTOVER RD #310	PORTLAND OR	97210-3780
1S1E03AD 5200	PENNEYKAT LLC	110 SE MAIN ST	PORTLAND OR	97214
1N1E33AD 5200	PEP PRINTING INC	5000 N BASIN AVE	PORTLAND OR	97217
1N1E34CB 99313	PEPIN,ALFRED & PEPIN,EDITH	1156 MEE LN	ST HELENA CA	94574-9792
1N1E34BC 88023	PEPPIS,PAUL W & WADSWORTH,ELIZABETH J	206 W 20TH AVE	EUGENE OR	97405
1S1E10DB 90664	PEPPLE,GREGORY M	3601 SW RIVER PKWY #1604	PORTLAND OR	97239
1N1E35CB 8500	PERALA,GENE A TR & PERALA,MARY J TR %KADELS AUTO - KIM NELSON	9350 SW TIGARD ST	TIGARD OR	97223
1N1E35CB 7900	PERALA,GENE A TR & PERALA,MARY J TR & PERALA,MARY J	9350 SW TIGARD ST	TIGARD OR	97223
1N1E34BB 70387	PERANTON,RICHARD L & PERANTON,LISA	1255 NW 9TH AVE #116	PORTLAND OR	97209
1S1E10DB 90143	PERCIVAL,MOLLY F TR (MOLLY F PERCIVAL REVOCABLE LIVING TRUST)	3601 SW RIVER PKWY #1214	PORTLAND OR	97239-4557
1S1E10DB 80172	PERCIVAL,RUTH A TR	0841 SW GAINES ST #1610	PORTLAND OR	97239-3103
1N1E34BD 90662	PERERA,KENT	606 NW NAITO PKWY #A-10	PORTLAND OR	97209
1N1E33DC 70073	PEREZ,JOEL & PEREZ,KIRA	1926 W BURNSIDE ST #601	PORTLAND OR	97209
1N1E34BC 70006	PERKEL,KELLY M	618 NW 12TH AVE #202	PORTLAND OR	97209-3030
1N1E33AD 40087	PERKEL,MELISSA E	1400 NW IRVING ST #629	PORTLAND OR	97209-2259
1S1E03CD 90457	PERKINS,DAVID E TR & BIRGE,ROBERT W TR	1920 SW RIVER DR #E903	PORTLAND OR	97201
1S1E04AA 70579	PERKINS,RICHARD C & SHARON L	1221 SW 10TH AVE #305	PORTLAND OR	97205
1S1E03CC 90557	PERKINS,ROBERT W & GAIL M	2309 SW 1ST AVE #942	PORTLAND OR	97201
1S1E04AB 90006	PERKO,JOSEPH & SILVA,NINA	1441 SW CLAY ST #106	PORTLAND OR	97201
1S1E03CD 90023	PERLSON,ROBERT M	3246 BRYSON WAY	MEDFORD OR	97504
1S1E04AA 70502	PERRIGO,SUSAN K & TOUGAS,MARK	1221 SW 10TH AVE #504	PORTLAND OR	97205
1S1E04BA 90015	PERRIN,MARIANNE L TR	2020 SW MARKET ST DR #301	PORTLAND OR	97201
1N1E34CB 40034	PERRIN,WILLIAM M	1025 NW COUCH ST #1210	PORTLAND OR	97209
1N1E34BB 50402	PERRINS,ANTHONY TR	1001 NW LOVEJOY ST #1008	PORTLAND OR	97209
1S1E04BA 80073	PERRIS,ELIZABETH L & SCHNABEL,BEVERLY S	1132 SW 19TH AVE #811	PORTLAND OR	97205-1744
1N1E35CC 9100	PERROTT,JOHN S & SANDRA D	PO BOX 128	LA CENTER WA	98629-0128
1N1E33CD 80049	PERRY,ANNE K & QUINLAN,RUSSELL K	2021 SW MAIN ST #21	PORTLAND OR	97205
1S1E03CB 80055	PERRY,JAMES L & DIANE D	255 SW HARRISON ST #8D	PORTLAND OR	97201
1S1E04AB 60092	PERRY,JONATHAN	1234 SW 18TH AVE #208	PORTLAND OR	97205-1754
1S1E04AB 60015	PERRY,JONATHAN C	1234 SW 18TH AVE #208	PORTLAND OR	97205-1754
1N1E34CA 80036	PERRY,PATRICK J & THERESA K	1892 HUASNA DR	SAN LUIS OBISPO CA	93405-6811
1N1E34BB 60129	PERRY,RICHARD S	14880 SW LOWELL LN	SHERWOOD OR	97140-7013
1N1E34BC 88288	PERSON,BROOKE G	937 NW GLISAN ST #636	PORTLAND OR	97209
1S1E02BB 6900	PETER COTTONTAIL ENTERPRISES L L C>	7265 SW DOGWOOD PL	PORTLAND OR	97225
1S1E02CD 10400	PETER COTTONTAIL ENTERPRISES LLC	7265 SW DOGWOOD PL	PORTLAND OR	97225-1503
1S1E02BB 3700	PETER COTTONTAIL ENTERPRISES LLC % MARTIN,RICHARD K	7265 SW DOGWOOD PL	PORTLAND OR	97225-1503
1S1E02BB 7200	PETER COTTONTAIL ENTERPRISES LLC ET AL % MARTIN,RICHARD K	7265 SW DOGWOOD PL	PORTLAND OR	97225-1503
1N1E33DC 70514	PETERS,DANIEL & LESSOFF,DAVID	6124 N GREELEY AVE	PORTLAND OR	97217

1N1E34CB 99320	PETERS,JULIE S & PETERS,LISA	309 WEST 104TH ST APT#9C	NEW YORK NY	10025
1S1E03BC 80014	PETERS,SAHNG-JU S	1500 SW 5TH AVE #303	PORTLAND OR	97201
1S1E04AD 80309	PETERSEN,JAMES R & SALLY	1500 SW PARK AVE #529	PORTLAND OR	97201
1N1E33DC 70241	PETERSEN,JOHN M & PETERSEN,SUZY J	1926 W BURNSIDE ST #1419	PORTLAND OR	97209
1N1E33DC 70613	PETERSEN,JOHN M & PETERSEN,SUZY J & PETERSEN,ANDREA S	1926 W BURNSIDE ST #1419	PORTLAND OR	97209
1N1E34CB 99063	PETERSON,BRENDA J	333 NW 9TH AVE #1315	PORTLAND OR	97209-3349
1S1E02CC 1000	PETERSON,BURT W & LINDA A	103 TALA SHORE DRIVE	PORT LUDLOW WA	98365
1N1E33DA 70038	PETERSON,CHARLES G & STARBIRD,C JANE	416 NW 13TH AVE #409	PORTLAND OR	97209
1S1E04BA 70002	PETERSON,CHRISTINE R	2024 SW HOWARDS WAY #202	PORTLAND OR	97201
1S1E03BC 80056	PETERSON,DOUGLAS L & BRENDA JO	1500 SW 5TH AVE UNIT 1802	PORTLAND OR	97201-5431
1N1E34BB 60226	PETERSON,LAURA A	1125 NW 9TH AVE #307	PORTLAND OR	97209
1N1E34BB 80301	PETERSON,REGINA M & PETERSON,CHUCK E	329 DAHLIA PL	CORONA DEL MAR CA	92625-2849
1N1E33DD 3000	PETERSON,ROBERT J & MARTIN-PETERSON,DIANNA L	17515 NW 41ST AVE	RIDGEFIELD WA	98642
1N1E28DC 300	PETERSON,TERRY & PETERSON,KATHERINE V	6822 SW 54TH AVE	PORTLAND OR	97219-1337
1N1E27CA 7900	PETRINA PROPERTIES II LLC %PETER CORVALLIS	3925 SW 57TH AVE	PORTLAND OR	97221
1N1E27CA 5900	PETRINA PROPERTIES III LLC %PETER CORVALLIS	3925 SW 57TH AVE	PORTLAND OR	97221
1N1E27CA 6700	PETRINA PROPERTIES IV LLC %PETER CORVALLIS	3925 SW 57TH AVE	PORTLAND OR	97221
1N1E27CB 1300	PETRINA PROPERTIES V LLC %PETER CORVALLIS	3925 SW 57TH AVE	PORTLAND OR	97221
1N1E34BB 90302	PETRY,GREG & VANESSA	7203 334TH AVE NW	SEATTLE WA	98117-4718
1S1E03CB 80076	PETTYJOHN,SHANNON	255 SW HARRISON ST #11A	PORTLAND OR	97201-5387
1S1E04AD 90023	PEZZI,UGO E TR & PEZZI,JEAN E TR	1500 SW 5TH AVE #2605	PORTLAND OR	97201
1S1E04AB 70083	PFAENDLER,JOSHUA L	1535 SW CLAY ST #215	PORTLAND OR	97201
1S1E04BA 11000	PFANNENSTIEL,ANTHONY J	1991 SW MILL STREET TER	PORTLAND OR	97201-2433
1N1E33CD 80002	PFEIFER,PAUL E TR & PFEIFER,JANINE L TR	2021 SW MAIN ST #11	PORTLAND OR	97205
1S1E03BC 80103	PFEIFFER,RONALD F & PFEIFFER,BRENDA E	1500 SW 5TH AVE #605	PORTLAND OR	97201
1N1E33DD 5500	PFG PROPERTIES LLC % GREIN,DAVID E	1030 SW MORRISON ST	PORTLAND OR	97205
1S1E04AA 5300	PH PORTLAND JEFFERSON LLC % THE MOLASKY GROUP COMPANIES	100 N CITY PKWY #1700	LAS VEGAS NV	89106-4614
1N1E34AA 300	PH PROPERTIES LLC % HOLLANDER INVESTMENTS INC	119 N COMMERCIAL ST #165	BELLINGHAM WA	98225-4452
1S1E02CD 12900	PHAM,HA THI	2323 SE 12TH AVE	PORTLAND OR	97214-5323
1N1E33DC 70148	PHAM,HIEN & NGUYEN,THAO	4105 SW 99TH AVE	BEAVERTON OR	97005
1N1E34BB 90092	PHAM,HUNG V & NGUYEN,THAO	12687 SW WINTERVIEW DR	TIGARD OR	97224-0701
1S1E03CD 90582	PHAM,RICHARD V & DOUANGCHIT,CHIEP	1930 SW RIVER DR #W907	PORTLAND OR	97201
1N1E26CD 90053	PHAM,THAI HAI GIA	1718 NE 11TH AVE #513	PORTLAND OR	97212
1S1E03CD 90382	PHAM,THOMAS T	1920 SW RIVER DR #E105	PORTLAND OR	97201
1N1E34BD 90054	PHAN,DUC H	1010 NW NAITO PKWY #M5	PORTLAND OR	97209-3750
1N1E34BB 40432	PHAUP,KEVIN L	949 NW OVERTON ST #1214	PORTLAND OR	97209-3275
1N1E34CB 40093	PHELAN,AMY D	1025 NW COUCH ST #616	PORTLAND OR	97209
1N1E33AD 70448	PHENIX,SAMANTHA & LECLAIRE,AARON	1420 NW LOVEJOY ST #714	PORTLAND OR	97209
1N1E34CA 4700	PHILANTHROPY CENTER LLC	221 NW 2ND AVE #300	PORTLAND OR	97209
1S1E03CB 80172	PHILIP,JOSHUA	255 SW HARRISON ST #24-A	PORTLAND OR	97201
1N1E33AD 80057	PHILIPP,TRAVIS C & PHILIPP,SCOTT A	1314 NW IRVING ST #312	PORTLAND OR	97209
1N1E33DA 80127	PHILIPSBORN,ANNE G	408 NW 12TH AVE #410	PORTLAND OR	97209
1N1E34BC 70050	PHILLIPS,GREG TR	381 E STRAWBERRY DR	MILL VALLEY CA	94941-2577
1N1E33DA 70077	PHILLIPS,JAMES A	416 NW 13TH AVE #303	PORTLAND OR	97209
1S1E03BC 80126	PHILLIPS,PHILIP D & NYE,WILLIAM D	1500 SW 5TH AVE #906	PORTLAND OR	97201
1S1E10DB 90443	PHILLIPS,REBECCA L	3601 SW RIVER PKWY #2406	PORTLAND OR	97239
1S1E10DB 80187	PHILLIPS,RICHARD B TR & PHILLIPS,HELEN B TR	0841 SW GAINES ST #1812	PORTLAND OR	97239-3104

1S1E03CA 90143	PHILLIPS,RICHARD H TR & PHILLIPS,SHIRLEY P TR	1710 SW HARBOR WAY #307	PORTLAND OR	97201
1S1E03CA 90216	PHILLIPS,SUSAN B	1333 NW BENFIELD DR	PORTLAND OR	97229
1S1E03CB 70234	PHILLIPSON,SCOTT D	111 SW HARRISON ST #6G	PORTLAND OR	97201
1S1E03DA 400	PHOENIX BUILDING VENTURE LLC	PO BOX 14891	PORTLAND OR	97293-0891
1N1E35CC 2100	PIACENTINI,LOUISE TR % BELMAR PROPERTIES INC	2001 6TH AVE #2300	SEATTLE WA	98121-2522
1S1E04AA 90016	PIAZZA,ANDREA R	1134 SW JEFFERSON ST #304	PORTLAND OR	97201
1N1E34BC 80028	PICKARD,KORE' & ZIERATH,DANIEL	1009 NW HOYT ST #207	PORTLAND OR	97209-3222
1S1E04AD 60034	PICKETT,PAMELA K	1500 SW 11TH AVE #606	PORTLAND OR	97201
1N1E33DC 90006	PICKETT,SUSAN & JOHNSON,ROBERT A	362 S 3RD AVE	WALLA WALLA WA	99362-3037
1N1E34BC 60333	PIED A TERRE PARTNERS LLC	820 NW 12TH AVE #112	PORTLAND OR	97209-3043
1N1E26DC 12900	PIENOVI,BRIAN-59% & BISHOP CREEK RETAIL I INC-41%	1220 NW LOVEJOY ST #130	PORTLAND OR	97209
1S1E03CB 80340	PIERCE,KRISTINA P & JOHN R	737 LOCUST ST	MISSOULA MT	59802-3721
1S1E10DB 80302	PIERCE,LAURA B & DISTEFANO,ELLEN E	0841 SW GAINES ST #902	PORTLAND OR	97239
1S1E02CA 13300	PIERCE,PAUL R & FULLER,JOANNE	2933 NE 17TH AVE	PORTLAND OR	97212
1N1E35BB 80073	PIERCE,SAMUEL H III & PIERCE,KAREN R	533 NE HOLLADAY ST #803	PORTLAND OR	97232-2091
1N1E33DA 50208	PIERCE,SELMA M TR & PIERCE,WILLIAM C TR	961 GLEN EDEN CT NW	SALEM OR	97304
1N1E34CB 80070	PIERPONT,EDWARD T	3505 SPRING BLVD	EUGENE OR	97405
1N1E34CA 80049	PIERSON,GERHARD & PIERSON,VALERIE	PO BOX 3188	CODY WY	82414
1N1E33DA 50094	PIFER,HOWARD W III & MACKE,ELLEN M	311 NW 12TH AVE #1303	PORTLAND OR	97209
1S1E03CC 90672	PIGATO,CLARK L & BACON,MONICA M	2309 SW 1ST AVE #1642	PORTLAND OR	97201-5076
1N1E33AD 40375	PIGGOT,ROBERT S	1902 N 69TH ST	SCOTTSDALE AZ	85257
1S1E03CC 90606	PIGGOTT,MARK R TR-50% & PIGGOTT,CHRISTINE E TR-50%	2309 SW 1ST AVE #1944	PORTLAND OR	97201
1N1E34BC 88176	PIKE,JERRY L TR & PIKE,KAREN L TR	937 NW GLISAN ST #1631	PORTLAND OR	97209-3267
1N1E34BB 90057	PIKE,JIM	343 NE BRYANT ST	PORTLAND OR	97211-2903
1N1E34CB 80057	PILAND,WILLIAM M	300 NW 8TH AVE #609	PORTLAND OR	97209
1N1E27CA 8400	PILIP,ROBERTA %BERNADENE PILIP	9424 SW 12TH DR	PORTLAND OR	97219
1S1E04AD 80011	PILIPENKO,OLEG	230 NW SEBLAR DR	PORTLAND OR	97210-1028
1N1E34BB 88184	PIMENTA,VALERIE BOLCH & PIMENTA,LEANDRO DE SOUZA	1260 NW NAITO PKWY #906	PORTLAND OR	97209
1S1E02CD 15200	PINBALL PROPERTIES LLC	1003 SE GRANT ST	PORTLAND OR	97214
1N1E28D 90076	PINCUS,PHILIP A TR & PINCUS,GAIL S TR	PO BOX 2035	PORTLAND OR	97208
1N1E28D 90077	PINCUS,PHILIP A TR & PINCUS,GAIL S TR (PINCUS FAMILY TRUST)	PO BOX 2035	PORTLAND OR	97208
1S1E03BB 5600	PINE HILL CORP % NORRIS & STEVENS	621 SW MORRISON ST #800	PORTLAND OR	97205-3825
1N1E34CD 2100	PINE STREET MARKET LLC % SITEWORKS DESIGN/BUILD	240 SE 2ND AVE	PORTLAND OR	97214
1N1E35CC 5800	PINE STREET STUDIOS LLC %BLUESTONE & HOCKLEY REAL EST	9320 SW BARBUR BLVD #300	PORTLAND OR	97219
1N1E35CD 8000	PINE STREET/ANGEL LLC % TASKAR KIBBEE & ASSOC PC % BUSINESS SERVICES OPTIMIZED	11501 SW PACIFIC HWY	TIGARD OR	97223
1S1E03CC 90578	PINKER,PHOEBE	PO BOX 10245	PORTLAND OR	97296
1N1E34BB 70300	PINNACLE 218 LLC	4324 NE 26TH AVE	PORTLAND OR	97211-6506
1N1E34BB 70002	PINNACLE 318 LLC % HILLAS,JAMES M & THOMAS,LISA H	4324 NE 26TH AVE	PORTLAND OR	97211
1N1E34BB 70000	PINNACLE CONDOMINIUMS OWNERS' ASSOCIATION	809 NW 11TH AVE	PORTLAND OR	97209
1S1E04BA 80062	PINNEY,CAROLE T & PINNEY,LEAH J	1132 SW 19TH AVE #705	PORTLAND OR	97205
1N1E33AD 70409	PINON,RAMON JR TR & CASSIDY,KATHLEEN P TR	1889 SHERIDAN AVE	SAN DIEGO CA	92103
1S1E03BB 90002	PIONEER PLACE LIMITED PARTNERS % SAKS FIFTH AVENUE	PO BOX 617905	CHICAGO IL	60661-7905
1S1E03BB 90003	PIONEER PLACE LIMITED PARTNERS %PROPERTY TAX DEPT	PO BOX 617905	CHICAGO IL	60661-7905
1S1E10DB 80166	PIRANI,MALIK M	0841 SW GAINES ST #1512	PORTLAND OR	97239
1S1E04AD 80223	PIRIE,KEN & HABERMAN,NANCY-JO	1500 SW PARK AVE #313	PORTLAND OR	97201
1S1E10DB 90228	PIRKL-BOTERO,RENEE K	3601 SW RIVER PKWY #2012	PORTLAND OR	97239-4562
1N1E34BC 99228	PIROCANAC,ELISSA	922 NW 11TH AVE #1007	PORTLAND OR	97209-2780

1S1E03CA 90144	PIROTTO,MICHAEL D TR & PIROTTO,KAREN L TR % PIROTTO FAMILY TRUST	12155 TRIBUTARY POINT DR #8	GOLD RIVER CA	95670
1S1E03AD 6700	PITMAN PROPERTIES III L L C	1535 SE 3RD AVE	PORTLAND OR	97214-3347
1S1E03DA 700	PITMAN PROPERTIES L L C % PITMAN,DAN K	1535 SE 3RD AVE	PORTLAND OR	97214-3347
1S1E03DA 2200	PITMAN PROPERTIES MLK LLC	1535 SE 3RD AVE	PORTLAND OR	97214-3347
1S1E03DA 2000	PITMAN PROPERTIES V LLC ATTN PITMAN,DAN	1535 SE 3RD AVE	PORTLAND OR	97214-3347
1N1E34BC 99113	PITMAN,JASON D	922 NW 11TH AVE #310	PORTLAND OR	97209
1S1E04BA 80056	PITTMAN,PAMELA	1132 SW 19TH AVE #609	PORTLAND OR	97205
1N1E34CC 4800	PITTOCK BLOCK LLC % ALASKAN COPPER COMPANY ATTN WINTERMUTE,JULIE	27402 72ND AVE S	KENT WA	98032-7366
1N1E34BC 88119	PITTS,DEDE L TR & PITTS,MICHAEL L TR PITTS,DEBORA E TR	937 NW GLISAN ST #233	PORTLAND OR	97209-3263
1N1E34BC 88005	PITTS,MICHAEL L TR & PITTS,DEBORAH E TR & PITTS,DEDE L TR	937 NW GLISAN ST #231	PORTLAND OR	97209-3263
1S1E02BC 3900	PJM BLDG I LLC % WYSE INVESTMENT SERVICES CO	810 SE BELMONT ST #100	PORTLAND OR	97214
1S1E03DA 2600	PJM BLDG II LLC-3/5 ET AL % WYSE INVESTMENT SERVICES CO	810 SE BELMONT ST #100	PORTLAND OR	97214
1S1E10AC 90033	PLATO,SUSAN J	0836 SW CURRY ST #704	PORTLAND OR	97239
1N1E33DA 80066	PLAVCAN,MATTHEW W	408 NW 12TH AVE #402	PORTLAND OR	97209
1S1E02BD 10700	PLAZA PROPERTIES LLC % BLUESTONE & HOCKLEY	9320 SW BARBUR BLVD #300	PORTLAND OR	97219-5405
1S1E03BC 80043	PLAZA UNIT 2301 LLC	1915 NE 69TH ST	LINCOLN CITY OR	97367
1S1E04BA 2500	PLB INVESTMENTS LLC	5225 SW MENEFEE DR	PORTLAND OR	97239-2784
1S1E03CB 70125	PLESKO,JANOS	111 SW HARRISON ST #18A	PORTLAND OR	97201
1N1E34BB 60278	PLOSKI,GARY & BERMAN,ALYSON	1125 NW 9TH AVE #509	PORTLAND OR	97209
1N1E35CC 9400	PLUCKY CHARM LLC	PO BOX 871	SCAPPOOSE OR	97056-0871
1S1E04BA 70056	PLUMMER,GREG G & FUJIWARA,CRAIG I	2024 SW HOWARDS WAY #503	PORTLAND OR	97201
1N1E33DA 60012	PLUMMER,GREGORY & FUJIWARA,CRAIG	25 NW 23RD PL #300	PORTLAND OR	97210
1N1E33AD 80058	PMC PROPERTIES LLC	5257 NE M L KING JR BLVD #301	PORTLAND OR	97211
1N1E35BC 3100	PMPC LLC % MALETIS,MARY	2338 SW MADISON ST	PORTLAND OR	97205-1025
1S1E02CC 4600	PN RE HOLDINGS LLC	PO BOX 14953	PORTLAND OR	97293
1S1E02BD 6100	POCKET CREEK PROPERTIES L L C	729 NE 194TH AVE	PORTLAND OR	97230-7715
1N1E26CD 50010	POE,MICHAEL & ANNE M	1404 13TH PL NE	BELLEVUE WA	98008
1N1E33DA 60042	POINTER PROPERTIES LLC	4621 SW HILLSIDE DR	PORTLAND OR	97221
1N1E34BC 40039	POLATSCH,IRIS S	5 PHEASANT LN	WOODBURY NY	11797-1927
1S1E10DB 80405	POLESKY,CARL A TR & POLESKY,DIANE K TR (POLESKY FAMILY TRUST)	0841 SW GAINES ST #1312	PORTLAND OR	97239
1N1E33CD 80028	POLETTE,DANIAL J	2021 SW MAIN ST #65	PORTLAND OR	97205
1N1E34BC 40223	POLICAR,DAVID L	1430 NE 22ND AVE APT 3	PORTLAND OR	97232-1652
1N1E34CD 3700	POLICE BLOCK LLC	621 SW ALDER ST #800	PORTLAND OR	97205
1S1E02BB 3000	POLING,HARPER A TR & POLING,JACQUELINE K TR	32025 SW VILLAGE LN	WILSONVILLE OR	97070
1N1E33DC 70173	POLIZOS,ANESTIS K	1926 W BURNSIDE ST #1111	PORTLAND OR	97209-2078
1N1E33DB 6100	POLIZOS,HARALAMPOS A & POLIZOS,DIANE L	22444 SPRINGCREEK RD	ESTACADA OR	97023
1N1E35CC 4900	POLLEN LLC	110 SE 8TH AVE	PORTLAND OR	97214
1S1E04BA 80017	POLLOCK,DONALD E TR	1820 SW 58TH AVE	PORTLAND OR	97221
1N1E33DA 80106	POLLOCK,NAOMI	408 NW 12TH AVE #314	PORTLAND OR	97209
1S1E04BA 80055	POLLOCK,WALTER E TR & POLLOCK,LOUISE TR	1132 SW 19TH AVE #608	PORTLAND OR	97205
1S1E03CA 90324	POMEROY,DAVID W	0205 SW MONTGOMERY ST #201	PORTLAND OR	97201
1N1E34BC 40262	PON,WALLACE K	11145 CHRISTOPHER RD	PRINCE GEORGE BC	V2M 7B5 CA
1N1E33DA 60081	PONGRACZ-BARTHA,STACEY	20 NW 16TH AVE #311	PORTLAND OR	97209
1N1E34CB 80120	PONZI,RICHARD & PONZI,NANCY	22230 NE JAQUITH RD	NEWBERG OR	97132
1N1E33AD 70136	POOL,ROBERT R	2104 NE HIGHLAND ST	PORTLAND OR	97211-5325
1S1E04AA 70571	POOL,TAKAKO & POOL,RANDALL	625 SW VIEWMONT DR	PORTLAND OR	97225
1S1E10DB 90105	POOLE,ANNA M	31 W 39TH AVE	SPOKANE WA	99203-1527

1N1E34BB 40006	POOLEY,DEBRA & POOLEY,DAVID	949 NW OVERTON ST #302	PORTLAND OR	97209
1N1E34BB 40208	POOLEY,DEBRA B & POOLEY,DAVID	949 NW OVERTON ST #302	PORTLAND OR	97209
1N1E34BB 70062	POOLMAN,CANDICE C	1255 NW 9TH AVE #404	PORTLAND OR	97209
1N1E34BB 90098	POORMAN,SCOTT L & POORMAN,JANET F	27096 JACQUALINE CT	ATHOL ID	83801-8022
1S1E03CB 80211	POPKIN,LAWRENCE J ET AL	33308 NEACOXIE LN	WARRENTON OR	97146-7171
1N1E34BB 40305	POPLOCK,MELVYN J & POPLOCK,RONNIE C	949 NW OVERTON ST #514	PORTLAND OR	97209-3269
1N1E34BC 88034	POPNOE,MICHAEL & GILLETTE,RENE	937 NW GLISAN ST #536	PORTLAND OR	97209-3264
1S1E03CB 80014	POPPER,DEBORAH K	255 SW HARRISON ST #3C	PORTLAND OR	97201
1S1E04AA 6900	POR APT 2 LLC	165 BROADWAY ST #2100	NEW YORK NY	10006
1N1E28DB 100	PORT OF PORTLAND	PO BOX 3529	PORTLAND OR	97208-3529
1N1E34CA 4400	PORT OF PORTLAND(LEASED CLASSICAL CHINESE GARDEN TRUST	P O BOX 3529	PORTLAND OR	97208-3529
1N1E34CD 2700	PORTER BUILDING LLC %WYSE INVESTMENT SERVICES CO	810 SE BELMONT ST #100	PORTLAND OR	97214
1N1E33AD 3900	PORTER GLISAN BLDG LLC	70 NW COUCH ST #207	PORTLAND OR	97209-4038
1N1E34CA 80011	PORTER,BRIAN & PORTER,CLAUDIA	411 NW FLANDERS ST #607	PORTLAND OR	97209
1S1E03CC 90680	PORTER,ELSA A TR (ELSA A PORTER TRUST DTD 03/08/07)	2309 SW 1ST AVE #742	PORTLAND OR	97201
1S1E04AB 70054	PORTER,GRANT R & PORTER,AVILA G	3182 JACK WYMAN RD	NEW ORLEANS LA	70131-2550
1N1E34BB 90131	PORTER,REBECCA L TR & SJOSTROM,SHAUN TR (PORTER-SJOSTROM FAMILY TRUST)	1030 NW 12TH AVE #422	PORTLAND OR	97209
1N1E34CB 60124	PORTER,SUE D TR	420 NW 11TH AVE #1102	PORTLAND OR	97209
1N1E34AA 4100	PORTLAND ARENA MANAGEMENT LLC	1 CENTER CT #150	PORTLAND OR	97227-2103
1S1E04AA 2200	PORTLAND ART MUSEUM % ACCOUNTING DEPT	1219 SW PARK AVE	PORTLAND OR	97205-2445
1S1E04AA 2300	PORTLAND ART MUSEUM ATTN ACCOUNTING	1219 SW PARK AVE	PORTLAND OR	97205-2430
1S1E03AD 4800	PORTLAND CEMENT BUILDING LLC	2507 SE SALMON ST	PORTLAND OR	97214-3947
1N1E27BD 5800	PORTLAND CITY OF	1120 SW 5TH AVE #1204	PORTLAND OR	97204-1912
1N1E27BD 5700	PORTLAND CITY OF % BES FACILITIES/ADMIN SVCS	1120 SW 5TH AVE #1000	PORTLAND OR	97204-1912
1N1E27CB 200	PORTLAND CITY OF % BUREAU OF ENVIRONMENTAL SERVICES	1120 SW 5TH AVE #1000	PORTLAND OR	97204-1912
1S1E03AD 3900	PORTLAND CITY OF % BUREAU OF FIRE & RESCUE	55 SW ASH ST	PORTLAND OR	97204-3509
1S1E03BA 7300	PORTLAND CITY OF % BUREAU OF GENERAL SERVICES	1120 SW 5TH AVE #1204	PORTLAND OR	97204
1N1E27CD 300	PORTLAND CITY OF % BUREAU OF PARKS & RECREATION	1120 SW 5TH AVE #1302	PORTLAND OR	97204-1912
1S1E03D 303	PORTLAND CITY OF % BUREAU OF TRANSPORTATION	1120 SW 5TH AVE #800	PORTLAND OR	97204-1912
1N1E34DA 500	PORTLAND CITY OF % CITY AUDITOR	1221 SW 4TH AVE #130	PORTLAND OR	97204-1900
1S1E03BC 3300	PORTLAND CITY OF % MERC	777 NE M L KING BLVD	PORTLAND OR	97232-2742
1N1E28DD 711	PORTLAND CITY OF % PORTLAND HOUSING BUREAU ATTN LOAN SERVICING	421 SW 6TH AVE #500	PORTLAND OR	97204-1620
1S1E03BD 2400	PORTLAND CITY OF % PORTLAND PARKS & RECREATION	1120 SW 5TH AVE #1302	PORTLAND OR	97204-1912
1N1E27DC 6300	PORTLAND CITY OF % PORTLAND WATER BUREAU	1120 SW 5TH AVE #609	PORTLAND OR	97204-1912
1S1E03CB2 90002	PORTLAND CITY OF % PROPERTY MANAGER	1120 SW 5TH AVE #1204	PORTLAND OR	97204-1912
1N1E35CB 300	PORTLAND CITY OF % RIGHT OF WAY ACQUISITION	1120 SW 5TH AVE 8TH FLR	PORTLAND OR	97204-1912
1N1E27BD 4800	PORTLAND CITY OF % RIGHT-OF-WAY ACQUISITION	1120 SW 5TH AVE 8TH FL	PORTLAND OR	97204
1N1E34AA 4300	PORTLAND CITY OF % SPECTATOR FACILITIES	1120 SW 5TH AVE #1250	PORTLAND OR	97204-1912
1S1E03BC 200	PORTLAND CITY OF (LEASED CAFE PORTLANDIA % PROPERTY MANAGER	1120 SW 5TH AVE #1204	PORTLAND OR	97204-1985
1S1E10 200	PORTLAND CITY OF (LEASED OREGON HEALTH & SCIENCE UNIVER ATTN BRIAN NEWMAN PP22E	3181 SW SAM JACKSON PARK RD	PORTLAND OR	97239
1N1E34CA 80022	PORTLAND CITY OF (PDC ATTN: SALE,CHRISTINE	222 NW 5TH AVE	PORTLAND OR	97209-5812
1S1E10AC 309	PORTLAND CITY OF ATTN BUREAU OF PARKS & RECREATION	1120 SW 5TH AVE #1302	PORTLAND OR	97204-1912
1S1E04DA 90013	PORTLAND CITY OF ATTN CITY ARCHIVIST	PO BOX 9072	PORTLAND OR	97207-9072
1S1E03DA 4700	PORTLAND CITY OF BY OFFICE OF MGMT & FINANCE BUREAU OF INTERNAL BUSINESS SE	1120 SW 5TH AVE #1204	PORTLAND OR	97204
1S1E03BB 1900	PORTLAND CITY OF TO PIONEER COURTHOUSE SQUARE (LEASED KGW-TV	1501 SW JEFFERSON ST	PORTLAND OR	97201
1S1E03BB 1900	PORTLAND CITY OF TO PIONEER COURTHOUSE SQUARE (LEASED TRAVEL PORTLAND	701 SW 6TH AVE	PORTLAND OR	97204-1430
1S1E03BB 1900	PORTLAND CITY OF TO PIONEER COURTHOUSE SQUARE O PORTLAND PATROL SERVICES INC	701 SW 6TH AVE	PORTLAND OR	97204

1S1E03BB 1900	PORTLAND CITY OF TO PIONEER COURTHOUSE SQUARE OF PORTLAND INC	701 SW 6TH AVE	PORTLAND OR	97204-1430
1S1E03BB 6100	PORTLAND CITY OF(BUREAU OF PARKS & RECREATION	1120 SW 5TH AVE #1302	PORTLAND OR	97204-1912
1S1E03BD 100	PORTLAND CITY OF(BUREAU OF PARKS & RECREATION(LEASED KERR BIKES LLC	1120 SW 5TH AVE #1302	PORTLAND OR	97204-1912
1N1E34DC 3600	PORTLAND CITY OF(BUREAU OF PARKS & RECREATION(LEASED PORTLAND SATURDAY MARKET	1120 SW 5TH AVE #1302	PORTLAND OR	97204-1933
1N1E34CA 2500	PORTLAND CITY OF(LEASED SIMPLY DELICIOUS DELI	222 NW 5TH AVE	PORTLAND OR	97209-3812
1N1E28DD 3700	PORTLAND CITY OF(LEASED % PAVELCOMM INC ATTN: BONNIE PAVEL	1640 NW 14TH AVE	PORTLAND OR	97209
1S1E02CC 8300	PORTLAND CITY OF(LEASED % TP PRODUCE INC ATTN: LONG TRAN	410 SE DIVISION PL	PORTLAND OR	97202
1N1E34DD 601	PORTLAND CITY OF(LEASED 5 EAST SIDE STORIES LLC	1120 SW 5TH AVE 8TH FLR	PORTLAND OR	97204
1N1E27BD 8100	PORTLAND CITY OF(LEASED 829 NORTH RUSSELL LLC	1120 SW 5TH AVE #1000	PORTLAND OR	97204
1S1E02CC 7900	PORTLAND CITY OF(LEASED APPLE FOODS INC	444 SE CARUTHERS ST	PORTLAND OR	97214
1N1E26CD 13100	PORTLAND CITY OF(LEASED CAPREF LLOYD II LLC % CAPREF ACQUISITIONS LLC	8343 DOUGLAS AVE #200	DALLAS TX	75225-5885
1S1E03BC 1300	PORTLAND CITY OF(LEASED CITY HEIGHTS AT THE ESSEX LLC % GHIO,JOHN	1900 S NORFOLK ST #150	SAN MATEO CA	94403-1161
1S1E03AD 7600	PORTLAND CITY OF(LEASED EASTBANK COMMERCE CENTER LLC % BEAM CONSTRUCTION & MANAGEME	75 SE YAMHILL ST #201	PORTLAND OR	97214
1S1E03BC 1000	PORTLAND CITY OF(LEASED HAPPY CUP COFFEE LLC % PROPERTY MANAGER	1120 SW 5TH AVE #1204	PORTLAND OR	97204-1912
1S1E11BA 6600	PORTLAND CITY OF(LEASED INTRINSIC VENTURES INC % RIGHT OF WAY ACQUISITION	1120 SW 5TH AVE, 8TH FLOOR	PORTLAND OR	97204
1S1E03BC 1300	PORTLAND CITY OF(LEASED KC VENTURE LLC % SCANLAN KEMPERBARD CO LLC	810 NW MARSHALL ST #300	PORTLAND OR	97209
1S1E02BB 5800	PORTLAND CITY OF(LEASED KOWALSKI,ROBERT % BUREAU OF GENERAL SERVICES	1120 SW 5TH AVE #1204	PORTLAND OR	97204-1932
1S1E11BA 6700	PORTLAND CITY OF(LEASED MASON SUPPLY CO % RIGHT A WAY ACQUISITION	1120 SW 5TH AVE #800	PORTLAND OR	97204
1N1E34DB 100	PORTLAND CITY OF(LEASED MAX ONE HOUR DRY CLEANING	1120 SW 5TH AVE #1204	PORTLAND OR	97204-1906
1S1E03BD 1500	PORTLAND CITY OF(LEASED MULTIPLE TENANTS	1120 SW 5TH AVE #1204	PORTLAND OR	97204-1972
1N1E34CC 9500	PORTLAND CITY OF(LEASED MULTIPLE TENANTS % BUREAU OF GENERAL SERVICES	1120 SW 5TH AVE #1204	PORTLAND OR	97204-1932
1S1E02BC 7200	PORTLAND CITY OF(LEASED MULTNOMAH COUNTY % RIGHT A WAY ACQUISITION	1120 SW 5TH AVE #800	PORTLAND OR	97204
1N1E27BD 7800	PORTLAND CITY OF(LEASED NEZ C HALLETT III	1120 SW 5TH AVE #1000	PORTLAND OR	97204
1S1E02CC 7900	PORTLAND CITY OF(LEASED NINE BALL ENTERPRISES % RIGHT OF WAY ACQUISITION	1120 SW 5TH AVE 8TH FLR	PORTLAND OR	97204
1N1E34CA 500	PORTLAND CITY OF(LEASED NW NATURAL GAS CO	1120 SW 5TH AVE #1204	PORTLAND OR	97204-1932
1S1E02CC 5900	PORTLAND CITY OF(LEASED OREGON RAIL HERITAGE FOUNDATIO % RIGHT OF WAY ACQUISITION	1120 SW 5TH AVE #800	PORTLAND OR	97204
1S1E03BD 100	PORTLAND CITY OF(LEASED PARKS & RECREATION	1120 SW 5TH AVE #1302	PORTLAND OR	97204-1933
1S1E03BA 7100	PORTLAND CITY OF(LEASED PIONEER PLACE LTD PARTNERSHIP %PROPERTY TAX DEPT	PO BOX 617905	CHICAGO IL	60661-7905
1N1E34AB 1000	PORTLAND CITY OF(LEASED PORTLAND ARENA MGMT LLC	1 N CENTER COURT ST #150	PORTLAND OR	97227-2104
1N1E34DB 1500	PORTLAND CITY OF(LEASED PORTLAND SATURDAY MARKET ATTN PAUL VERHOEVEN	108 W BURNSIDE ST	PORTLAND OR	97209
1S1E03BB 1900	PORTLAND CITY OF(LEASED POWELL'S TRAVEL STORE PIONEER COURTHOUSE SQUARE	715 SW MORRISON ST #702	PORTLAND OR	97205
1N1E33DC 800	PORTLAND CITY OF(LEASED PROVIDENCE HEALTH & SERVICES - % REAL ESTATE & PROPERTY MANAG	4400 NE HALSEY ST BLDG 2 #190	PORTLAND OR	97213
1S1E03BB 1900	PORTLAND CITY OF(LEASED STARBUCKS COFFEE CO #401 % PROPERTY MGMT S-RE3	P O BOX 34067	SEATTLE WA	98124-1067
1S1E03CB 90007	PORTLAND CITY OF(LEASED SUNNY'S EXPRESSO	1120 SW 5TH AVE #1204	PORTLAND OR	97204
1S1E03CD 3500	PORTLAND CITY OF(LEASED THE INTERNATIONAL SCHOOL % TIMMONS,ROBERT	025 SW SHERMAN ST	PORTLAND OR	97201
1S1E03BC 1000	PORTLAND CITY OF(LEASED THE OREGONIAN	1120 SW 5TH AVE #1204	PORTLAND OR	97204-1972
1S1E02CC 8400	PORTLAND CITY OF(LEASED TITAN UTILITIES LLC % RIGHT OF WAY ACQUISITION	1120 SW 5TH AVE 8TH FLR	PORTLAND OR	97204
1N1E34DB 1400	PORTLAND CITY OF(LEASED WHITE STAG BLOCK MASTER SUBTENANT LLC	70 NW COUCH ST #207	PORTLAND OR	97209
1S1E10AC 900	PORTLAND CITY OF(LEASED Z R Z REALTY COMPANY ATTN KATHRYN SILVA, GENERAL CO	3121 SW MOODY AVE	PORTLAND OR	97239
1N1E34DC 1400	PORTLAND CITY OF(MULTIPLE LEASES	1120 SW 5TH AVE #1302	PORTLAND OR	97204-1912
1S1E10DB 1000	PORTLAND CITY OF(PARKS & RECREATION	1120 SW 5TH AVE #1302	PORTLAND OR	97204-1912
1S1E03CA 800	PORTLAND CITY OF(PARKS & RECREATION BUREAU ATTN PROPERTY MANAGER	1120 SW 5TH AVE #1302	PORTLAND OR	97204-1912
1N1E34BD 1200	PORTLAND CITY OF(PDC	1120 SW 5TH AVE #1204	PORTLAND OR	97204-1912
1N1E34BD 1200	PORTLAND CITY OF(PDC (BUREAU OF GENERAL SERV % PROPERTY MANAGEMENT	1120 SW 5TH AVE #1204	PORTLAND OR	97204
1N1E34BB 100	PORTLAND CITY OF(PDC ATTN REAL ESTATE DEPT	222 NW 5TH AVE	PORTLAND OR	97209-3812
1N1E34BB 502	PORTLAND CITY OF(PDC ATTN: REAL ESTATE SERVICES	222 NW 5TH AVE	PORTLAND OR	97209
1S1E03CD 901	PORTLAND CITY OF(PDC(ESMT P P & L %PACIFICORP	825 NE MULTNOMAH ST #1900	PORTLAND OR	97232

1S1E03CD 102	PORTLAND CITY OF(PDC(LEASED BEAUTIFUL OREGON % PRO SVC/REAL ESTATE	222 NW 5TH AVE	PORTLAND OR	97209-3812
1N1E34BD 2300	PORTLAND CITY OF(PDC(LEASED CITY CENTER PARKING	222 NW 5TH AVE	PORTLAND OR	97209
1N1E34CA 80043	PORTLAND CITY OF(PDC(LEASED EPPING,CINDY ATTN: SALE,CHRISTINE	222 NW 5TH AVE	PORTLAND OR	97209-5812
1N1E34BD 600	PORTLAND CITY OF(PDC(LEASED EVENSON LUNDGREN & LARSON	1120 SW 5TH AVE STE 1204	PORTLAND OR	97204-1931
1N1E34BD 805	PORTLAND CITY OF(PDC(LEASED F. D. THOMAS INC % PDC/ATTN: REAL ESTATE SERVIC	222 NW 5TH AVE	PORTLAND OR	97209
1N1E34CA 80021	PORTLAND CITY OF(PDC(LEASED GARCIA,AGATA ATTN: SALE,CHRISTINE	222 NW 5TH AVE	PORTLAND OR	97209-5812
1N1E35BC 700	PORTLAND CITY OF(PDC(LEASED HOLLADAY ASSOCIATES LLC	222 NW 5TH AVE	PORTLAND OR	97209
1N1E34BB 1303	PORTLAND CITY OF(PDC(LEASED MULTIPLE TENANTS ATTN REAL ESTATE DEPT	222 NW 5TH AVE	PORTLAND OR	97209-3812
1N1E34CA 80015	PORTLAND CITY OF(PDC(LEASED OREGON STORY BOARD ATTN: SALE,CHRISTINE	222 NW 5TH AVE	PORTLAND OR	97209-5812
1N1E34BC 7800	PORTLAND CITY OF(PDC(LEASED PNCA HOLDING LLC ATTN REAL ESTATE DEPT	222 NW 5TH AVE	PORTLAND OR	97209-3812
1N1E34CA 80024	PORTLAND CITY OF(PDC(LEASED PORTER,BRIAN ATTN: SALE,CHRISTINE	222 NW 5TH AVE	PORTLAND OR	97209-5812
1N1E34BD 1200	PORTLAND CITY OF(PDC(LEASED WILF'S STATION INC	1120 SW 5TH AVE #1204	PORTLAND OR	97204
1N1E34BD 1200	PORTLAND CITY OF(PDC)LEASED AMTRAK % BUREAU OF GENERAL SERVICES	1120 SW 5TH AVE #1204	PORTLAND OR	97204
1N1E34BD 2400	PORTLAND CITY OF(PORTLAND HOUSING BUREAU ATTN LOAN SERVICING	421 SW 6TH AVE #500	PORTLAND OR	97204-1620
1N1E33DD 200	PORTLAND CITY OF(PORTLAND HOUSING BUREAU(LEASED MULTIPLE TENANTS	421 SW 6TH AVE #500	PORTLAND OR	97204
1S1E03DA 1701	PORTLAND COMMUNITY COLLEGE %PROCUREMENT & RISK SERVICES	PO BOX 19000	PORTLAND OR	97280-0990
1S1E03BA 3300	PORTLAND COMMUNITY COLLEGE ATTN: MCEWEN,RANDY	PO BOX 19000	PORTLAND OR	97280-0990
1N1E34CB 5500	PORTLAND CUSTOM HOUSE LLC %PAUL J WAYSTACK	120 PRESIDENTIAL WAY #300	WOBURN MA	01801-1182
1N1E33DA 5000	PORTLAND DISTRICT COOLING CO LLC ATTN BRETT KOCH/RYAN LLC	13155 NOEL RD STE 100	DALLAS TX	75240
1S1E03DA 3300	PORTLAND GENERAL ELECTRIC COMPANY 1WTCO501-CORPORATE TAX DEPT	121 SW SALMON ST	PORTLAND OR	97204-2901
1N1E33DD 4400	PORTLAND GOVERNOR HOTEL ACQUISITION LLC SENTINEL	614 SW 11TH AVE	PORTLAND OR	97205
1N1E28D 304	PORTLAND GUILD LOFT PARTNERS LLC	1741 VILLAGE CENTER CIR	LAS VEGAS NV	89134
1N1E34CB 6900	PORTLAND HOLDINGS LLC	725 CONSHOHOCKEN STATE RD	BALA CYNWYD PA	19004-2102
1N1E34CC 4500	PORTLAND HOTEL ASSOC %AVERETTE,MARY	422 SW BROADWAY	PORTLAND OR	97205
1N1E34CC 8900	PORTLAND HOTEL LLC	750 SW ALDER ST	PORTLAND OR	97205
1S1E03BC 1400	PORTLAND HOTEL OWNERSHIP LLC % THE WIDEWATERS GROUP INC	5786 WIDEWATERS PKWY #9	SYRACUSE NY	13214-1867
1N1E34CA 4500	PORTLAND OFFICE PARTNERS LLC % MENLO EQUITIES ATTN: KEVIN KUJAWSKI	490 CALIFORNIA AVE - 4TH FLR	PALO ALTO CA	94306
1N1E35BA 300	PORTLAND ON OWNER LLC % WMK PORTLAND LLC	5847 SAN FELIPE ST #4650	HOUSTON TX	77057-3277
1S1E03DD 600	PORTLAND OPERA ASSOCIATION INC	211 SE CARUTHERS ST	PORTLAND OR	97214
1N1E34DB 900	PORTLAND RESCUE MISSION	PO BOX 3713	PORTLAND OR	97208-3713
1N1E34DC 900	PORTLAND SATURDAY MARKET			
1N1E34BD 700	PORTLAND TERMINAL RAILROAD	3500 NW YEON AVE	PORTLAND OR	97210
1N1E34BB 900	PORTLAND TERMINAL RAILROAD CO>	800 NW 6TH AVE	PORTLAND OR	97209
1N1E34BB 2400	PORTLAND TERMINAL RAILROAD COM	800 NW 6TH AVE	PORTLAND OR	97209
1N1E33CD 500	PORTLAND TOWERS APARTMENTS LLC % HARSCH INVESTMENT PROPERTIES ATTN LEGAL DEPARTMENT	1121 SW SALMON ST 5TH FLR	PORTLAND OR	97205
1N1E28D 90063	PORTLAND TOWNHOUSE LLC	2333 NW 97TH ST	SEATTLE WA	98117
1N1E34BB 88394	POSIVAK,JENNIFER & FINK,JOAQUIN G	1310 NW NAITO PKWY UN 311	PORTLAND OR	97209
1N1E34CB 99111	POSNER,OREN & POSNER,SUSAN	2111 PRAIRIE RD	EUGENE OR	97402
1N1E34CB 99160	POSNER,SUSAN C & OREN R	1965 WOODLAWN AVE	EUGENE OR	97403
1N1E35CA 300	POST,E BARRY	421 NE 12TH AVE	PORTLAND OR	97232
1N1E34BD 90398	POSTILL,KRISTIN E	820 NW NAITO PKWY #G-6	PORTLAND OR	97209
1N1E34BB 40398	POTTS,ALAN C & POTTS,JUDITH L	8 RADBURN LN	LANDENBERG PA	19350
1S1E04AA 90017	POURKHESALI,SHAHIN	PO BOX 1482	PORTLAND OR	97207
1N1E34CB 70001	POURZANJANI,KARMAN	2708 CARMAR DR	LOS ANGELES CA	90046-1009
1N1E34CB 11400	POWELL FAMILY REAL ESTATE COMPANY LLC	1211 SW 5TH AVE #1000	PORTLAND OR	97204
1N1E34CB 11500	POWELL FAMILY REAL ESTATE COMPANY LLC % POWELL,MICHAEL M	7 NW 9TH AVE	PORTLAND OR	97209-3301
1N1E34CB 10500	POWELL PARK AVENUE LLC %AFFINITY PROPERTY MGMNT	1303 SW 16TH AVE	PORTLAND OR	97201

1S1E03BC 80100	POWELL,JOHN W & POWELL,SHARI T	1500 SW 5TH AVE #2604	PORTLAND OR	97201-5439
1N1E33AD 70357	POWELL,KATHY	576 SE BROOKSIDE TER	HILLSBORO OR	97123-3700
1S1E02BB 4200	POWELL,LEE G TO POWELL DISTRIBUTING CO INC	PO BOX 17160	PORTLAND OR	97217-0160
1S1E04BA 2400	POWELL,MARTHA A & POWELL,JERALD M	1926 SW MADISON ST	PORTLAND OR	97205-1718
1S1E04BA 10900	POWELL,MICHAEL M	1211 SW 5TH AVE #1000	PORTLAND OR	97204
1N1E34AA 2500	POWELL,VINCENT O	226 NE GRAND AVE	PORTLAND OR	97232
1N1E34CB 90025	POWERS,BENJAMIN J	725 NW FLANDERS ST #401	PORTLAND OR	97209
1N1E34CB 90022	POWERS,BENJAMIN J & LAUREL V	725 NW FLANDERS ST #304	PORTLAND OR	97209-3539
1N1E33CB 50051	POWERS,ROBERT J TR & CLEMENT,DONALD P TR	2351 NW WESTOVER RD #602	PORTLAND OR	97210
1S1E10DB 80461	POZDENA,JAMES R	0841 SW GAINES ST #235	PORTLAND OR	97239
1N1E34BC 40085	POZDENA,RANDALL J-1/2 & POZDENA,SUSAN A-1/2	1711 NW ANDREW PL	PORTLAND OR	97229
1S1E03CA 90052	POZZI,JEAN A	1650 NW PUTNAM RD	BEND OR	97701
1S1E10DB 80064	POZZI,KATHLEEN M TR (KATHLEEN M POZZI TRUST)	0841 SW GAINES ST #413	PORTLAND OR	97239
1S1E03BC 80137	PPWRF2306 LLC %WILLIAM ROGER FOSSEEN	2379 HOGAN LN	LAKE HAVASU CITY AZ	86406-8242
1N1E34CD 4600	PR BLOCK 300 LLC % JONES LANG LASALLE AMERICAS ATTN BUILDING MANAGEMENT	308 SW 2ND AVE	PORTLAND OR	97204-3402
1N1E28D 80054	PRATT,ELAINE & PRATT,ROGER R	1830 NW RIVERSCAPE DR #602	PORTLAND OR	97209
1S1E03AD 3000	PRATT,MICHAEL & LARSON,RETA	1201 SE 3RD AVE	PORTLAND OR	97214-3337
1S1E03CD 90578	PREEDY,STEVE & MIMI	1919 NW LACAMAS DR	CAMAS WA	98607
1N1E33DA 60029	PREISER,NICHOLAS G	5824 SW TEXAS ST	PORTLAND OR	97219
1N1E33DA 90002	PREMIER MORTGAGE RESOURCES LLC ET AL	1325 NW FLANDERS ST	PORTLAND OR	97209
1S1E10DB 80276	PRESNICK,RAYMOND T & PRESNICK,DENISE F	0841 SW GAINES ST #1410	PORTLAND OR	97239
1S1E03CC 90169	PRESS FAMILY LLC	PO BOX 80873	PORTLAND OR	97280-1873
1N1E28D 90005	PRESTON,VANESSA	1400 NW IRVING ST #704	PORTLAND OR	97209-2259
1S1E03CC 90666	PRICE,JAMES M & KATHERINE E	2309 SW 1ST AVE #1143	PORTLAND OR	97201
1N1E33AD 40171	PRICE,KRISTIE A TR	1400 NW IRVING ST #103	PORTLAND OR	97209-2212
1S1E10DB 80157	PRICE,MICHAEL & PRICE,DEANNE F	0841 SW GAINES ST #1408	PORTLAND OR	97239
1N1E33DC 70413	PRICE,MICHELE V	1926 W BURNSIDE ST #705	PORTLAND OR	97209
1N1E34BB 70416	PRICE,TYLER G	415 BUCHANAN ST #B2	SAN FRANCISCO CA	94102
1N1E28D 70020	PRIEST,BENJAMIN & HELMSWORTH,NANCY	1740 NW RIVERSCAPE ST	PORTLAND OR	97209
1S1E03CB 3400	PRINCIPATUS LLC	1291 SW DAVENPORT ST	PORTLAND OR	97201-2227
1N1E33CB 50165	PRIWER,MICHAEL L TR & PRIWER,JOAN F TR	2351 NW WESTOVER RD #1304	PORTLAND OR	97210
1N1E27CA 2200	PROCESS EQUIPMENT INC TO CONGER NORTHWEST INC	P O BOX 12570	PORTLAND OR	97212-0570
1S1E02CA 70001	PROCHNAU,ROBERT H & PROCHNAU,MARK M	1912 SE 11TH AVE #1	PORTLAND OR	97214-4797
1N1E34DD 1000	PRODUCE ROW LLC	4100 SW ARTHUR WAY	PORTLAND OR	97221-3202
1S1E04BA 70007	PROPERTY OWNER			
1N1E28D 80007	PROVO,LANNY	1830 NW RIVERSCAPE DR #106	PORTLAND OR	97209
1N1E34BB 88124	PROVOST,JEANNE M	1260 NW NAITO PKWY #601	PORTLAND OR	97209-3153
1N1E33DA 80125	PRSTOJEVICH,MICHAEL D	408 NW 12TH AVE #415	PORTLAND OR	97209
1N1E34BB 60311	PRUITT,PAMELA L	923 BEACH ST	BRAINERD MN	56401-4614
1N1E34BB 80014	PRYOR,JULIANNE	6959 NE BERGMAN RD	BAINBRIDGE ISLAND WA	98110-1286
1N1E33DC 70249	PS MILLER PROPERTIES LLC	2775 SW MONTGOMERY DR	PORTLAND OR	97201-2409
1N1E34CB 80082	PSCHEID,JULIAN & WHITNEY,HANNAH	PO BOX 3662	PORTLAND OR	97208-3662
1N1E34CD 2200	PT POPE PROPERTIES LLC % POPE,PETER T	133 SW 2ND AVE #301	PORTLAND OR	97204-3526
1S1E03BB 1000	PUBLIC SERVICE BUILDING LLC	920 SW 6TH AVE STE 223	PORTLAND OR	97204
1N1E27DB 7800	PUBLIC STORAGE PROPERTIES VII INC % DEPT PT-OR-20722	P O BOX 25025	GLENDALE CA	91201-5025
1N1E33AD 4800	PUCKETT,JAMES E & AMES,ROBERT	PO BOX 3531	PORTLAND OR	97208-3531
1N1E35CC 8700	PUGLIESE,JOYCE A	3540 SE 165TH AVE	PORTLAND OR	97236-1847

1S1E04AD 80001	PUMPHREY,JOHN W TR & PUMPHREY,PAULA K TR (PUMPHREY LIVING TRUST)	1500 SW PARK AVE #412	PORTLAND OR	97201
1N1E34CB 80101	PURDY,BENJAMIN	2237 SE OAK ST	PORTLAND OR	97214
1N1E34CB 40132	PURDY,GEORGIANA E & PURDY,LLOYD D	1025 NW COUCH ST #1115	PORTLAND OR	97209-4135
1N1E34BC 80011	PURDY,RYAN	1009 NW HOYT ST #106	PORTLAND OR	97209
1S1E03CB 80130	PURUSHOTHAMAN,RAJEEV	255 SW HARRISON ST #18-G	PORTLAND OR	97201
1N1E27DD 10800	PURVIS GENERAL PARTNERSHIP	6908 SW 33RD PL	PORTLAND OR	97219
1N1E28D 90072	PURVIS,MARIE E	1682 NW RIVERSCAPE ST #1682	PORTLAND OR	97209
1N1E28D 70021	PURVIS,STEVEN & HOFFMANN,AMY	1742 NW RIVERSCAPE ST	PORTLAND OR	97209
1S1E03CC 90194	PUTNAM,HARRY G IV & LUNG,DEBBIE YUANYUAN	9 CAMBRIDGE WY	PIEDMONT CA	94611
1N1E33DC 70662	PYE,CHARLES	1926 W BURNSIDE ST #413	PORTLAND OR	97209-2070
1S1E03CB 80022	QI,SHARON LISA	10435 SW 155TH AVE	BEAVERTON OR	97007
1N1E33AD 40057	QIN,WEN	1400 NW IRVING ST #703	PORTLAND OR	97209-2259
1N1E33AD 70079	QU,BAOLI & LIU,MEIRU	PO BOX 513	PORTLAND OR	97207-0513
1S1E10DB 90530	QUACH,THU & QUACH,YENNIE	11755 SE SUMMER PL	CLACKAMAS OR	97015
1N1E34BB 80024	QUERY,RON W & QUERY,KAREN P	1133 NW 11TH AVE #517	PORTLAND OR	97209
1N1E34CB 99100	QUESCALING HOLDING LLC	489 TURRIN DR	PLEASANT HILL CA	94523-3234
1N1E33DA 70025	QUICK,DANIEL G	2906 NW 29TH ST	CORVALLIS OR	97330
1N1E34BB 90226	QUILICI,ARMIN V & QUILICI,SAMANTHA	3940 SW TUNNELWOOD ST	PORTLAND OR	97221-4153
1N1E28DD 1100	QUIMBY STREET LLC	PO BOX 10265	PORTLAND OR	97296
1N1E34BB 40084	QUIMBY,WAYNE M TR	121 SW SALMON ST #1110	PORTLAND OR	97204
1N1E34BC 60361	QUINN,DOROTHY E	1213 NW 110TH ST	VANCOUVER WA	98685-4041
1N1E27BD 6600	QUINN,ELLIOTT N-1/2 & QUINN,ROBERT D TR-1/2	2105 PEREGRINE CT	WEST LINN OR	97068-2825
1N1E27BD 6800	QUINN,ELLIOTT N-1/2 & QUINN,ROBERT D-1/2	2105 PEREGRINE CT	WEST LINN OR	97068
1N1E27BD 6700	QUINN,ELLIOTT N-1/2 & QUINN,ROBERT-1/2	2105 PEREGRINE CT	WEST LINN OR	97068-2825
1N1E33CD 99015	QUINN,JANET S	9455 SW CURRY DR #A	WILSONVILLE OR	97070
1N1E34CB 70019	QUINN,JOSEPH E & QUINN,JOAN E	913 MONMOUTH AVE	DURHAM NC	27701
1S1E10DB 90378	QUINN,SARAH E & QUINN,RHYS T	3601 SW RIVER PKWY #403	PORTLAND OR	97239
1S1E03CC 90571	QUIRO,GLENN B	2309 SW 1ST AVE #1241	PORTLAND OR	97201-5040
1S1E03BD 80009	QUIXOTE INVESTMENT LLC	PO BOX 759	PORTLAND OR	97207
1S1E02BB 3300	QUIXOTE LLC %JOHN R WALSH	9530 SW WASHINGTON ST	PORTLAND OR	97225
1N1E34BB 40039	QUTUB,OMAR N	949 NW OVERTON ST #608	PORTLAND OR	97209
1N1E27CB 3000	R B PAMPLIN CORP	PO BOX 82249	PORTLAND OR	97282
1N1E27CB 2900	R B PAMPLIN CORP % ROSS ISLAND SAND & GRAVEL CO	PO BOX 82249	PORTLAND OR	97282
1N1E27BD 8400	R E H A M 4 LLC ET AL	PO BOX 14955	PORTLAND OR	97293-0955
1N1E34BC 60226	R RICHARD AUDLEY & JUDITH H AUDLEY LIVING TRUST	821 NW 11TH AVE #409	PORTLAND OR	97209
1S1E02BD 2100	RAAB FAMILY LLC % RAAB,PAUL	2235 NE 152ND AVE	PORTLAND OR	97230-5251
1S1E03CA 90008	RAAF,HEATHER TR	0225 SW MONTGOMERY ST APT 5	PORTLAND OR	97201-5159
1N1E33DC 90025	RABAN,OFER	1313 LINCOLN ST #901	EUGENE OR	97401
1N1E34BC 60350	RABE,JAMES G	636 NW 11TH AVE	PORTLAND OR	97209
1N1E28D 90009	RABIMOVA,NARGIS	1454 GREENVIEW CT	WOODBURN OR	97071-3631
1N1E34BC 99144	RABIN,MICHELLE	2230 OLD DALLES DR	HOOD RIVER OR	97031
1N1E34BC 60256	RABINOVITCH,WILLA	4035 NE 16TH AVE	PORTLAND OR	97212-1332
1S1E03CB 70049	RABORN,JOHN W	111 SW HARRISON ST #7E	PORTLAND OR	97201
1N1E34BC 40108	RACKER INVESTMENT LLC	2600 SE ELLSWORTH RD	VANCOUVER WA	98664
1S1E04AA 70065	RACKNER,SHIRLEY TR	1221 SW 10TH AVE #501	PORTLAND OR	97205-2436
1S1E04AA 70303	RACKNER,SHIRLEY TR (ALVIN RACKNER TRUST-50%) (SHIRLEY RACKNER TRUST-50%)	1221 SW 10TH AVE #501	PORTLAND OR	97205-2436
1N1E34BD 90137	RADEMACHER,MICHAEL	PO BOX 886	WASHOUGAL WA	98671

1N1E34BC 99098	RADER,PAUL F & RADER,JESSENIA	UNIT 7300 BOX 0936	DPO AP	96521-0936
1N1E34BD 90225	RADZIK,PAUL	840 NW NAITO PKWY #H-4	PORTLAND OR	97209
1S1E02CD 18900	RAETHKE,SIG B TR & RAETHKE,LINDA J TR	2697 WOODSPRITE CT	WEST LINN OR	97068-3149
1N1E34BC 88003	RAFA INVESTMENT LLC	701 COLUMBIA ST #111	VANCOUVER WA	98660-3468
1N1E34BC 88002	RAFA INVESTMENTS LLC	701 COLUMBIA ST #111	VANCOUVER WA	98660-3468
1N1E34BC 40123	RAFAEL,LALLEH	1030 NW JOHNSON ST #419	PORTLAND OR	97209
1N1E34BB 50018	RAFEL,ANTHONY L & MCCLOSKEY,MEGAN E	127 SW SALMON ST	PORTLAND OR	97204
1S1E10DB 80032	RAFIA,HOMA	0841 SW GAINES ST #237	PORTLAND OR	97239-3062
1S1E10DB 80456	RAFIA,HOMA & RAFIA,KIAN	0841 SW GAINES ST #237	PORTLAND OR	97239-3062
1N1E34BB 70397	RAGAN,AMANDA C	1255 NW 9TH AVE #209	PORTLAND OR	97209-2886
1S1E02CD 9100	RAGAWAY,PHILIP	2029 NE M L KING BLVD	PORTLAND OR	97212-3723
1N1E35CC 300	RAGAWAY,PHILLIP	2029 NE M L KING BLVD	PORTLAND OR	97212-3723
1S1E04AA 70048	RAGGHIANTI,JAMES & KATHERINE	2914 SE FRANKLIN ST	PORTLAND OR	97202
1N1E34BD 90244	RAGLIONE,T AUSTIN	1504 SW MONTGOMERY ST	PORTLAND OR	97201-2559
1S1E04DA 5000	RAHIMI,AMIR H	1924 SW BROADWAY	PORTLAND OR	97201
1S1E04AA 70135	RAHM,RICHARD G TR & RAHM,WENDY W TR	1221 SW 10TH AVE #1001	PORTLAND OR	97205-2476
1S1E04AA 70138	RAHM,RICHARD G TR & RAHM,WENDY W TR (RAHM FAMILY TRUST)	1221 SW 10TH AVE #1001	PORTLAND OR	97205-2476
1S1E10DB 90078	RAHMAN,REZAUR % QEE PROPERTIES LLC	5893 NW RED FOX DR	PORTLAND OR	97229
1S1E10AC 90551	RAHMANI,ZAHRA	9015 SW 19TH AVE	PORTLAND OR	97219-4122
1S1E10AC 90182	RAHSCHULTE,TIMOTHY J & RAHSCHULTE,DORIS H	3570 SW RIVER PKWY #1309	PORTLAND OR	97239
1N1E33AD 70061	RAIDT,JEREMIAH S	1420 NW LOVEJOY ST #629	PORTLAND OR	97209-2749
1N1E34CA 1500	RAILWAY EXPRESS AGENCY BUILDING LLC> % VAN HAVERBEKE,C JOSEPH	800 NW 6TH AVE #200	PORTLAND OR	97209
1N1E35BB 80007	RAINEY,DENNIS R	533 NE HOLLADAY ST #403	PORTLAND OR	97232
1N1E33AD 70419	RAINEY,KRSTEN	1420 NW LOVEJOY ST #615	PORTLAND OR	97209
1N1E34CD 1800	RAISSI INVESTMENTS LLC	104 SW 2ND AVE	PORTLAND OR	97204
1N1E28D 90044	RAJAGOPALACHARY,SIDHARTHA	1618 NW RIVERSCAPE ST	PORTLAND OR	97209-1834
1S1E10DB 90668	RAJPUT,JK	4166 RIVERVIEW DR	WEST LINN OR	97068-3603
1N1E34CB 99035	RALEY,PATRICIA E TR & BORG,JAMES C & BORG,JUDITH E	333 NW 9TH AVE #516	PORTLAND OR	97209-3336
1N1E35CA 5201	RALL PROPERTIES LLC	21 NE 12TH AVE	PORTLAND OR	97232
1N1E34CC 8000	RALPH SCHLESINGER COMPANY LLC	610 SW ALDER ST #1221	PORTLAND OR	97205-3613
1N1E34BB 70494	RAMACHANDRAN,BANUREKHA-51% & RAMACHANDRAN,MUTHUSWAMI & RAMACHANDRAN,RADHA U-49%	4618 N CONGRESS AVE	PORTLAND OR	97217
1N1E33DC 70749	RAMAKRISHNAN,SATHEESH K S	8126 SE TAYLOR ST	PORTLAND OR	97215-3056
1N1E34CB 99247	RAMONES,KANOE	333 NW 9TH AVE #411	PORTLAND OR	97209
1S1E10AC 90330	RAMOS,CRESELDA	3570 SW RIVER PKWY UN 309	PORTLAND OR	97239
1N1E33AD 40120	RAMOS,EDWARD & TAMARA	134 OLDCASTLE LN	ALAMEDA CA	94502
1S1E03CC 90532	RAMSEUR,SHARI LINN	23 SE 103RD AVE #412	PORTLAND OR	97216-2959
1S1E10DB 90788	RAMSEY,DEBRA B & RAMSEY,CRAIG C	3601 SW RIVER PKWY #2308	PORTLAND OR	97239-4563
1N1E34CB 60042	RAMSEY,LESLIE	4192 SW GREENLEAF DR	PORTLAND OR	97221-3225
1S1E04AD 60391	RAMSTAD,WILLIAM D TR & RAMSTAD,RUSSELLYN D TR	1500 SW 11TH AVE #2601	PORTLAND OR	97201
1N1E34BB 80009	RANDALL,KIRSTEN	2440 E TUDOR RD #237	ANCHORAGE AK	99507-1185
1N1E35CA 2300	RANDALL,ROBERT JR	8305 SE MONTEREY AVE #230	HAPPY VALLEY OR	97086-7764
1S1E04AA 70197	RANDLETT FAMILY REVOCABLE TRUST	1221 SW 10TH AVE #1410	PORTLAND OR	97205
1S1E10DB 90786	RANGAIAH,SUSHMA & DHANAKODI,GOPINATH	12702 NW ALSACE LN	PORTLAND OR	97229
1S1E03CC 90471	RANGILA,NANCY A & JENE,JOANNE	2221 SW 1ST AVE #1921	PORTLAND OR	97201-5073
1S1E03CC 90504	RANKIN,CAROLINE	2309 SW 1ST AVE #943	PORTLAND OR	97201
1N1E34CB 40141	RANTS,SUSAN L	1025 NW COUCH ST #1117	PORTLAND OR	97209-4135
1S1E10DB 80477	RAO,MALEMPATI M TR & RAO,DURGAMBA M TR	2202 RAVENCREST CT	RIVERSIDE CA	92506-4641

1N1E34BB 70450	RAPHAEL,ANNA	1255 NW 9TH AVE #502	PORTLAND OR	97209
1S1E03CD 90607	RAPLEY,PETER C & LAM,PAMELA Y	1920 SW RIVER DR #E1107	PORTLAND OR	97201
1N1E34BC 70014	RAREY,KRISTIN A	618 NW 12TH AVE #217	PORTLAND OR	97209-3030
1N1E35BC 2300	RASMUSSEN PROPERTIES LTD PARTN % RASMUSSEN,GREGORY S	720 NE GRAND AVE	PORTLAND OR	97232
1S1E04AD 70017	RASMUSSEN,ADAM R & NELSON,DAWN M	4128 SW HEWETT BLVD	PORTLAND OR	97221
1N1E35CD 4100	RASMUSSEN,FREDERICK A	PO BOX 5117	BEAVERTON OR	97006-0117
1N1E33AD 90007	RATHBURN-ELLIS,REGINA	526 NW 13TH AVE #7	PORTLAND OR	97209-3056
1N1E33CD 99011	RATTE,KATHLEEN M TR	2020 SW MAIN ST #401	PORTLAND OR	97205-1534
1S1E03CD 90203	RAUEN,ALAN TR (ALAN RAUEN LIVING TRUST)	1920 SW RIVER DR #E1006	PORTLAND OR	97201
1S1E04AB 7000	RAUW,BRENDAN J & PARSHALL,MELINDA B	1511 SW 17TH AVE	PORTLAND OR	97201
1N1E34BB 50341	RAVENCRAFT,JEFFREY L TR	1001 NW LOVEJOY ST #613	PORTLAND OR	97209
1S1E02CB 8200	RAWLINGS,LINDA TR	PO BOX 14668	PORTLAND OR	97293
1S1E03CC 90097	RAY,THOMAS L TR (THOMAS L RAY FAMILY TRUST)	2211 SW 1ST AVE #802	PORTLAND OR	97201
1S1E10AC 90664	RAYBURN,HUGH J TR & RAYBURN,JEANNE M TR (RAYBURN FAMILY TRUST)	0836 SW CURRY ST #700	PORTLAND OR	97239-4524
1N1E34BB 90297	RAYMER,JORDAN	1030 NW 12TH AVE #125	PORTLAND OR	97209
1S1E10DB 90590	RAYMER,OLIVIA M	3601 SW RIVER PKWY #2416	PORTLAND OR	97239
1S1E10DC 90002	REACH B49 PARTNERS LIMITED PARTNERSHIP	4150 SW MOODY AVE	PORTLAND OR	97239-4417
1N1E33DD 7300	REACH BRONAUGH PARTNERS LIMITED PARTNERSHIP % REACH COMMUNITY DEVEL INC	4150 SW MOODY AVE	PORTLAND OR	97239-4417
1S1E02BD 3200	REACH COMMUNITY DEVELOPMENT INC>	4150 SW MOODY AVE	PORTLAND OR	97239-4417
1N1E35CC 12100	REACH GOT LLC ATTN: JESSICA WOODRUFF	4150 SW MOODY AVE	PORTLAND OR	97239-4417
1S1E10DC 90003	REACH OFFICE LLC % REACH COMMUNITY DEVEL INC	4150 SW MOODY AVE	PORTLAND OR	97239-4417
1S1E02BC 700	REACH ROSE LLC ATTN: BIELER,BRIAN	4150 SW MOODY AVE	PORTLAND OR	97239-4417
1N1E33DD 800	REACH TAFT LLC ATTN: BIELER,BRIAN	4150 SW MOODY AVE	PORTLAND OR	97239-4417
1N1E34CB 70017	READINGER,SUE E	327 NW PARK AVE #4-D	PORTLAND OR	97209
1N1E34BB 40417	REANDEAU,TRACI L	949 NW OVERTON ST #1110	PORTLAND OR	97209-3274
1N1E33AD 40186	REARDON,KATHLEEN M	1400 NW IRVING ST #515	PORTLAND OR	97209
1N1E35CC 1200	REBCO PROPERTIES II LLC	122 NE 122ND AVE	PORTLAND OR	97230
1N1E34BB 60103	REBHOLZ,CODY	1125 NW 9TH AVE #101	PORTLAND OR	97209
1S1E02CA 14900	RECKNOR,RICHARD L TR & RECKNOR,BETSY A TR	11069 E KILAREA AVE #112	MESA AZ	85209
1S1E10DB 90455	RECURANT CAPITAL FUND I LLC	801 EAST GWINN PLACE	SEATTLE WA	98102
1S1E04AB 70007	REDBAND RESOURCES LLC %WENNER,KARL C	1608 COVE POINT RD	KLAMATH FALLS OR	97601
1N1E28D 80179	REDD,KURT & LANNING,LORI	400 W 8TH ST #226	VANCOUVER WA	98660-3442
1N1E28D 70007	REDD,KURT R % DIVERSIFIED MARINE INC	PO BOX 83723	PORTLAND OR	97283
1N1E34BC 88345	REDDING,ROBERT W & ROBERTS,SANDRA T	937 NW GLISAN ST #1436	PORTLAND OR	97209-3267
1N1E33CB 50338	REDFORD,MYRON H & WETLE,VICTORIA L	11750 SE EOLA HILLS RD	AMITY OR	97101-2409
1N1E33DA 70087	REDSUN,STUART B	416 NW 13TH AVE #413	PORTLAND OR	97209
1N1E33CD 99017	REDTFELDT,HEIDI & NOLES,DODIE R	PO BOX 1051	TALENT OR	97540
1N1E33DC 90049	REEB,DAVID	709 SW 16TH AVE #506	PORTLAND OR	97205
1S1E02CD 11200	REECE,GORDON H JR TR	4306 SE MARTINS ST	PORTLAND OR	97206-7070
1N1E33AD 40410	REED,CHAD C	2833 SW UPPER DR	PORTLAND OR	97201-1765
1N1E33DA 70092	REED,NORMAN G	416 NW 13TH AVE #402	PORTLAND OR	97209
1N1E34BC 99169	REED,STEVE R TR & REED,JEAN M TR	2100 PINE GATE WAY	WHITE CITY OR	97503
1N1E34BD 90129	REEDE,KIMBERLY H	876 SERRANO PL	LOS ANGELES CA	90029-3775
1S1E04AD 60104	REEL,JUSTIN L	10636 SW INVERNESS CT	PORTLAND OR	97219-6399
1N1E33AD 40308	REES,RICHARD	1400 NW IRVING ST #326	PORTLAND OR	97209-2252
1S1E04AB 90013	REETZ,BRADLEY D TR & REETZ,ARLEEN S TR	1441 SW CLAY ST #203	PORTLAND OR	97201
1N1E34BD 90677	REEVES,DANIEL	PO BOX 1940	WILSONVILLE OR	97070-1940

1N1E34CA 80108	REEVES,EARL E & SHEILA E	8815 VICTORIA AVE	ROCKAWAY OR	97136
1S1E04AD 80190	REEVES,MAE TR	1500 SW PARK AVE #231	PORTLAND OR	97201
1N1E33AD 80030	REEVES,MARK A	16393 OAK VALLEY DR	OREGON CITY OR	97045-3869
1N1E35CC 11100	REFRIGERATION SUPPLIES DISTRIB	26021 ATLANTIC OCEAN DRIVE	LAKE FOREST CA	92630
1N1E34BD 90648	REGAN,JOHN & FISCHEL,ANNE	1915 LENOX CT NW	OLYMPIA WA	98502-3114
1N1E34BD 90570	REGAN,JOHN L & FISCHEL,ANNE B	1915 LENOX CT NW	OLYMPIA WA	98502-3114
1S1E04AA 70182	REGAN,MICHAEL	1221 SW 10TH AVE #1308	PORTLAND OR	97205
1S1E03CD 90006	REGEN,DENNIS M & VICTORIA L	PO BOX 670	LINCOLN CITY OR	97367
1S1E04AA 70155	REICH,NORMA F	1221 SW 10TH AVE #1107	PORTLAND OR	97205-2475
1N1E34BB 90342	REICHENBACH,ROBERT B & LANTZ,KRISTEN P	1030 NW 12TH AVE #322	PORTLAND OR	97209-2845
1S1E02CA 10700	REICHLE,WILLIAM C & JOAN M	1906 SE 10TH AVE	PORTLAND OR	97214
1S1E04AB 70031	REID RESIDENCE OR LLC	904 PARKLAND CIR SE	ALBUQUERQUE NM	87108
1S1E03CA 90463	REID,MICHAEL B	1730 SW HARBOR WAY #303	PORTLAND OR	97201
1N1E33CD 80024	REID,RODNEY J TR & REID,SUSAN I TR	171 GRANITE ST	ASHLAND OR	97520
1S1E04AB 70104	REID,SPENCER	1535 SW CLAY ST #305	PORTLAND OR	97201
1S1E10AC 90189	REIDLINGER,RONALD L	3570 SW RIVER PKWY #1409	PORTLAND OR	97239-4543
1S1E04AA 70320	REIERSGAARD,JULIE	2600 SE ELLSWORTH RD	VANCOUVER WA	98664-5357
1N1E34BC 80008	REIFEL,GARY L & BRADDOCK,LINDA K	4143 32ND AVE SW	SEATTLE WA	98126-2646
1N1E33DA 80031	REILAND,CATHERINE A	408 NW 12TH AVE #405	PORTLAND OR	97209
1S1E03CB 80191	REILING,RHETT B & STRELCOVA,LENKA	1543 SUMMIT LAKE SHORE RD NW	OLYMPIA WA	98502-9436
1N1E33DC 5500	REILLY,ROSE M	910 SW 18TH AVE	PORTLAND OR	97205-1727
1N1E34BB 60070	REILLY,RYAN A	1125 NW 9TH AVE #217	PORTLAND OR	97209
1N1E33DC 70625	REILLY,STEPHEN R	1926 W BURNSIDE ST #1112	PORTLAND OR	97209
1S1E04AA 80050	REINDERS,ANDREW H	1005 SW PARK AVE #807	PORTLAND OR	97205-2474
1S1E03BC 80023	REINERMAN,ALAN J TR-1/2 & REINERMAN,FLORENCE S TR-1/2	4129 SW 44TH AVE	PORTLAND OR	97221
1N1E34BC 40096	REINGOLD,SUSAN 205 RIDLEY HOUSE	2 UPPER ALBERT RD	CENTRAL	HONG KONG
1S1E04AB 90030	REINHART,BRITTANY J	115 BARKER RD	OREGON CITY OR	97045-3425
1N1E34BC 40338	REINHART,JOSEPH L & REINHART,SUSAN H	725 NW 10TH AVE #313	PORTLAND OR	97209
1S1E02BB 7101	REINKE,JOHN T TR	14667 SE OLD BARN LN	DAMASCUS OR	97089-9267
1S1E03BC 2700	REINMILLER,GEORGE C	521 SW CLAY ST #2000	PORTLAND OR	97201-5407
1N1E33CD 80006	REINOSO,BAUTISTA & REINOSO,MARISA H	9009 OVIEDO ST	SAN DIEGO CA	92129
1S1E04AA 70487	REISS,HARRIET TR (HARRIET REISS LIVING TRUST)	1221 SW 10TH AVE #308	PORTLAND OR	97205
1S1E03CA 90210	REITER PORTLAND LLC %BEN & SUE REITER	304 INDIAN TRACE #534	WESTON FL	33326
1S1E04AA 70030	REITZ,THOMAS K & PAREDES,ERIKA M	1314 N 30TH RD	HOLLYWOOD FL	33021-5004
1S1E10DB 80179	REKOW,SHARENE	0841 SW GAINES ST #1710	PORTLAND OR	97239
1S1E04BA 8200	REMENTERIA,RICHARD L & REMENTERIA,MARILY A	24 ROY ST	SEATTLE WA	98109-4018
1S1E10DB 90082	REN,JANE TR	4820 SE GRAND RIDGE DR	CAMAS WA	98607
1N1E34BD 90341	REN,KELAN & FU,WANGXI	4590 NW DRESDEN PL	PORTLAND OR	97229-9392
1S1E02CB 2100	RENARD,BRUCE L	PO BOX 512377	LOS ANGELES CA	90051-0377
1S1E02CB 400	RENARD,BRUCE L TO SUROWIECKI,MATT & MAJ %STEELER INC	10023 M L K JR WAY S	SEATTLE WA	98178
1S1E02CB 2200	RENARD,BRUCE L TR & RENARD,KATHRYN E TR	PO BOX 512377	LOS ANGELES CA	90051-0377
1S1E04AD 80191	RENGIFO,ALEXANDRA & BIALORUCKI,REGINA A R & BIALORUCKI,MARK	1500 SW PARK AVE #232	PORTLAND OR	97201
1N1E33DC 70099	RENJIFO,ALEJANDRO & IRAGORRI,SANDRA	1926 W BURNSIDE ST #709	PORTLAND OR	97209
1N1E34CB 40140	RENTON,HOLLINGS C IV & RENTON,HOLLINS C	1025 NW COUCH ST #719	PORTLAND OR	97209
1N1E33DC 70231	RENTZEL,CHRIS E	1926 W BURNSIDE ST #1415	PORTLAND OR	97209-2082
1S1E03CB 80350	REVOAL,MARVIN D & GIANNONE,DARBY L	2924 ADAMS ST	EUGENE OR	97405
1N1E33DA 80008	REVP GLISAN LLC	9730 WILSHIRE BLVD #101	BEVERLY HILLS CA	90212

1S1E10DB 90160	REWINKEL,SCOTT E	3601 SW RIVER PKWY #1404	PORTLAND OR	97239
1N1E33CB 50248	REYKALIN,WILLIAM F TR & REYKALIN,MARIE R TR	2351 NW WESTOVER RD #405	PORTLAND OR	97210
1S1E03CD 90419	REYNOLDS,BRENDA A TR	9105 NW WOOD ROSE LOOP	PORTLAND OR	97229-4194
1S1E03CC 90668	REYNOLDS,CLIFFORD D & NANCY B	2309 SW 1ST AVE #1344	PORTLAND OR	97201
1S1E10AC 90571	REYNOLDS,WILLIAM J & ARATA,EUGENE S JR	3570 SW RIVER PKWY #607	PORTLAND OR	97239
1S1E04AD 90021	REYSENBACH,ANNA-LOUISE	1410 SW 11TH AVE #404	PORTLAND OR	97201
1N1E34CD 3600	RG INVEST L L C % STOLL,N ROBERT	209 SW OAK ST #500	PORTLAND OR	97204
1N1E34CD 7600	RH 42FOURTH LLC % RED HILLS HOLDINGS LLC ATTN: KEVIN KIDD	2250 NW FLANDERS ST #G-02	PORTLAND OR	97210-3475
1N1E34CB 70005	RHEINGANS,PHILIP T & RHEINGANS,HEATHER E	PO BOX 8986	MOSCOW ID	83843
1N1E33DC 70396	RHOADS,TERRY G & LEE,CHRISTINA	1723 N SIMPSON ST	PORTLAND OR	97217
1S1E04AA 70180	RHODES,JANICE K TR	11663 E BELLA VISTA DR	SCOTTSDALE AZ	85259-5917
1N1E34CB 60072	RHULEN,BLAKE M	420 NW 11TH AVE #807	PORTLAND OR	97209-2967
1N1E34BC 88201	RHYU,JAMES H	937 NW GLISAN ST #430	PORTLAND OR	97209
1S1E03CD 90045	RIBICH,FRANK E & NORMA	1920 SW RIVER DR #E707	PORTLAND OR	97201
1S1E03CA 90114	RICE,DOUGLAS A & RICE,KAREN L	1740 E CAMINO PADRE ISIDORO	TUCSON AZ	85718
1S1E04AD 60063	RICE,GLEN G & WELTI,REBECCA TR	1500 SW 11TH AVE #1007	PORTLAND OR	97201-3539
1S1E03CB 80288	RICE,IAN M & DAVIS,AMY L	255 SW HARRISON ST #14B	PORTLAND OR	97201
1S1E04AA 80031	RICE,JUDITH L	2323 SW PARK PL #1004	PORTLAND OR	97205
1N1E34CA 80095	RICE,SHELLY R	411 NW FLANDERS ST APT 511	PORTLAND OR	97209
1S1E04AA 100	RICH HILL CORPORATION % NORRIS & STEVENS INC	621 SW MORRISON ST #800	PORTLAND OR	97205-3825
1N1E33AD 70366	RICH,MARY T TR	1420 NW LOVEJOY ST #508	PORTLAND OR	97209-2744
1N1E33AD 40106	RICHARD,ELISABETH D	1400 NW IRVING ST #104	PORTLAND OR	97209
1S1E04AA 80024	RICHARD,ROBERT	6017 PINE RIDGE RD, STE 255	NAPLE FL	34119
1N1E33AD 80035	RICHARDS,KAREN M & RICHARDS,MARK R	16189 SW SNAPDRAGON LN	TIGARD OR	97223-0635
1S1E04AA 70626	RICHARDS,LARRY G & RICHARDS,JANET R	1221 SW 10TH AVE #1605	PORTLAND OR	97205
1N1E33AD 70334	RICHARDS,MICHELL L & RICHARDS,DARRIN P	1420 NW LOVEJOY ST #406	PORTLAND OR	97209-2741
1N1E33DC 70142	RICHARDSON,ANDREW J & MCKEAGUE-RICHARDSON,GAIL	8577 ONE WEST DR APT 304	INDIANAPOLIS IN	46240-5345
1N1E34CB 40103	RICHARDSON,ARTHUR M TR & RICHARDSON,JANE F TR	1025 NW COUCH ST #1215	PORTLAND OR	97209
1S1E03BC 80131	RICHARDSON,CAMPBELL & SUSAN J	1500 SW 5TH AVE APT 1701	PORTLAND OR	97201-5430
1S1E03BC 80027	RICHARDSON,CAMPBELL TR & LIENHART,SUSAN J TR	1500 SW 5TH AVE NO 1701	PORTLAND OR	97201
1N1E33CD 99040	RICHARDSON,DOUGLAS	2020 SW MAIN ST #801	PORTLAND OR	97205-1530
1N1E34BC 50003	RICHARDSON,KATHRINE E & RAYAT,HERDEV S	3466 W BROADWAY STE 302	VANCOUVER BC	V6R 2B3 CA
1N1E28D 80178	RICHARDSON,TRISTAN J & RICHARDSON,JESSICA A	4300 DUNLAVY ST #5108	HOUSTON TX	77006
1N1E34BB 40523	RICHARDSON,TYRONE	949 NW OVERTON ST #1106	PORTLAND OR	97209
1N1E34BB 70461	RICHEY,CHRISTOPHER W & RICHEY,WILLIAM C & RICHEY,COLLEEN M	1255 NW 9TH AVE #513	PORTLAND OR	97209
1N1E34CB 40203	RICHEY,JOSHUA	1025 NW COUCH ST #715	PORTLAND OR	97209
1N1E33AD 80041	RICHMOND,NANCY	1314 NW IRVING ST #203	PORTLAND OR	97209
1N1E34CC 9300	RICH'S LAND CO L L C ATTN MORAN,THOMAS	4733 SW SNYDER PL	PORTLAND OR	97221
1N1E34CB 99130	RICH'S LAND COMPANY LLC	4733 SW SYNDER PL	PORTLAND OR	97221
1N1E35CB 400	RICH'S/ANGEL LLC %JOESO LLC % BUSINESS SERVICES OPTIMIZED	11501 SW PACIFIC HWY #201	TIGARD OR	97223
1N1E34BB 40322	RICHTER,CYNTHIA D	PO BOX 764	CANNON BEACH OR	97110-0764
1S1E02CA 70002	RICHTER,KERLIN & RICHTER,JORDAN	1912 SE 11TH AVE #2	PORTLAND OR	97214
1N1E34BB 60401	RICK,ALBERT J	1125 NW 9TH AVE #507	PORTLAND OR	97209
1S1E04BA 70043	RICKERT,CRAIG A	2024 SW HOWARDS WAY #304	PORTLAND OR	97201-7723
1N1E34BB 70337	RICKSON,BRYCE C	1255 NW 9TH AVE #504	PORTLAND OR	97209
1S1E02BC 5700	RICKTON REALTY OREGON LLC	PO BOX 17779	BEVERLY HILLS CA	90209
1N1E34CB 99272	RIDER,JEANNETTE N %NANCY DOTY INC.	4030 NE 42ND AVE	PORTLAND OR	97213-1012

1S1E03CC 90331	RIEDEL,ARTHUR A & JANET R	PO BOX 910	TILLAMOOK OR	97141
1N1E33DC 70454	RIEDMILLER,PAUL	14345 SE BRIDGETON ST	CLACKAMAS OR	97015
1S1E04AD 80036	RIEGEL,CAROLYN L	1500 SW PARK AVE #317	PORTLAND OR	97201
1N1E34BB 40446	RIES,DANIEL J & RIES,PATTI R	949 NW OVERTON ST #1302	PORTLAND OR	97209
1N1E26CD 90039	RIFE,BETH G TR	1718 NE 11TH AVE #406	PORTLAND OR	97212
1S1E03CC 90205	RIGAS,STEPHANIE	2221 SW 1ST AVE #223	PORTLAND OR	97201
1S1E04AD 80161	RINALDI,DAVID B JR	1500 SW PARK AVE #202	PORTLAND OR	97201-3472
1S1E10DB 90746	RINCON,LUIS & ALONSO,GLORIA	3601 SW RIVER PKWY #1318	PORTLAND OR	97239-4559
1S1E03AA 1900	RINELLA,DAVID J & CINDY L	231 SE ALDER ST	PORTLAND OR	97214-2106
1S1E03AA 1800	RINELLA,DAVID J & CINDY L % RINELLA PRODUCE	231 SE ALDER ST	PORTLAND OR	97214-2106
1N1E34CB 40134	RINFRET,LEAH A	1025 NW COUCH ST	PORTLAND OR	97209-4133
1N1E33DD 500	RINGLERS ANNEX PROPERTIES LLC	430 N KILLINGSWORTH ST	PORTLAND OR	97217-2441
1N1E33DC 70109	RINGWALD,JOEY L	1926 W BURNSIDE ST #801	PORTLAND OR	97209
1S1E04AD 60092	RINK,CYNTHIA & RINK,LEWIS A	14811 SE RIVERCREST DR	VANCOUVER WA	98683
1S1E03BC 80114	RINKER,SUSAN & SCHWARZ,HENRY	1500 SW 5TH AVE #2005	PORTLAND OR	97201-5433
1N1E33DA 80149	RINKOFF,JEFFREY S & ROSENTHAL,JANIS L	658 SISKIYOU BLVD	ASHLAND OR	97520-2153
1N1E33AD 70168	RINNE,APRIL & MICHALSKI,GERALD	1133 CHURCH ST	SAN FRANCISCO CA	94114
1S1E03CA 90351	RIPPLEY,THERESE	0205 SW MONTGOMERY ST #203	PORTLAND OR	97201-5160
1S1E03CB 80081	RISCH,LAWRENCE	255 SW HARRISON ST #11F	PORTLAND OR	97201
1N1E34BB 40176	RISSI,JOHN B & RISSI,JILL J	949 NW OVERTON ST #1604	PORTLAND OR	97209
1S1E10AC 90238	RITTENBERG,MARVIN B & RITTENBERG,JOAN E	3570 SW RIVER PKWY UN 2201	PORTLAND OR	97239
1S1E10DB 1100	RIVA PORTLAND LLC % CORNERSTONE R E ADVISORS LLC ATTN TOWILL,WILLIAM F	1 FINANCIAL PLZ #1700	HARTFORD CT	06103-2604
1S1E10DC 900	RIVER FORUM LLC % SHORENSTEIN PROPERTIES LLC	235 MONTGOMERY ST FL 16	SAN FRANCISCO CA	94104
1S1E10DB 90119	RIVER PARKWAY LLC	4754 SW ADMIRAL ST	PORTLAND OR	97221
1N1E34BD 90697	RIVER ROCK LIMITED PARTNERSHIP	3317 E BELL RD #101-107	PHOENIX AZ	85032
1N1E34BD 90513	RIVER ROCK LTD PARTNERSHIP %CUSTOM ACCOUNTING & TAX	3317 E BELL RD #101-107	PHOENIX AZ	85032
1S1E03CC 500	RIVER WALK PROPERTIES LLC	90767 DIAMOND RIDGE LOOP	EUGENE OR	97408
1N1E28D 319	RIVERFRONT PLACE CONDO OWNERS ASSOCIATION %SWANSON,TAMARA	15350 SW SEQUOIA PKWY #200	PORTLAND OR	97224
1N1E28D 70000	RIVERFRONT PLACE CONDOMINIUM OWNERS ASSOCIATION	931 SW KING AVE	PORTLAND OR	97205-1319
1S1E03CA 90000	RIVERPLACE CONDOMINIUM NO 1 OWNERS ASSOCIATION	0145 SW MONTGOMERY ST	PORTLAND OR	97201
1S1E03CA 90121	RIVERPLACE ESPLANADE EQUITY FU DAWES STREET LLC-61.35% % GENEVA EQUITIES	PO BOX 8880	KETCHUM ID	83340-7139
1S1E03CD 200	RIVERPLACE HOTEL INVESTORS LLC % DAME,DIKE	1308 NW EVERETT ST	PORTLAND OR	97209-2629
1S1E03DA 1400	RIVERS EAST LLC % GVA KIDDER MATHEWS	1 SW COLUMBIA ST STE 950	PORTLAND OR	97258-2010
1N1E28D 80057	RIVERSCAPE 605 LLC	1614 SE 31ST AVE	PORTLAND OR	97214-5004
1N1E34BC 60280	RIVERSTONE 213 LLC %DITZ,DONNA V	2288 NW SUMMERHILL DR	BEND OR	97701
1N1E34BC 60003	RIVERSTONE ASSOC L L C	1500 NE IRVING ST #414	PORTLAND OR	97232-4208
1N1E34BC 60000	RIVERSTONE CONDOMINIUM OWNERS'	798 NW 11TH AVE	PORTLAND OR	97209-3205
1N1E34CA 80018	RIVKIN,VLADIMIR % PAYTRUST	PO BOX 143508001	SIOUX FALLS SD	57186
1S1E04AA 7500	RJE PROPERTIES L L C	4575 HASTINGS PL	LAKE OSWEGO OR	97035
1S1E10BD 400	RL & TL II LLC %KNOWLEDGE UNIVERSE ATTN: TAX DEPARTMENT	PO BOX 6760	PORTLAND OR	97228-6760
1N1E34CD 6600	RLJ C PORTLAND DT LLC % RLJ LODGING TRUST	3 BETHESDA METRO CENTER #1000	BETHESDA MD	20814-6347
1N1E26CD 90034	ROACH,LINDA	9665 N KELLOGG ST	PORTLAND OR	97203-2155
1N1E34BC 60201	ROAST,PEGGIE A TR	5657 MATILIJA AVE	VAN NUYS CA	91401-4719
1S1E02BB 500	ROBARTS-DILLE,ELIZABETH A & DILLE,STEPHEN H	500 SE 8TH AVE	PORTLAND OR	97214-2206
1N1E33DA 60043	ROBB,ALAN	1601 N WILLAMETTE BLVD	PORTLAND OR	97217
1S1E04AA 90020	ROBB,JOEL E TR & ROBB,KAREN HOLMER TR	92725 HYLAND LN	COOS BAY OR	97420
1S1E02CC 4500	ROBBEN,LIONEL J TR	17238 S RAMSBY RD	MOLALLA OR	97038-7634

1S1E10DB 80372	ROBBINS,TOMMY B & ROBBINS,CARMEN G	0841 SW GAINES ST #1712	PORTLAND OR	97239-3104
1N1E27CA 500	ROBEDEAU,PETER C TR & ROBEDEAU,LINDA J TR	PO BOX 2044	BEAVERTON OR	97075-2044
1S1E02BA 9400	ROBERT HUNTER PROPERTIES LLC ATTN: HUNTER,ROBERT C JR	910 SE STARK ST	PORTLAND OR	97214
1S1E02BB 3900	ROBERTI INVESTMENT CO LLC	PO BOX 15057	PORTLAND OR	97293-5057
1S1E04DA 2900	ROBERTS,DAVID E & ROBERTS,VICKI J	20593 S NURSERY LN	OREGON CITY OR	97045-9749
1S1E10DB 80225	ROBERTS,DENNIS L TR & ROBERTS,WYLENE L TR	11586 SPLITROCK CT	GOLD RIVER CA	95670
1N1E34BB 88562	ROBERTS,JEFFREY & ROBERTS,PATRICIA	16727 LUCARNO WAY	NAPLES FL	34110
1N1E34BC 60258	ROBERTS,MARK L & MARY E	820 NW 12TH AVE #606	PORTLAND OR	97209
1S1E10AC 90582	ROBERTS,NANCY & ROBERTS,PATRICK	3570 SW RIVER PKWY #713	PORTLAND OR	97239
1N1E33DC 70740	ROBERTS,NICKOLAS R	1926 W BURNSIDE ST #208	PORTLAND OR	97209
1N1E33AD 70300	ROBERTS,PETER	1420 NW LOVEJOY ST #305	PORTLAND OR	97209
1N1E33DC 90046	ROBERTS,SARA Z & ROBERTS,C KENT	2929 SW MONTGOMERY DR	PORTLAND OR	97201
1S1E02CB 10100	ROBERTSON HAY & WALLACE	1801 SE GRAND AVE	PORTLAND OR	97214-3550
1N1E33AD 40010	ROBERTSON,ADAM M	1400 NW IRVING ST #526	PORTLAND OR	97209
1N1E33AD 80044	ROBERTSON,BRUCE & AMY	1314 NW IRVING ST #205.5	PORTLAND OR	97209
1N1E33AD 80043	ROBERTSON,BRUCE C & AMY L	2316 NE HANCOCK ST	PORTLAND OR	97212
1S1E03CC 90225	ROBERTSON,DAVID H TR-1/2 & SAUSE,MARY A TR-1/2	P O BOX 209	ROCKAWAY OR	97136-0209
1S1E04AA 70082	ROBERTSON,LAURIE	1221 SW 10TH AVE #604	PORTLAND OR	97205
1N1E34BD 90409	ROBINETT,ASHLEY	840 NW NAITO PKWY #H-1	PORTLAND OR	97209
1S1E10DB 90587	ROBINOWITZ,SELENE & ROBINOWITZ,CHARLES	3032 NW VALLE VISTA TER	PORTLAND OR	97210-3351
1S1E03BC 80117	ROBINSON,DANIEL & ROBINSON,HOLLY	22802 NE 132ND CIR	BRUSH PRAIRIE WA	98606
1N1E33AD 40414	ROBINSON,DEVIN N & HALL,ANNE	1400 NW IRVING ST #705	PORTLAND OR	97209-2259
1N1E34BC 40150	ROBINSON,GEORGE A & MARY V	726 NW 11TH AVE #104	PORTLAND OR	97209-3237
1N1E34CB 40227	ROBINSON,GERTRUDE L	1025 NW COUCH ST #913	PORTLAND OR	97209-4133
1N1E33DA 50234	ROBINSON,GLENN & ROBINSON,CEILIA	3425 MOUNT BARKER DR	AUSTIN TX	78731
1N1E34CB 99422	ROBINSON,JAMES G & MCLAURIN,ZIVA R	333 NW 9TH AVE #1017	PORTLAND OR	97209
1N1E34BB 40490	ROBINSON,JONATHAN A	949 NW OVERTON ST #1008	PORTLAND OR	97209-3273
1N1E34BC 88292	ROBINSON,LINDA & NELSON,WILLIAM	937 NW GLISAN ST #1134	PORTLAND OR	97209
1S1E04AA 70511	ROBINSON,MARY LOU	1221 SW 10TH AVE #1303	PORTLAND OR	97205
1N1E34BC 70034	ROBINSON,NANCY D TR	618 NW 12TH AVE #311	PORTLAND OR	97209-3031
1N1E34BB 50060	ROBINSON,RANDALL S TR & ROBINSON,DIANA M TR % WELLS FARGO REL EST TAX SER	1 HOME CAMPUS X2502-011	DES MOINES IA	50328-0001
1N1E34CB 99240	ROBINSON,RYAN L	333 NW 9TH AVE #514	PORTLAND OR	97209
1N1E33CB 50317	ROBINSON,SUSAN	2351 NW WESTOVER RD #501	PORTLAND OR	97210
1S1E03CC 90544	ROBLES,GEORGE A & ROBLES,MILDRED A	2309 SW 1ST AVE #644	PORTLAND OR	97201
1N1E34CB 99411	ROCHELOIS,ANGELIKA TR	333 NW 9TH AVE #1008	PORTLAND OR	97209
1N1E26DC 13100	ROCKAWAY APARTMENTS LLC TO GRANT FAMILY REAL ESTATE INVESTMENTS	56775 POPLAR LN	WARREN OR	97053
1S1E03CB 80328	ROCKNE,CHRISTOPHER J	255 SW HARRISON ST #5D	PORTLAND OR	97201-5339
1N1E34BB 80038	ROCKOVE,SHAMMAI & ROCKOVE,THERESA	PO BOX 460	TROUTDALE OR	97060-0460
1S1E10DB 80520	ROCKS,FLORENCE E TR	0841 SW GAINES ST #1910	PORTLAND OR	97239-3104
1S1E04AA 90025	ROCKWELL,SPENCER C & ROCKWELL,AMY	3399 DEER LAKE CT SE	SALEM OR	97317-9374
1N1E28D 90050	RODEN,CHERRI	1630 NW RIVERSCAPE ST	PORTLAND OR	97209
1N1E33AD 70450	RODGERS,ELIZABETH J & DOLATSHAHI,DARIUSH	1420 NW LOVEJOY ST #716	PORTLAND OR	97209
1S1E10DB 90360	RODRIGUES,ANTONY T	6805 N OLIN AVE	PORTLAND OR	97203-4549
1N1E33AD 40119	RODRIGUES,MELVIN & TERESA A	4761 N HARVARD ST	PORTLAND OR	97203
1S1E03CA 90376	ROE,ROBERT L & SARA J	620 SAND HILL RD #213F	PALO ALTO CA	94304-2081
1N1E34CB 99382	ROELOFS,PAUL TR & ROELOFS,ANDREA C TR	333 NW 9TH AVE #815	PORTLAND OR	97209
1S1E04AD 80029	ROESCHLAUB,JANUARY	5634 CROOKED FINGER RD	SCOTTS MILLS OR	97375

1N1E34BD 90276	ROETTGEN,MICHAEL	1484 POLLARD RD #306	LOS GATOS CA	95032
1N1E28D 80086	ROGERS,ANDREW	1830 NW RIVERSCAPE DR #508	PORTLAND OR	97209
1N1E26CD 50021	ROGERS,ASHLEY D	1509 NE 10TH AVE #302	PORTLAND OR	97232
1S1E10AC 90733	ROGERS,CHERYL C & ROGERS,RODNEY D	3570 SW RIVER PKWY #2001	PORTLAND OR	97239-4547
1N1E34CB 40196	ROGERS,JAMES	1025 NW COUCH ST #621	PORTLAND OR	97209-4130
1N1E33CD 99019	ROGERS,LARRY V & SUSAN V	1362 W BLOOMING DESERT WY	ORO VALLEY AZ	85737
1N1E34BB 88073	ROGERS,RICHARD M TR & VAKKNEN-ROGERS,PATRICIA A TR (ROGERS LIVING TRUST)	1310 NW NAITO PKWY #401	PORTLAND OR	97209
1N1E34BC 40309	ROGERS,SHANA	725 NW 10TH AVE #207	PORTLAND OR	97209-3241
1S1E04AA 70094	ROGERS,SHIRLEY D TR	1221 SW 10TH AVE #702	PORTLAND OR	97205-2439
1N1E26CD 50025	ROGERS,THOMAS J & DAY,ROSETTA	6987 PADDISON RD	CINCINNATI OH	45230-2308
1S1E03BC 80111	ROGERSON,JESS A & LAUDELINA M	1500 SW 5TH AVE #1705	PORTLAND OR	97201-5430
1N1E34CB 80037	ROHDE,IRENE & ROHDE,KARL	300 NW 8TH AVE #409	PORTLAND OR	97209
1S1E03CC 90542	ROHR,MICHELLE R	2309 SW 1ST AVE #642	PORTLAND OR	97201-5008
1N1E28D 70010	ROHTER,BRIAN S & O'BRADY,COLIN T	1242 SE 60TH AVE	PORTLAND OR	97215
1N1E34BB 90201	ROISLAND,LISA M	1030 NW 12TH AVE APT 412	PORTLAND OR	97209-2846
1N1E33DA 50001	ROLINR CASEY II LLC & ROLINL CASEY II LLC % JONES,ROGER C	2936 SE TAYLOR ST	PORTLAND OR	97214-4033
1S1E04BA 80035	ROLLINS,KATHALINE A	1132 SW 19TH AVE #408	PORTLAND OR	97205
1N1E33DC 90007	ROLLINS,THOMAS F	709 SW 16TH AVE #106	PORTLAND OR	97205
1N1E27BD 5200	ROLPH,KEVIN B & CAROLE A	400 SW 90TH AVE	PORTLAND OR	97225
1N1E34BC 40328	ROMACK,R GREG TR & ROMACK,PATRICIA J TR	6300 W DIAMOND BLVD	ANCHORAGE AK	99502
1N1E33DB 5700	ROMAN CATHOLIC ARCHBISHOP OF PORTLAND IN OREGON	2838 E BURNSIDE ST	PORTLAND OR	97214-1895
1N1E33DB 5900	ROMAN CATHOLIC ARCHBISHOP OF PORTLAND IN OREGON % WILSON,DELIA	2838 E BURNSIDE ST	PORTLAND OR	97214-1830
1S1E10DB 80130	ROMAN,RICK C & ROMAN,LESLIE M	2537 E VIA DEL ARBOLES	GILBERT AZ	85298-2075
1N1E33CD 99005	ROMAN,VINCENT L	2020 SW MAIN ST #301	PORTLAND OR	97205
1N1E34BC 88126	ROMANO,CASSIE R	325 SE 14TH AVE	PORTLAND OR	97214-1406
1S1E10AC 90306	ROMANSKI,JOYCE M TR	0836 SW CURRY ST #308	PORTLAND OR	97239-4523
1S1E04BA 9200	ROME,AMI M & ROME,ANDREW W	1724 SW CLAY ST	PORTLAND OR	97201-2529
1N1E28D 90031	ROMERA,JOAQUIN	803 WILBUR AVE	SAN DIEGO CA	92109-2022
1N1E34CB 60116	ROMNEY,BEVERLY J TR	420 NW 11TH AVE #1015	PORTLAND OR	97209-2973
1N1E34BB 40438	ROMNEY,SCOTT C	949 NW OVERTON ST #507	PORTLAND OR	97209-3269
1N1E33DA 60049	ROMO,CHRISTOPHER R & ROMO,SARA M	16505 A SE 1ST ST PMB 191	VANCOUVER WA	98684
1N1E34BB 70304	ROMTVEDT,BRENDAN	1255 NW 9TH AVE #405	PORTLAND OR	97209-2888
1N1E34CD 9300	RON BUR OPB LLC % RON BUR PROPERTIES LLC	1825 NW 23RD AVE	PORTLAND OR	97210
1N1E26DC 12800	RON PAUL BUILDING PARTNERSHIP ET AL	PO BOX 25501	PORTLAND OR	97298-0501
1S1E03CD 90275	RONAI,MELANIE A & DURNING,JONATHAN C	3585 CHRISTEN ST S	SALEM OR	97302
1S1E10DB 90041	RONNEKLEIV KELLY,ROLF B	603A AGUA FRIA ST	SANTA FE NM	87501
1S1E10DB 90468	ROOD,RONALD G SR	3601 SW RIVER PKWY #608	PORTLAND OR	97239
1S1E04AA 80012	ROOSEVELT CONDO 304 LLC	PO BOX 2717	WILSONVILLE OR	97070-2717
1S1E04AA 80000	ROOSEVELT CONDOMINIUM ASSOCIATION % COMMUNITY ASSN PRTNERS LLC	PO BOX 25779	PORTLAND OR	97298-0779
1S1E03CD 90231	ROSCOE AMMANN,LAUREN J TR (LAUREN J ROSCOE AMMANN TRUST)	1630 SAGINAW ST S	SALEM OR	97302-5133
1S1E03CB 80021	ROSE CITY VENTURES INC	12776 SE GENEVA WAY	HAPPY VALLEY OR	97086
1S1E11BB 1600	ROSE CITY VETERINARY HOSPITAL LLC	809 SE POWELL BLVD	PORTLAND OR	97202-2531
1N1E34AA 90002	ROSE QUARTER CONDO LP % CENTRAL CITY CONCERN ATTN GATES,JENNIFER	232 NW 6TH AVE	PORTLAND OR	97209-3609
1N1E34AA 90000	ROSE QUARTER HOUSING CONDOMINIUM ASSOCIATION	232 NW 6TH AVE	PORTLAND OR	97209
1N1E34BC 99301	ROSE,INGRID	922 NW 11TH AVE #403	PORTLAND OR	97209-2777
1N1E33AD 70431	ROSE,KAREN TR & ROSE,RICHARD R TR	1420 NW LOVEJOY ST #707	PORTLAND OR	97209
1S1E10DB 80427	ROSE-ESSAADI,MELISSA N & ESSAADI,ABDELLAH M	0841 SW GAINES ST #1100	PORTLAND OR	97239-3102

1N1E26DC 12300	ROSEHILL INVESTMENTS LLC % BELMAR PROPERTIES INC	2001 6TH AVE #2300	SEATTLE WA	98121-2522
1N1E34BD 90266	ROSEN,WAYNE L & ROSEN,AGNES B	307 GRAYSTONE LN	JOHNSTOWN PA	15905
1N1E34BD 90231	ROSENBARGER,THOMAS G TR & ROSENBARGER,LEE ANN P TR	22660 SE STARK ST	GRESHAM OR	97030
1N1E28D 90035	ROSENBAUM,ALEXANDRA	3274 NE EVERETT ST	PORTLAND OR	97232-3255
1N1E33DC 70459	ROSENBERG,DAVID & ROSENBERG,ANNE	10 MALLARD	IRVINE CA	92604-3630
1N1E34BB 70437	ROSENBERG,RICHARD L & PATRICIA L	1255 NW 9TH AVE #409	PORTLAND OR	97209-2888
1N1E34BC 40394	ROSENBERG,SUSAN M TR	5435 OSPREY CT	SANIBEL FL	33957
1S1E04AA 70482	ROSENFELD,ANYA R-1/2 & VALENTINE,JAMIE E-1/2	1221 SW 10TH AVE #1008	PORTLAND OR	97205
1S1E03BC 90043	ROSENFELD,W W JR	1211 SW 6TH AVE	PORTLAND OR	97204-1001
1S1E03BC 90001	ROSENFELD,WILLIAM W JR	1211 SW 6TH AVE	PORTLAND OR	97204-1001
1N1E34BD 90139	ROSENQUIST,ROGER D TR & ROSENQUIST,KATHLEEN F TR	354 N LOTUS ISLE DR	PORTLAND OR	97217-8071
1N1E27CB 3000	ROSS ISLAND SAND & GRAVEL CO	PO BOX 82249	PORTLAND OR	97282-0249
1S1E03CB 80020	ROSS,MATTHEW F ET AL	255 SW HARRISON ST #4A	PORTLAND OR	97201-5339
1S1E04AD 60041	ROSSI,RENA M & ROSSI,DAVID A	406 MANDARIN CIRCLE	VACAVILLE CA	95687
1S1E03CB 70212	ROSSINI,ALICIA M & ROSSINI,LAWRENCE A	111 SW HARRISON ST #17H	PORTLAND OR	97201-5319
1N1E26CC 12800	ROSSO,R JERRY TR (ROSE BROGNA TESTAMENT TRUST)	PO BOX 80562	SEATTLE WA	98108-0562
1N1E33DA 70073	ROTH,DANIEL R	416 NW 13TH AVE #315	PORTLAND OR	97209
1N1E26CD 12600	ROTH,JESSICA TR ET AL	1621 NE 10TH AVE	PORTLAND OR	97232
1S1E03CB 80196	ROTH,PAUL M	PO BOX 70468	EUGENE OR	97401
1S1E10DB 80141	ROTHERT,GEORGE H TR & ROTHERT,SUSAN E TR	0841 SW GAINES ST #1204	PORTLAND OR	97239-3102
1S1E10DB 90035	ROTHERT,NICHOLAS J	3601 SW RIVER PKWY #405	PORTLAND OR	97239
1N1E33DC 70080	ROTT,JEFFREY K & SHAUGHNESSY,KATHLEEN M	1926 W BURNSIDE ST #608	PORTLAND OR	97209
1N1E34BD 90574	ROUCH,PETER	606 NW NAITO PKWY #A12	PORTLAND OR	97209
1S1E10AC 90125	ROUSSEAU,ALAN J TR & KELLY,CAROLYN A TR-1/2 & KELLY,CAROLYN A TR-1/2	3570 SW RIVER PKWY #507	PORTLAND OR	97239-4536
1S1E10AC 90594	ROUSSEAU,ROLAND F & MARY J	0836 SW CURRY ST #802	PORTLAND OR	97239
1N1E34CB 60029	ROUSSEAU,STEVEN M	3055 NW YEON AVE #149	PORTLAND OR	97210
1N1E34CB 99455	ROWE,CYNTHIA S	333 NW 9TH AVE #1205	PORTLAND OR	97209
1N1E34CB 90017	ROWE,STEVEN DOUGLAS & FOX-ROWE,LINDA RENEE	35 N 3RD ST	ASHLAND OR	97520
1N1E33DA 80137	ROWNING,LORA	408 NW 12TH AVE #501	PORTLAND OR	97209
1S1E04AA 70186	ROWNING,RICHARD J TR & ROWNING,JOANNE C TR	1221 SW 10TH AVE #1313	PORTLAND OR	97205
1N1E33DC 70635	ROY,CHRISTOPHER E	714 NW SKYLINE CREST RD	PORTLAND OR	97229-6833
1S1E03CB 70072	ROY,ROBERT E & ROY,NUR K	1034 SE LINN ST	PORTLAND OR	97202-7085
1N1E33CD 80008	ROYAL MANOR CONDOMINIUM ASSOCIATION	2021 SW MAIN ST UNIT 18	PORTLAND OR	97205-1544
1S1E04AD 60096	ROZELL,JOHN B & FRASER,SANDRA D	1500 SW 11TH AVE #1702	PORTLAND OR	97201
1N1E34CB 40211	RPUFFLE PDX LLC	1025 NW COUCH ST #810	PORTLAND OR	97209
1N1E27CA 1600	RSB LLC	PO BOX 146	LAKE OSWEGO OR	97034
1S1E04AB 5300	RSGF COLLINS CIRCLE LLC ATTN TAFT,NATHAN D	551 5TH AVE 23RD FLOOR	NEW YORK NY	10176-2604
1S1E03BC 80020	RUB,JERZY W & RUB,SHARON J	3121 NE JACKSON ROAD LOOP	HILLSBORO OR	97124-1663
1N1E34BC 40011	RUBERY,KATHLEEN	312 FENMORE PL	CARY NC	27519
1N1E34BC 40166	RUBERY,KATHLEEN A	312 FENMORE PL	CARY NC	27519
1S1E04AD 60275	RUBIN,HARRIET	1500 SW 11TH AVE, UN 703	PORTLAND OR	97201
1S1E10DB 80346	RUBIN,ROBERT J TR & RUBIN,WENDY H TR	0841 SW GAINES ST #508	PORTLAND OR	97239-3101
1S1E03CB 80151	RUDBERG,PHYLLIS	255 SW HARRISON ST #21-D	PORTLAND OR	97201
1N1E34BC 99161	RUDD,KEVIN	8520 SAND LAKE SHORE DR	ORLANDO FL	32836
1N1E28D 80018	RUDEN,EDWARD L TR & RUDEN,MARLENE D TR	1830 NW RIVERSCAPE ST #208	PORTLAND OR	97209-1839
1S1E04AA 70461	RUDISILL,KENT A	430 SW 13TH AVE #914	PORTLAND OR	97205-2365
1N1E34BB 80150	RUDOMETKIN,LEONID	6105 NE SHERBORNE ST	HILLSBORO OR	97124-7354

1N1E34BB 70444	RUHL,BRIAN	1255 NW 9TH AVE #416	PORTLAND OR	97209
1N1E34BB 88539	RUHWEDEL,JAMES H & RUHWEDEL,SHARON D	1310 NW NAITO PKWY #803	PORTLAND OR	97209
1S1E03CC 90423	RUIMY,DANIEL D & RUIMY,ROBERTA	2309 SW 1ST AVE #1843	PORTLAND OR	97201-5077
1N1E35CD 3500	RUJAX IV LLC	11359 NE HALSEY ST	PORTLAND OR	97220
1S1E03AA 300	RUMPAKIS FAMILY TRUST ET AL	2480 MARYLSHIRE LN	LAKE OSWEGO OR	97034
1N1E34CB 99396	RUNNING WATERS PROPERTIES OF OREGON LLC	PO BOX 13679	PORTLAND OR	97213-0679
1N1E33DC 70752	RUNYAN,THOMAS	15240 N 142ND AVE #1173	SURPRISE AZ	85379
1S1E04AA 80042	RUPP,DOUGLAS	1005 SW PARK AVE #706	PORTLAND OR	97205
1S1E04AA 80018	RUPP,DOUGLAS M	1005 SW PARK AVE #403	PORTLAND OR	97205
1N1E34CB 60070	RUPP,TIMOTHY	420 NW 11TH AVE UN 805	PORTLAND OR	97209-2966
1N1E34BB 70519	RUPPERT,DAVID A II	1255 NW 9TH AVE #1004	PORTLAND OR	97209
1S1E03CC 90455	RUSH,JOHN B TR & RUSH,BRENDA B TR	2221 SW 1ST AVE #2324	PORTLAND OR	97201
1S1E04AD 2900	RUSH,NANCY A	1665 SW DAVENPORT ST	PORTLAND OR	97201-2231
1N1E34DC 3300	RUSSELL FELLOWS PROPERTIES LLC	200 SW MARKET ST #1720	PORTLAND OR	97201-5718
1S1E10DB 80104	RUSSELL,BETSY TR (BETSY RUSSELL REVOCABLE TRUST)	0841 SW GAINES ST #708	PORTLAND OR	97239
1N1E34BC 99316	RUSSELL,RYAN	922 NW 11TH AVE #508	PORTLAND OR	97209
1S1E03CB 80358	RUSSELL,THOMAS J & CAREY E G	4505 SW NATCHEZ CT	TUALATIN OR	97062-8769
1N1E27CA 2800	RUSSELLST LLC	809 N RUSSELL ST #201	PORTLAND OR	97227-1731
1N1E34BB 40057	RUSSINA,BRYAN	225 N COLUMBUS DR #4801	CHICAGO IL	60601
1S1E03CC 90082	RUSSMAN,BARRY & RUSSMAN,PENNY	2211 SW 1ST AVE #1603	PORTLAND OR	97201-5057
1N1E34CB 70014	RUSSO,DONNA M & RUSSO,ROBERT S	327 NW PARK AVE #4A	PORTLAND OR	97209
1S1E03CD 90052	RUSSO,ETTE PMB 509	5331 SW MACADAM AVE #258	PORTLAND OR	97239
1N1E34CB 99239	RUST,BEVERLY G	333 NW 9TH AVE #917	PORTLAND OR	97209
1N1E33CB 50234	RUSTOM,FARES	2351 NW WESTOVER RD #1402	PORTLAND OR	97210
1N1E34BB 40343	RUTLEDGE,DAVID	2373 NW 185TH AVE	HILLSBORO OR	97124
1S1E04AB 70016	RUTTEN,PETER C	2805 NW FOREST AVE	BEAVERTON OR	97006-5443
1S1E04AD 80252	RUTTER,JAMES D & RUTTER,NICOLE	1500 SW PARK AVE #330	PORTLAND OR	97201
1N1E34BB 90119	RYAN,CHEYNEY C	1443 E 20TH AVE	EUGENE OR	97403
1S1E02CD 8700	RYAN,GARY P	2407 SE 12TH AVE	PORTLAND OR	97214-5325
1S1E04AB 80001	RYAN,MATTHEW O	1523 SW 17TH AVE	PORTLAND OR	97201
1S1E04AA 90034	RYAN,MICHAEL L & RYAN,DIANE	918 CABRIOLE CT	EUGENE OR	97401-7052
1N1E34BB 88018	RYAN,RICHARD W	2022 CANTRALL RD	JACKSONVILLE OR	97530
1S1E04BA 80034	RYAN,ROSEMARY BLAIR TR	1132 SW 19TH AVE #407	PORTLAND OR	97205-1743
1N1E33AD 70196	RYBERG,CHARLES L & BARBARA E	1420 NW LOVEJOY ST #206	PORTLAND OR	97209-2735
1N1E34BB 88256	RYF,TIMOTHY E	1260 NW NAITO PKWY #607	PORTLAND OR	97209
1S1E03CB 80210	RYGAARD,PETER	255 SW HARRISON ST #TH-3	PORTLAND OR	97201
1N1E33AD 70086	RYONO,BYRON T TR & RYONO,ELIZABETH S TR	737 PARMA WAY	LOS ALTOS CA	94024
1S1E10AC 90193	RYU,KEE	10362 TERRY WAY	CUPERTINO CA	95014-2930
1N1E33AD 2800	S & G PROPERTIES NORTHWEST L L %24 HOUR FITNESS ATTN:SHERYL HODGES	12647 ALCOSTA BLVD #500	SAN RAMON CA	94583
1S1E03AD 5800	S & G PROPERTIES NORTHWEST LLC>	1300 SW 5TH AVE #2900	PORTLAND OR	97201-5636
1S1E04AD 90006	S & J SHOVOLY LLC	1410 SW 11TH AVE #106	PORTLAND OR	97201
1S1E03BD 80015	S & K PROPERTY INVESTMENTS LLC	12862 NW CREEKVIEW DR	PORTLAND OR	97229
1S1E03CB 80217	S NUDELMAN RENTALS LLC	2842 NW LARKSPUR PL	CORVALLIS OR	97330-3536
1N1E34CB 60093	S OTHER LLC %SHOTOLA,JOANN	2952 DARRIEN	EUGENE OR	97408-4506
1N1E33AD 40260	SAARI,JOHN F JR	1400 NW IRVING ST #327	PORTLAND OR	97209
1N1E34BC 40398	SABBAH,DANIEL & CARLSON,KAREN	27 BIRCH RD	BRIARCLIFF NY	10510-2201
1N1E34BD 90220	SABIEL,RALPH	910 NW NAITO PKWY #I-4	PORTLAND OR	97209

1S1E04AA 70418	SACHER,GUNNAR & NICOL,IAN A	1221 SW 10TH AVE #1213	PORTLAND OR	97205
1N1E33DC 70505	SACKLLAH,MICHAEL	1926 W BURNSIDE ST #910	PORTLAND OR	97209
1N1E34BC 7500	SACKS,ROBERT A TR & SACKS,ANN G TR	1532 SW MORRISON ST #1000	PORTLAND OR	97205-1942
1N1E34BB 60102	SADEK,DEAN N	8 SPRUCE STREET #26T	NEW YORK NY	10038
1N1E34BB 90166	SADLER,BEVERLY TR	37 MOUNTAIN VALLEY PL	DANVILLE CA	94506
1S1E03BC 80052	SADLER,SAMUEL R	1500 SW 5TH AVE #902	PORTLAND OR	97201-5423
1N1E33DC 70006	SADOWSKI,ALFONS I & SADOWSKI,WIESLAWA	1022 ROUTE 35	CROSS RIVER NY	10518-1107
1N1E34BB 50026	SADOWSKI,FRANCIS D TR & SADOWSKI,LAURA A TR (SADOWSKI FAMILY TRUST)	1001 NW LOVEJOY ST #310	PORTLAND OR	97209
1N1E33CA 3700	SAENGURAIPORN,CHAMNA & PENNY P	17497 BROOKHURST DR	LAKE OSWEGO OR	97034
1S1E04AD 80242	SAFFARI,REZA	1500 SW PARK AVE #332	PORTLAND OR	97201
1N1E34BB 88345	SAFRANEK,ROBERT J & SAFRANEK,FRIEDA Y	1310 NW NAITO PKWY #303	PORTLAND OR	97209
1S1E10DB 80481	SAFT,DAVID TR & LEHRHOFF,LAURA G TR	0841 SW GAINES ST #113	PORTLAND OR	97239-3062
1S1E03BC 80087	SAGAFI-NEJAD,TAGI & SAGAFI-NEJAD,NANCY	2019 GUSTAVUS ST	LAREDO TX	78043-2338
1S1E04AA 70172	SAGALOWICZ,DANIEL TR & SAGALOWICZ,DIANE TR	1221 SW 10TH AVE #1212	PORTLAND OR	97205-2478
1N1E35BB 80037	SAGER,MICHAEL	533 NE HOLLADAY ST #408	PORTLAND OR	97232
1S1E02CA 9500	SAGIV,DOV G TR	6520 SW SEYMOUR ST	PORTLAND OR	97225-1947
1S1E10DB 80188	SAHLI,EVELYN R & SAHLI,SHARIF H	0841 SW GAINES ST #1900	PORTLAND OR	97239-3104
1S1E10DB 80040	SAHLI,SAMI G	0841 SW GAINES ST #313	PORTLAND OR	97239-3062
1N1E33CD 80003	SAHLI,SHARIF & EVELYN	0841 SW GAINES ST #1900	PORTLAND OR	97239-3104
1S1E10DB 90021	SAIDI,EHSAN	3601 SW RIVER PKWY	PORTLAND OR	97239
1N1E33DC 70750	SAIDI,SAID & SAIDI,MAHNAZ	3310 TEMPEST DR	LAKE OSWEGO OR	97035-1943
1N1E34BB 80352	SAIKI,WESLEY	1960 ABAJO DR	MONTEREY PARK CA	91754
1S1E04AA 5900	SAINT FRANCIS LLC %HOME FORWARD	135 SW ASH ST	PORTLAND OR	97204
1N1E34BB 80099	SAITO,CHRISTINE L	520 SE COLUMBIA RIVER DR #133	VANCOUVER WA	98661-8033
1S1E10DB 90410	SAITO,ROBERT N & SAITO,LINDA N	1489 ROSEMONT RD	WEST LINN OR	97068
1N1E35CC 7500	SAKOUYAN,EDIK	15725 SE HAWK CT	PORTLAND OR	97236
1N1E33DB 7100	SALA,MICHAEL J & SALA,KATHLEEN M	1836 NW COUCH ST	PORTLAND OR	97209
1N1E33DC 70544	SALAZAR,ALEJANDRO	1926 W BURNSIDE ST #701	PORTLAND OR	97209-2073
1N1E33DC 70222	SALAZAR,ALEJANDRO & SALAZAR,ALBERTO	1926 W BURNSIDE ST UN 701	PORTLAND OR	97209-2073
1N1E33CD 99043	SALAZAR,ANTONIO R & SALAZAR,ALBERTO & MOLLY	2843 SW LABBE AVE	PORTLAND OR	97221-3240
1N1E28D 70004	SALAZAR,CARLOS A	1706 NW RIVERSCAPE ST #81F	PORTLAND OR	97209-1803
1S1E10DB 90204	SALDANA,MARIO	3601 SW RIVER PKWY #1804	PORTLAND OR	97239
1S1E10DB 90569	SALE,RICHARD P TR & SALE,LILITA S TR	15565 NE EILERS RD	AURORA OR	97002-8505
1N1E33AD 70111	SALEHI,BOBAK & SALEHI,SHIMA	8952 SW ASHFORD ST	PORTLAND OR	97224-5241
1S1E03BA 500	SALEK INVESTMENTS LLC	104 SW 2ND AVE	PORTLAND OR	97204
1N1E34CB 60097	SALEMY,SHAHAB	420 NW 11TH AVE #912	PORTLAND OR	97209
1N1E34BC 88276	SALENGER,KEITH P TR ET AL	937 NW GLISAN ST #437	PORTLAND OR	97209
1N1E34CB 80081	SALIBA,MARC	300 NW 8TH AVE #309	PORTLAND OR	97209
1N1E34BC 60286	SALINSKY,MICHAEL & SALINSKY, LINDA	3961 SW SEYMOUR CT	PORTLAND OR	97221-3613
1N1E34BC 60083	SALINSKY,MICHAEL S & LINDA S	3961 SW SEYMUR CT	PORTLAND OR	97221-3613
1N1E26CD 50017	SALMASI,ARAM	650 1/2 DUNSMUIR AVE	LOS ANGELES CA	90036
1N1E33DC 5000	SALMON STREET LLC & BAKER,NEIL W	1521 SW SALMON ST	PORTLAND OR	97205
1S1E02BB 4700	SALOME LLC	1502 SE BYBEE BLVD	PORTLAND OR	97202-5754
1N1E34BD 90114	SALOMONE,JOSEPH T	1010 NW NAITO PKWY #M14	PORTLAND OR	97209-3751
1N1E28D 70016	SALT,KRISTEN	1732 NW RIVERSCAPE ST	PORTLAND OR	97209
1N1E33CB 50059	SALTER,STEPHEN M TR & SALTER,ZOANNE A TR	2351 NW WESTOVER RD #702	PORTLAND OR	97210
1N1E34CD 200	SALVATION ARMY	8495 SE MONTEREY AVE #100	HAPPY VALLEY OR	97086-7845

1N1E34BB 90275	SAMACHISA,ALEXANDRU	1030 NW 12TH AVE #122	PORTLAND OR	97209
1N1E34BB 80183	SAMCO,RICHARD L & SAMCO,MARTHA E	3133 NW HORIZON DR	BEND OR	97701
1S1E04BA 70003	SAMIS,MELINDA S	2024 SW HOWARDS WAY #201	PORTLAND OR	97201
1N1E28D 90036	SAMIZAY,RAFI M & SAMIZAY,SULTANA	160 SE WATER ST	PULLMAN WA	99163-2354
1S1E03DA 300	SAMMIS,CAROLYN C TR-1/2 & SAMMIS,ROBERT N & ZAPP,JACQUELINE R-1/2	83981 CLEAR LAKE RD	FLORENCE OR	97439-8409
1S1E04BA 80029	SAMMONS,LUWAYNE E	1132 SW 19TH AVE #401	PORTLAND OR	97205
1N1E35CD 12200	SAMNICK HOLDINGS LLC	24979 SW QUARRYVIEW DR	WILSONVILLE OR	97070-6825
1N1E34BB 88455	SAMPSON,FRANK & SAMPSON,CAROL	1260 NW NAITO PKWY #801	PORTLAND OR	97209
1S1E10DB 80536	SAMS,DOUGLAS W & HARDIMAN,LESLIE JO	0841 SW GAINES ST #301	PORTLAND OR	97239-3062
1N1E34BB 88150	SAMSON,ANNE Y	1260 NW NAITO PKWY #708	PORTLAND OR	97209-3154
1N1E33CB 50383	SAMUELSON,MARCELLA S	2351 NW WESTOVER RD UNIT 1202	PORTLAND OR	97210
1S1E03CD 90251	SAMY,SHAHRAM & SAMY,SAMANEH	PO BOX 51419	EUGENE OR	97405
1N1E35CB 6800	SAN MARCO LLC	PO BOX 3318	PORTLAND OR	97208-3318
1S1E03CA 90136	SANAEI,MASOOD A	1630 SW HARBOR WAY #204	PORTLAND OR	97201
1N1E34BB 70322	SANCHEZ,RAUL & FOSTER,TOM	1255 NW 9TH AVE #520	PORTLAND OR	97209-2895
1N1E34BD 90501	SANDE,ANITA	1631 NE BROADWAY PMB 312	PORTLAND OR	97232-1425
1N1E34BD 90623	SANDE,ANITA & SANDE,MARJORIE O	1631 NE BROADWAY PMB 312	PORTLAND OR	97232-1425
1N1E34BD 90099	SANDE,ANITA G	1631 NE BROADWAY PMB 312	PORTLAND OR	97232-1425
1N1E34BD 90535	SANDE,ANITA G & BODIN,GUY F	1631 NE BROADWAY PMB 312	PORTLAND OR	97232-1425
1S1E04BA 80063	SANDE,NORMAN E & SANDE,MARJORIE O	1132 SW 19TH AVE #706	PORTLAND OR	97205
1N1E34BC 80015	SANDELL,MARY E & WEINSTEIN,WILLIAM	1009 NW HOYT ST #209	PORTLAND OR	97209
1N1E33DC 70217	SANDER,PETER C & SANDER,ERIN E	1926 W BURNSIDE ST #1401	PORTLAND OR	97209
1N1E28D 80119	SANDERS,COLIN H	1830 NW RIVERSCAPE DR #305	PORTLAND OR	97209
1N1E33DC 90005	SANDERS,GREGORY C	6001 CANTERBURY DR #210	CULVER CITY CA	90230
1N1E33DA 50207	SANDERS,JEFFREY W TR	311 NW 12TH AVE #1601	PORTLAND OR	97209-2997
1N1E34BB 70135	SANDERS,MOLLY A	4107 NW 118TH CIR	VANCOUVER WA	98685
1N1E33DA 70060	SANDERSON,EARL G JR TR & SANDERSON,JANICE E TR	610 13TH ST	SACRAMENTO CA	95814
1N1E33DA 60001	SANDHU,JOHN	888 FOSTER CITY BLVD #K5	FOSTER CITY CA	94404
1N1E33CB 50156	SANDOR,RUSSELL A	2351 NW WESTOVER RD #403	PORTLAND OR	97210
1S1E04AB 90012	SANDVIG,MICHELLE L TR	817 N EVERGREEN ST	BURBANK CA	91505-2712
1S1E02BB 600	SANDY GROUP LLC	PO BOX 1862	LAKE OSWEGO OR	97035
1N1E34BD 90291	SANGHVI,ROHIT H TR & SANGHVI,PRAFULLA R TR	3968 BROADLAWN ST	SAN DIEGO CA	92111-3340
1N1E34BB 88161	SANTABALLA,ALBERTO TR & SARASUA,ORLANDO TR	1310 NW NAITO PKWY #809	PORTLAND OR	97209
1N1E34BB 60414	SANTAMARINA,ANDREA M	1125 NW 9TH AVE #520	PORTLAND OR	97209
1S1E03CB 80005	SANTANA,DANA N	255 SW HARRISON ST #2B	PORTLAND OR	97201
1S1E03CD 90078	SANTORUFO,CAROLE C TR	1920 SW RIVER DR #1301	PORTLAND OR	97201-8049
1N1E33CB 50102	SANTOS,ALICE TR	2351 NW WESTOVER RD #1205	PORTLAND OR	97210
1N1E34CB 99337	SANUDO,MICHAEL A	333 NW 9TH AVE #601	PORTLAND OR	97209
1N1E27CA 1100	SAPA INC % CHRISTENSEN,ALBERT	P O BOX 11263	PORTLAND OR	97211
1S1E02BA 6300	SARACENO,MELVIN D ET AL	PO BOX 504	CANBY OR	97013
1N1E34BB 90054	SARANGI,ANANDA	16795 SW IVY GLENN ST	ALOHA OR	97007
1S1E04BA 7500	SARDA,RAJKUMAR L-5% & SARDA,RAJKUMAR L TR-95% (CHRISANDRA J SARDA C S TRUST)	1911 SW MARKET STREET DR	PORTLAND OR	97201-2413
1S1E04AD 60039	SARGENT,CAITLIN	1500 SW 11TH AVE #704	PORTLAND OR	97201
1N1E34BD 90032	SARGENT,MARK P & SARGENT,GAIL A	81202 COONEY LN	HERMISTON OR	97838
1N1E33DA 80134	SASAKI,NATHAN TR	408 NW 12TH AVE #505	PORTLAND OR	97209
1S1E10AC 90687	SASSER,STEVEN G & KATHLEEN D	3570 SW RIVER PKWY #803	PORTLAND OR	97239
1S1E04BA 90023	SAUER,RONALD A TR & SAUER,CHRISTINE A TR	1540 SW VISTA AVE #3000	PORTLAND OR	97201

1N1E34BB 50380	SAUNDERS,JASON & KELLY,STEPHANIE E % SUNTRUST MORTGAGE INC	1001 NW LOVEJOY ST #1011	PORTLAND OR	97209
1S1E11BA 10800	SAUTER RENTAL PROPERTY LLC %SAUTER,JAMES W & MARILEE P TR	12297 SE RIDGECREST RD	HAPPY VALLEY OR	97086
1S1E10AC 90584	SAVANT,CAROL A	3570 SW RIVER PKWY #701	PORTLAND OR	97239-4537
1S1E10DB 80592	SAVERY,CLYDE W TR & SAVERY,MEREDITH G TR (SAVERY FAMILY TRUST)	0841 SW GAINES ST #1606	PORTLAND OR	97239
1N1E28DD 800	SAVIER PROPERTIES LLC	1640 NW 14TH AVE	PORTLAND OR	97209
1N1E33CB 50213	SAVITT,RONALD	2351 NW WESTOVER RD #707	PORTLAND OR	97210
1N1E34BC 50006	SAWICKI,JOSEPH D & LEE,KIRSTEN	1132 NW JOHNSON ST #106	PORTLAND OR	97209-3061
1N1E34CB 99229	SAWMILL TRUST COMPANY TR (THE MICHAEL P HOLLERN EXEMPT TRUST DTD 12/7/1994)	201 S PHILLIPS AVE #209	SIOUX FALLS SD	57104-6457
1S1E04AB 70050	SAYLOR,TERRANCE R TR & SAYLOR,ROBIN J TR	5502 EAST STOUGHTON RD	VALLEYFORD WA	99036
1S1E03CB 70186	SAYRE,SAMUEL R	111 SW HARRISON ST #18G	PORTLAND OR	97201
1N1E34CA 80120	SAYRIZI,DONALD M TR & SAYRIZI,DIANE C TR	411 NW FLANDERS ST #705	PORTLAND OR	97209
1N1E34BB 70097	SCALPONE,STEPHEN	1255 NW 9TH AVE #809	PORTLAND OR	97209
1N1E26CD 90022	SCDORIS,PATRICIA L TR	1718 NE 11TH AVE #301	PORTLAND OR	97212-4075
1N1E34BB 40151	SCHAAL,JEFFREY M	949 NW OVERTON ST #1408	PORTLAND OR	97209
1S1E10DB 90178	SCHAFER,CHRISTINE A	09 SW CANBY ST	PORTLAND OR	97219-2966
1S1E04BA 5200	SCHAFFER,SCOTT A & PRINCE,TRACY J	2187 SW MARKET STREET DR	PORTLAND OR	97201
1N1E35BB 80053	SCHAFFER,STEVEN T	533 NE HOLLADAY ST #606	PORTLAND OR	97232
1N1E34BB 70385	SCHALLAU,PAMELA	1255 NW 9TH AVE #112	PORTLAND OR	97209-2886
1N1E33AD 80064	SCHAPP,STEPHEN TR & SCHAPP,JEANNE TR (SCHAPP FAMILY TRUST)	459 NE HAZELFERN PL	PORTLAND OR	97232
1S1E10DB 90652	SCHARPF,TYLER	262 NW OUTLOOK VISTA DR	BEND OR	97701
1N1E34BC 88037	SCHARTMAN,KAREN L	937 NW GLISAN ST #631	PORTLAND OR	97209
1N1E34BB 50405	SCHEERER,SUSAN R TR	7065 E TOWNSEND PL	TUCSON AZ	85750
1S1E04AA 70196	SCHEIN,FELIX B	6565 SUNSET BLVD #400	LOS ANGELES CA	90028
1N1E34BB 40496	SCHEIN,STEVEN A TR & SCHEIN,PATRICIA A TR	949 NW OVERTON ST #1313	PORTLAND OR	97209-3277
1S1E03CD 90434	SCHEINBERG,SAMUEL TR & SCHEINBERG,CHERYL A TR (SCHEINBERG FAMILY TRUST)	PO BOX 419	NEOTSU OR	97364
1N1E34BB 70060	SCHEINMAN,DANIEL	1420 NW LOVEJOY ST #301	PORTLAND OR	97209-2736
1S1E03CC 90706	SCHEMBS,FLORENCE M	2221 SW 1ST AVE G-24	PORTLAND OR	97201
1N1E34BB 60332	SCHENCK,PETER V TR & SCHENCK,BARBARA F TR	1125 NW 9TH AVE #302	PORTLAND OR	97209
1S1E03CB 80107	SCHEPPS,MICHAEL	255 SW HARRISON ST #15H	PORTLAND OR	97201
1N1E34CB 99192	SCHIAGER,SHELDON & SCHIAGER,JEAN	333 NW 9TH AVE #615	PORTLAND OR	97209
1N1E34BB 80010	SCHIESTL,KATHLEEN H & SCHIESTL,ANDREW J	1130 NW 12TH AVE #500	PORTLAND OR	97209
1N1E35CD 2100	SCHIEWE PROPERTIES LLC	9229 SW 171ST AVE	BEAVERTON OR	97007
1N1E35CD 1800	SCHIEWE PROPERTIES LLC % WEINER,DAVID P	1515 SW 5TH AVE #600	PORTLAND OR	97201
1N1E34BC 40268	SCHIFFMAN,GREGORY T TR & SCHIFFMAN,MARY JO TR	1030 NW JOHNSON ST #608	PORTLAND OR	97209
1N1E33AD 70225	SCHILLING,DAVID E & WALSH,DEBORAH J	3128 33RD AVE S	SEATTLE WA	98144-6120
1N1E33CD 99038	SCHIMERLIK,JAMES & SCHIMERLIK,MARTIN	2020 SW MAIN ST #707	PORTLAND OR	97205
1N1E33AD 70402	SCHIMMEL,DIANE	1420 NW LOVEJOY ST #626	PORTLAND OR	97209
1S1E03CA 90398	SCHINELLA,RICHARD D	40 STEWART CT	DILLON MT	59725-8323
1S1E10DB 90287	SCHLABACH,KYLE & SCHLABACH,CHRISTEL	3601 SW RIVER PKWY #2616	PORTLAND OR	97239
1S1E04AA 70119	SCHLANSKY,RONALD & SCHLANSKY,RITA	204 ACRE DR	CARLISLE PA	17013
1S1E03BC 80046	SCHLAUDECKER,H WILLIAM TR & SCHLAUDECKER,KATHLEEN A TR	1500 SW 5TH AVE #2601	PORTLAND OR	97201-5439
1S1E03CC 90076	SCHLEGEL,WARREN & MILLER,C EDWARD	2211 SW 1ST AVE #1501	PORTLAND OR	97201
1S1E02CD 19100	SCHLEINING,CAROL J TR	21988 NE LACHENVIEW ST	FAIRVIEW OR	97024-8775
1N1E34CC 7500	SCHLESINGER,BERNICE W TR ET AL	610 SW ALDER ST STE 1221	PORTLAND OR	97205-3613
1S1E03CD 90329	SCHLESINGER,NOAH J	1900 SW RIVER DR #N1003	PORTLAND OR	97201-8046
1S1E04AB 60038	SCHLICHTEN,CHRISTOPHER D & SCHLICHTEN,CHRISTINA L	1234 SW 18TH AVE #409	PORTLAND OR	97205
1S1E10AC 90741	SCHLITT,DONNA M TR	3570 SW RIVER PKWY UN 2203	PORTLAND OR	97239

1N1E34BC 40182	SCHLOSSER,JACQUELINE L	1001 NW LOVEJOY ST #1711	PORTLAND OR	97209
1N1E34BC 40168	SCHLOSSER,JACQUELINE L TR	1001 NW LOVEJOY ST #1711	PORTLAND OR	97209-3574
1N1E34BD 90080	SCHLUMPBERGER,RONALD & SCHLUMPBERGER,TAMARA TO SCHLUMPBERGER,CHRISTOPHER	940 NW NAITO PKWY #L15	PORTLAND OR	97209-3755
1N1E34BB 50361	SCHLUTER,GEORGE P & SCHLUTER,KAREN M	5304 SW ANDOVER ST	SEATTLE WA	98116
1N1E28D 90006	SCHMIDT,KAREN K	6675 FAILING ST	WEST LINN OR	97068-2600
1N1E34CB 40221	SCHMIDT,MARK A TR & SCHMIDT,MAREN S TR	59-321 WELINA PL	KAMUELA HI	96743-8560
1N1E33DA 50126	SCHMIEDESKAMP,WILLIAM A	311 NW 12TH AVE #204	PORTLAND OR	97209-2992
1N1E34BC 70049	SCHMITT,JANET E & CRAWFORD,LAWRENCE	618 NW 12TH AVE #409	PORTLAND OR	97209
1N1E33AD 70080	SCHMITT,MICHAEL O	2407 NE MASON ST	PORTLAND OR	97211
1N1E34BD 90389	SCHNABEL,JOSEPH & MATHISON,JUDY	810 NW NAITO PKWY	PORTLAND OR	97209
1S1E03CB 80056	SCHNAUBELT,GABRIEL T & SCHNAUBELT,RANA J	7711 SW MILLERGLEN DR	ALOHA OR	97007
1S1E11BA 11800	SCHNEIDER,BRUCE M	1015 SE WOODWARD ST	PORTLAND OR	97202-2538
1S1E10AC 90524	SCHNEIDER,JOHN TR-1/2 & PYKO,KATHLEEN TR-1/2	3570 SW RIVER PKWY #601	PORTLAND OR	97239
1N1E34BC 99382	SCHNEIDER,RICHARD S TR & SCHNEIDER,ANNE L TR	922 NW 11TH AVE #1202	PORTLAND OR	97209-2781
1N1E33CB 50185	SCHNEIDER,TERESA C TR & SCHNEIDER,JOSEPH P TR	2351 NW WESTOVER RD #1401	PORTLAND OR	97210-3786
1N1E33DA 60054	SCHNEIDER,WILLIAM & LINDBERG,ANNE	3557 NE HOLLYROOD CT	PORTLAND OR	97212
1N1E33DA 50145	SCHNEIER,SCOTT L & SCHNEIER,CHARLDENE S	311 NW 12TH AVE #703	PORTLAND OR	97209
1S1E03CB 80170	SCHNIDER,CRISTINA M & PATTON,MALCOLM D	12873 CURT DR	JACKSONVILLE FL	32223
1N1E34BD 90317	SCHNYDER,ROBERT J & SCHNYDER,BETH P	7754 SE 18TH AVE	PORTLAND OR	97202-6141
1N1E33DC 90012	SCHOEPPNER,HARALD L & SCHOEPPNER,KELLY E	709 SW 16TH AVE #201	PORTLAND OR	97205-1806
1N1E35CA 900	SCHOFIELD LLC	425 NE 9TH AVE	PORTLAND OR	97232-2710
1S1E10DB 80085	SCHOFIELD,CHARLES H & SCHOFIELD,KEITHA T	103 WOOD GLN	BOERNE TX	78006
1N1E34BB 50113	SCHOKNECHT,KENT R & SCHOKNECHT,KAREN L	1001 NW LOVEJOY ST #1208	PORTLAND OR	97209
1N1E34BB 88010	SCHOLNICK,MARK D TR & SCHOLNICK,SANDRA TR	1310 NW NAITO PKWY #108	PORTLAND OR	97209
1N1E26CD 11100	SCHOMMER,MARGARET H TR	15710 NE SUMMERPLACE DR	PORTLAND OR	97230-8267
1N1E34BD 90395	SCHONGALLA,DOUGLAS B & SCHONGALLA,SUSAN R	PO BOX 154	THOUSAND ISLAND PK NY	13692
1N1E27DC 2900	SCHOOL DISTRICT NO 1 ATTN FINANCE DEPT	PO BOX 3107	PORTLAND OR	97208-3107
1N1E27DC 6600	SCHOOL DISTRICT NO 1(LEASED MULTNOMAH COUNTY ATTN FINANCE DEPT	PO BOX 3107	PORTLAND OR	97208-3107
1N1E27DC 6100	SCHOOL DISTRICT NO 1J % PORTLAND PUBLIC SCHOOLS PHYSICAL PLANT DEPARTMENT	501 N DIXON ST	PORTLAND OR	97227
1N1E27DC 6000	SCHOOL DISTRICT NO 1J % PORTLAND PUBLIC SCHOOLS PHYSICAL PLANT DEPT	501 N DIXON ST	PORTLAND OR	97227
1S1E03CA 90221	SCHOREY,JANET	1630 SW HARBOR WAY #405	PORTLAND OR	97201-5151
1S1E03CA 90215	SCHOREY,JANET A	1630 SW HARBOR WAY #405	PORTLAND OR	97201-5151
1N1E28D 80139	SCHRECK,EDWARD TR	1830 NW RIVERSCAPE ST #701	PORTLAND OR	97209
1S1E10DB 80576	SCHREIBER,JOHN M	0841 SW GAINES ST #1902	PORTLAND OR	97239-3104
1N1E34BB 60251	SCHREIBER,SUSAN E	1125 NW 9TH AVE #407	PORTLAND OR	97209-2869
1S1E10DB 90526	SCHREIN,BLAKE & SCHREIN,RENA & SCRHEIN,RONALD	1010 SAINT ANDREWS DR	PINEHURST NC	28374-9624
1N1E34BD 90674	SCHREINER,DAVID J TR	620 NW NAITO PKWY #B-3	PORTLAND OR	97209-3721
1N1E33DA 70047	SCHRIEVER,SCOTT D & STEENKAMP,MARIET	416 NW 13TH AVE #203	PORTLAND OR	97209
1S1E10DB 80113	SCHROEDER,BRIAN R TR & SCHROEDER,ELIZABETH A TR	0841 SW GAINES ST #808	PORTLAND OR	97239
1S1E03CA 90322	SCHROEDER,THOMAS A TR (THOMAS A SCHROEDER TRUST)	0205 SW MONTGOMERY ST #302	PORTLAND OR	97201
1N1E34BB 70527	SCHUBACK,PASCAL	1255 NW 9TH AVE #1102	PORTLAND OR	97209-2897
1N1E34BB 70094	SCHUBACK,PAUL G	1255 NW 9TH AVE #111	PORTLAND OR	97209
1N1E34BB 40017	SCHUETTE,GRETCHEN S TR & ROMANO,RICHARD M TR	1528 HALIA CT	ENCINITAS CA	92024-2624
1S1E04AA 70556	SCHULTE,TIMOTHY R	WIMMER STRASSE 12	81927 MUNICH	GERMANY
1N1E33CD 6600	SCHUMACHER,JOHN P	2234 SW KINGS CT	PORTLAND OR	97205
1S1E04BA 80066	SCHUMANN,VALERIE L TR	PO BOX 165	ST JOSEPH MO	64502
1N1E33CD 99008	SCHUSTER,EDWARD T	2020 SW MAIN ST #304	PORTLAND OR	97205

1N1E34CB 40083	SCHUTZ,RONALD W TR & EITING,ELIZABETH M TR (SCHUTZ-EITING TRUST)	62638 SPARROW HAWK CIR	BEND OR	97703
1N1E34CB 80071	SCHUTZKE,MARIO PMB 31395	14525 SW MILLIKAN WAY	BEAVERTON OR	97005-2343
1N1E34CB 7100	SCHUTZLER,EUGENE W TR & SCHUTZLER,VIRGINIA C TR	26767 SW 45TH DR	WILSONVILLE OR	97070
1S1E04AD 60369	SCHWARTZ,C THATCHER JR	1500 SW 11TH AVE #2102	PORTLAND OR	97201
1N1E33AD 40327	SCHWARTZ,ELIZABETH R TR	14570 SW HART RD #135	BEAVERTON OR	97007-8032
1S1E03CC 90650	SCHWARTZ,JO ANN L TR	2309 SW 1ST AVE #1841	PORTLAND OR	97201
1N1E28D 90061	SCHWARTZ,MARI S TR (MARI S SCHWARTZ REVOCABLE LIVING TRUST)	1660 NW RIVERSCAPE ST #1660	PORTLAND OR	97209
1N1E34BB 50183	SCHWARTZ,ROBERT H & CAROL S	1001 NW LOVEJOY ST #1608	PORTLAND OR	97209
1S1E03CD 90088	SCHWARTZ,TALIA TR & SCHWARTZ,GREGORY D TR	4100 NW GLEN EDEN DR	CORVALLIS OR	97330-9164
1S1E04AD 80179	SCHWARZ,HENRY F III	1500 SW 5TH AVE #2005	PORTLAND OR	97201-5433
1N1E34BC 70008	SCHWEFEL,JAMES D JR TR & SCHWEFEL,BARBARA A TR	72 SAN BENANCIO RD	SALINAS CA	93908-9101
1N1E34DA 800	SCHWIEBINGER FAMILY LLC % SCHWIEBINGER,G W PRINCETON PROPERTY MGT	7831 SE LAKE RD #200	PORTLAND OR	97267
1S1E04BA 6400	SCOTIA MARKET ST & GAINES LLC % O'NEILL,SEAN	6340 N CAMPBELL AVE #240	TUCSON AZ	85718-3183
1N1E34CB 99360	SCOTT,COLLEEN	333 NW 9TH AVE #716	PORTLAND OR	97209-3339
1N1E33DC 90028	SCOTT,EKATERINA A	709 SW 16TH AVE, UN 306	PORTLAND OR	97205
1N1E34CB 40160	SCOTT,ELIZABETH B	1025 NW COUCH ST #710	PORTLAND OR	97209
1N1E34BC 40075	SCOTT,JUDITH A TR (JUDITH A SCOTT REVOCABLE TRUST)	725 NW 10TH AVE #307	PORTLAND OR	97209
1S1E03CA 90293	SCOTT,LAURA H	1710 SW HARBOR WAY #204	PORTLAND OR	97201-5154
1N1E33DA 700	SCOTT,MICHAEL J TR ET AL	PO BOX 1075	MANZANITA OR	97130
1N1E33DA 50156	SCOTT,NORMAN T & SCOTT,KIM S	311 NW 12TH AVE #805	PORTLAND OR	97209
1N1E34BC 99163	SCOWCROFT,GEOFFREY & SCOWCROFT,LOIS	922 NW 11TH AVE #609	PORTLAND OR	97209
1N1E26CC 13400	SCRIBNER SCRIBNER & SUTTON LLC	1523 NE 6TH AVE	PORTLAND OR	97232-1248
1N1E34BB 40455	SCRIVEN,ERIC F & SCRIVEN,URSULA E	949 NW OVERTON ST #612	PORTLAND OR	97209
1S1E04AD 60354	SCULLION,MARY K & SCULLION,THOMAS G	910 NW 114TH STREET	VANCOUVER WA	98685-4145
1N1E34CA 1200	SDC PROPERTIES LLC	431 NW FLANDERS ST	PORTLAND OR	97209-3821
1N1E34BD 90681	SEAL,STEPHEN	PO BOX 872590	VANCOUVER WA	98687
1S1E04AA 70508	SEAMAN,GEOFFREY J	1221 SW 10TH AVE #710	PORTLAND OR	97205
1N1E33CA 15000	SEAMOUNT VISTA LLC-80% & R/S VISTA LLC-20%> % IPM	721 SW OAK ST SUITE 100	PORTLAND OR	97205
1N1E35BA 102	SEARS ROEBUCK & CO DEPARTMENT 768TAX, B2-107A	3333 BEVERLY RD	HOFFMAN ESTATES IL	60179
1N1E34CD 4700	SECOND & OAK LLC ET AL	920 SW 6TH AVE #223	PORTLAND OR	97204
1S1E02CD 13400	SECORD,DAVID C & SUNQUIST,LUCILLE	2215 SE 12TH AVE	PORTLAND OR	97214-5386
1N1E33DA 70101	SEEBERT,WILLIAM L & NANCY R	416 NW 13TH AVE #412	PORTLAND OR	97209
1N1E33AD 40402	SEELEY,NICHOL M	1400 NW IRVING ST #624	PORTLAND OR	97209
1S1E10DB 90173	SEEMAN,DOUGLAS R	5331 SW MACADAM AVE #258	PORTLAND OR	97239
1S1E02CC 7400	SEET,LAURANCE A TR & SEET,SANDRA L TR	5328 NE WYGANT ST	PORTLAND OR	97218
1N1E34BC 99212	SEGALL,JOCELYN A	922 NW 11TH AVE #915	PORTLAND OR	97209
1N1E33AD 80034	SEGER,MIRIAM M	PO BOX 146	LAKE OSWEGO OR	97034-0020
1S1E03CC 90529	SEIDOVA,GULZODA	2309 SW 1ST AVE #344	PORTLAND OR	97201
1S1E10AC 90146	SEIERSEN,MARY W	8545 CARMEL VALLEY RD	CARMEL CA	93923-9556
1S1E04AA 70198	SEITZ,GARY M & SEITZ,SHEILA PMB 8306	PO BOX 8000	BLACK BUTTE RANCH OR	97759
1S1E03CC 90390	SEKAR,KRISHNAMURTHY & SEKAR,VIMALA	4113 OAKDALE FARM CIR	EDMOND OK	73013-7513
1S1E03CD 90228	SELBAK,NABIL N TR & SELBAK,TERRYL T TR	3384 12TH ST SE	SALEM OR	97302
1S1E03CB 80231	SELBAK,ZANE N	3080 TROTH CT SE	SALEM OR	97302-3245
1S1E03CB 80220	SELBERG,VIRGINIA M	80152 KENT RD	ARCH CAPE OR	97102
1S1E04AA 70352	SELIG,HEINZ J TR & SELIG,SUSAN E TR	420 SPYGLASS DR	EUGENE OR	97401-2049
1N1E34BC 40200	SELINGER,MELVIN & SELINGER,RAQUEL	400 CRESTWOOD DR	ARCATA CA	95521
1N1E34BC 60052	SELLEY,ROBERT A & SELLEY,KIA R B	4167 SW GREENLEAF CT	PORTLAND OR	97221-3271

1N1E34CB 99308	SELLHEIM,MARK R & SELLHEIM,LINDA A	983 NORIA ST	LAGUNA CA	92651
1S1E04AA 70316	SERBU,GRACE R TR	2120 GREENVIEW ST	EUGENE OR	97401
1N1E34AA 1800	SERENE COURT LLC	4025 SE HAWTHORNE BLVD STE 207	PORTLAND OR	97214
1N1E34BC 88029	SERINO,JOSEPH	937 NW GLISAN ST #531	PORTLAND OR	97209
1S1E02CA 15400	SERKOIAN,GEORGE JR ET AL	PO BOX 68827	PORTLAND OR	97268-0827
1S1E03CD 90003	SERRAO,MIRIAM A	1920 SW RIVER DR #103	PORTLAND OR	97201-8048
1N1E34BB 40548	SERVICE,SHEILA P TR	949 NW OVERTON ST #1606	PORTLAND OR	97209
1N1E34BC 40048	SESSIONS,JEFFREY D & JENKINS,KIRSTEN L	1030 NW JOHNSON ST #613	PORTLAND OR	97209
1S1E03CB 70169	SETIOWIJOSO,LIONO	111 SW HARRISON ST #1A	PORTLAND OR	97201-5318
1S1E03CD 90190	SETTLEMIER,SHARLA A	1920 SW RIVER DR #E902	PORTLAND OR	97201
1N1E34BC 88173	SETTLEMIER,SHARLA TR (SHARLA SETTLEMIER REVOCABLE TRUST)	937 NW GLISAN ST #931	PORTLAND OR	97209-3262
1N1E34CB 60066	SETZER,FRANK W	8842 NW KEARNEY ST	PORTLAND OR	97229-5344
1N1E34DD 2800	SEUFERT,MARGARET	17904 CARDINAL PL	LAKE OSWEGO OR	97034-6640
1S1E03CD 90066	SEVENBRIDGES LLC %HARIRI,MAZEN	1900 SW RIVER DR #N1102	PORTLAND OR	97201
1S1E10DB 80019	SEVERSON,DONNA L	0841 SW GAINES ST #211	PORTLAND OR	97239-3062
1N1E33DC 70111	SEWELL,GERALD R	13919 NE 7TH CT	VANCOUVER WA	98685-1437
1N1E34DC 1100	SFI 115 SW ASH ST LLC % SWIFT REAL ESTATE PARTNERS L	260 CALIFORNIA ST, STE 300	SAN FRANCISCO CA	94111
1N1E34DB 400	SFI 34 NW 1ST AVE LLC %SWIFT REAL ESTATE PARTNERS	260 CALIFORNIA ST #300	SAN FRANCISCO CA	94111
1S1E03BB 2100	SFI 811 SW 6TH AVENUE LLC	260 CALIFORNIA ST STE 300	SAN FRANCISCO CA	94111
1S1E03BA 1600	SFI 811 SW NAITO PKWY LLC ATTN: CRAIG FIRPO %SWIFT REAL ESTATE PARTNERS LL	260 CALIFORNIA ST #300	SAN FRANCISCO CA	94111
1N1E34DB 1000	SFII NAITO OLD TOWN LLC %SWIFT REAL ESTATE PARTNERS	260 CALIFORNIA ST #300	SAN FRANCISCO CA	94111
1N1E33AD 40141	SHAAR,OMAR R & KIMBERLY A	1400 NW IRVING ST #720	PORTLAND OR	97209
1N1E33AD 40428	SHAAR,OMAR R & SHAAR,KIMBERLY A	1400 NW IRVING ST #720	PORTLAND OR	97209
1N1E34BB 70551	SHAFER,CYNTHIA S	1255 NW 9TH AVE #1402	PORTLAND OR	97209
1N1E34BB 88567	SHAFFER,CHRISTOPHER A & ONG,JO L	1310 NW NAITO PKWY #206	PORTLAND OR	97209-3158
1N1E34BB 40093	SHAFFER,GAIL A	949 NW OVERTON ST #1006	PORTLAND OR	97209
1S1E03BC 80090	SHAFF-HADEL,CYNTHIA L TR (CYNTHIA L SHAFF-HADEL 2000 TRUST)	1500 SW 5TH AVE #1604	PORTLAND OR	97201
1S1E04AB 70095	SHAH,JAY	1535 SW CLAY ST #236	PORTLAND OR	97201
1N1E34BD 90634	SHAH,MAHENDRA B & SHAH,NITA M	PO BOX 28308	PORTLAND OR	97228
1N1E34BD 90534	SHAH,MIRA M	PO BOX 28308	PORTLAND OR	97228
1S1E04BA 70017	SHAH,NARENDRA N & SHAH,ALKA N	4502 N LAKEWOOD DR	ST JOSEPH MO	64506-4500
1N1E34CB 60115	SHAHINPOOR,PARSA	420 NW 11TH AVE #1013	PORTLAND OR	97209
1S1E03CB 70135	SHAKERI,BAHARAK S	111 SW HARRISON ST APT 19C	PORTLAND OR	97201-5319
1N1E34CB 40178	SHAKMAN,ANDREW R	1025 NW COUCH ST #514	PORTLAND OR	97209-4123
1S1E03BC 90021	SHALHOPE,DON F & SHALHOPE,BETTY H	3477 AVALON DR #123	HOOD RIVER OR	97031
1N1E26CD 90031	SHALVEY,THOMAS J JR TR	3421 TUSCANY VILLAGE DR	LAS VEGAS NV	89129-2122
1N1E34BD 90530	SHAMROCK YACHATS LLC	1430 WILLAMETTE ST #444	EUGENE OR	97401
1N1E34BB 70021	SHANER,JOHN W & DONNELLY-SHANER,DOROTHY C	3084 SW FAIRMOUNT BLVD	PORTLAND OR	97239
1S1E02CD 8900	SHANK,DWIGHT M & SHANK,SHIRLEY F	16058 SW WIMBLEDON CT	TIGARD OR	97224
1S1E10AC 90309	SHANTLEY,LISA	0836 SW CURRY ST #804	PORTLAND OR	97239-4526
1S1E10AC 90311	SHANTLEY,LISA B	0836 SW CURRY ST #804	PORTLAND OR	97239-4526
1S1E04AB 60059	SHAPIRA INVESTMENTS LLC	2434 NW PINNACLE DR	PORTLAND OR	97229-8020
1N1E34BB 50033	SHAPIRO,DOUGLAS & SHAPIRO,MICHELE	1001 NW LOVEJOY ST #380	PORTLAND OR	97209
1N1E34BB 50114	SHAPIRO,HOWARD M	1001 NW LOVEJOY ST UNIT 1210	PORTLAND OR	97209-3572
1N1E33AD 70411	SHAPIRO,JOEL	1420 NW LOVEJOY ST APT 631	PORTLAND OR	97209-2750
1N1E33AD 90007	SHAPIRO,LEWIS A & LINDA M	PO BOX 579	DUNDEE OR	97115-0579
1N1E34CB 40060	SHAPIRO,MANYA	1025 NW COUCH ST #1513	PORTLAND OR	97209-4139

1S1E04AA 70644	SHAPIRO,PHILIP	1221 SW 10TH AVE #1206	PORTLAND OR	97205-2478
1N1E33AD 40319	SHAPIRO,ROBERT	1400 NW IRVING ST #406	PORTLAND OR	97209-2253
1N1E34BB 40441	SHARMA,NIKITA	709 WINSTEAD CT	SUNNYVALE CA	94087-2318
1N1E34BB 90401	SHARMA,SANJAY	1030 NW 12TH AVE #531	PORTLAND OR	97209
1N1E33DA 50013	SHARP,JOSEPH D & SHARP,ANDREA J	311 NW 12TH AVE, #404	PORTLAND OR	97209
1S1E04AB 70053	SHARTEL,JAMES	2225 SW 106TH PL	PORTLAND OR	97225
1N1E34CB 70016	SHATTUCK,JANE M TR ST LAWRENCE BEACH CONDOS #15	ST LAWRENCE GAP	CHRIST CHRCH	BARBADOS B
1S1E04AA 90010	SHAUGHNESSY,ROBIN	2160 SW MAIN ST	PORTLAND OR	97205-1122
1S1E10DB 90545	SHAVERS,ANDREW	3601 SW RIVER PKWY #2000	PORTLAND OR	97239-4562
1S1E03CA 90022	SHAW,BARBARA J	0305 SW MONTGOMERY ST #503	PORTLAND OR	97201
1N1E34BC 99227	SHAW,GREGORY M	922 NW 11TH AVE #606	PORTLAND OR	97209
1S1E03BC 80135	SHAW,KENNETH C TR & SHAW,MARY S TR	1500 SW 5TH AVE #2106	PORTLAND OR	97201-5434
1N1E34BB 40032	SHAW,ROBERT M & SHAW,JULIE A	949 NW OVERTON ST #515	PORTLAND OR	97209
1N1E34CB 80045	SHAW,WHITNEY C	1712 NW POTTERS CT	PORTLAND OR	97229-7528
1S1E10AC 90107	SHAY,BERNARD & SHAY,BIRGIT	142 DEL MONTE AVE	LOS ALTOS CA	94022
1S1E02CD 16500	SHAYS,MELISSA 2005 STATE RD	PO BOX 324	MOSIER OR	97040-0324
1S1E10DB 90198	SHEEHAN,DAVID A & SOKOLOWSKI,ELIZABETH I	3309 NW POPPY DR	CORVALLIS OR	97330
1N1E34BC 60383	SHEEHAN,MARY K	820 NW 12TH AVE #502	PORTLAND OR	97209
1S1E03BC 80127	SHEELY,ROBERT M TR	1449 E ROYAL PALM RD	PHOENIX AZ	85020-3861
1N1E34BB 70194	SHEETS,JOHN R TR & SHEETS,INGRID E TR	1397 NUT TREE LN	SONOMA CA	95476
1N1E34BB 80070	SHEETS,MATTHEW & SHEETS,MICHAEL & SHEETS,ELENE	1130 NW 12TH AVE #410	PORTLAND OR	97209
1N1E34BB 40526	SHEETS,MICHAEL W TR & SHEETS,ELENE TR	949 NW OVERTON ST #1215	PORTLAND OR	97209
1S1E03BC 80097	SHEININ,RUTH	1500 SW 5TH AVE APT 2304	PORTLAND OR	97201-5436
1S1E03CD 90244	SHEKARRIZ,MARJAN	1930 SW RIVER DR #905	PORTLAND OR	97201-8056
1S1E03BC 80083	SHEKETOFF,A CHARLES TR-1/2 & RAKHA,NASEEM A TR-1/2	325 TILLICUM DR	SILVERTON OR	97381
1N1E34BD 90647	SHELBY,CONNIE TR	38644 CAMINO AGUACERO	INDIO CA	92203
1N1E26CC 9700	SHELTON MANAGEMENT LLC	PO BOX 5545	PORTLAND OR	97228-5545
1N1E33DC 100	SHELTON PROPERTIES L L C	PO BOX 5545	PORTLAND OR	97228-5545
1N1E33DC 1500	SHELTON PROPERTIES L L C % SHELTON,MONTE R & SUSANNE	PO BOX 5545	PORTLAND OR	97228-5545
1S1E04AB 70068	SHEMESH,ITAI	1535 SW CLAY ST #138	PORTLAND OR	97201
1S1E04AD 60310	SHEMLEY,EVELYN A & WILLIAM J	6026 NE WHITEWOOD DR	HILLSBORO OR	97124
1S1E04AA 70024	SHEN,HONGMEI	1221 SW 10TH AVE #211	PORTLAND OR	97205
1N1E33CB 50113	SHENK,KRISTEN R	2351 NW WESTOVER RD #308	PORTLAND OR	97210-3780
1S1E03CC 90085	SHENKER,ARDEN & SHENKER,LOIS	2211 SW 1ST AVE #1703	PORTLAND OR	97201
1N1E34BB 50247	SHENOY,MAITHILI S & RAGHUVEER B	1001 NW LOVEJOY ST #1610	PORTLAND OR	97209
1N1E34BD 90173	SHEPARD,STEPHEN L TR % PINA,TONI M BENEFIT SOLUTIONS	1125 NW COUCH ST #900	PORTLAND OR	97209
1N1E34BC 99329	SHEPPARD,GAYLE	922 NW 11TH AVE #607	PORTLAND OR	97209-2778
1S1E04AD 60336	SHEPPARD,JULIE A TR	2887 NW WESTOVER RD	PORTLAND OR	97210-2825
1N1E34BC 99166	SHERIDAN,KAREN H	922 NW 11TH AVE #1206	PORTLAND OR	97209
1N1E34BC 60174	SHERIDAN,SHELLEY A	2222 NE CLACKAMAS ST	PORTLAND OR	97232
1S1E10AC 90278	SHERMAN,BARTON L & SHERMAN,KELLI A	3570 SW RIVER PKWY #1103	PORTLAND OR	97239
1N1E33AD 70171	SHERMAN,BETTY	PO BOX 1974	PORTLAND OR	97207-1974
1N1E34CB 99103	SHERMAN,DIANNE L TR (WILLIAM F SHERMAN FAMILY TRUST)	PO BOX 25565	PORTLAND OR	97298
1N1E34CB 60013	SHERMAN,DONALD P & JULIA I	240 SE 44TH AVE	PORTLAND OR	97215-1005
1N1E33DA 70070	SHERMAN,JAMI	3828 SW WATER AVE	PORTLAND OR	97239-4322
1N1E26CD 12000	SHERMAN,JEFF M	P O BOX 1354	LAKE OSWEGO OR	97035
1N1E34CB 40260	SHERMAN,KENNETH JR TR-1/2 & SHERMAN,ELIZABETH G TR-1/2	156 FRONT ST NE #800	SALEM OR	97301

1S1E03CC 90295	SHERMAN,LORRAINE R TR & SHERMAN,LEE G TR (SHERMAN FAMILY TRUST)	2221 SW 1ST AVE #1823	PORTLAND OR	97201
1N1E34BB 60308	SHERMAN,ROBERT & STEIN,THERESA	14780 SW OSPREY DR #300	BEAVERTON OR	97007
1N1E34CB 60067	SHERMAN,ULYSSES TR	420 NW 11TH AVE #802	PORTLAND OR	97209-2966
1S1E04AB 90025	SHERMAN,WILLIAM M	231 RIVERSIDE DR #2303	HOLLY HILL FL	32117
1N1E34CB 70018	SHERPA,NAWANG C	9762 NE SUNDERLAND AVE	PORTLAND OR	97211-1721
1N1E34BC 60038	SHERRERD,JOHN J F JR TR	15 N 18TH ST	HOOD RIVER OR	97031-1115
1S1E03CB 70207	SHERSHOW,LEE W	111 SW HARRISON ST #22B	PORTLAND OR	97201
1N1E33AD 70353	SHERWIN,TAMARA L & RAY,JULIE V	915 SW RIMROCK WAY #201-315	REDMOND OR	97756-2570
1N1E33DC 70144	SHERWOOD,JAMES H & SHERWOOD,DIANNE	1926 W BURNSIDE ST #919	PORTLAND OR	97209-2076
1N1E35CB 4900	SHETTLER,RICHARD H TR & SHETTLER,BARBARA W TR	620 SW CARUTHERS ST STE 576	PORTLAND OR	97201-5054
1N1E33DC 70019	SHEU,PHILIP & TSENG,IVY	4058 BUCKNALL RD	CAMPBELL CA	95008-2639
1S1E03CC 90485	SHI,YONGBING & NIE,ZHENYING	PO BOX 219244	PORTLAND OR	97225
1N1E34BD 90357	SHIANG,MARY L & SHIANG,EDWARD	720 NW NAITO PKWY #D17	PORTLAND OR	97209
1N1E34BB 88190	SHIEH,BRYAN & DOAN,TRANG	1310 NW NAITO PKWY #1005	PORTLAND OR	97209
1S1E03CC 90492	SHIELDS,JOHN R TR	2221 SW 1ST AVE #823	PORTLAND OR	97201
1N1E34CB 60020	SHIFFMAN,MICHAEL A & ALICE W	100 SARAH DR	MILL VALLEY CA	94941-1269
1N1E34BB 40135	SHIFRIN,MITCHELL	54 LOWER JUDSON LANE	STOWE VT	5672
1N1E34BC 40193	SHIGLEY,FORREST P & SHIGLEY,DANA E	522 RIO DEL MAR	AMERICAN CANYON CA	94503
1N1E34CB 99495	SHIIGI,SCOTT T & MELCHER,WILLIAM L	333 NW 9TH AVE #1401	PORTLAND OR	97209
1S1E03CD 90584	SHILEY,DONALD P TR & SHILEY,DARLENE V TR (D-D SHILEY TRUST)	PO BOX 207	PAUMA VALLEY CA	92061
1S1E10DB 80080	SHIN,CLARA C & SHIN,YONG KI	1512 COLUMBIA ST SW	OLYMPIA WA	98501
1N1E33DC 70623	SHIN,JOYCE & CHOI,DAE SOO	12712 NW WAKER DR	PORTLAND OR	97229
1N1E33DC 70176	SHIN,PETER DONG-GUE	1926 W BURNSIDE ST #1114	PORTLAND OR	97209
1N1E33DC 70546	SHIN,SEJUNG & SHIN,CATHERINE W	1926 W BURNSIDE ST #1403	PORTLAND OR	97209-2081
1S1E03CC 90190	SHINE,KENNETH L & SHINE,CAROLYN L	902 WEST 18TH ST #B	AUSTIN TX	78701-1057
1S1E03AD 6300	SHIPLEY,DAVID J ET AL % DENNIS UNIFORM MFG CO	714 NE HANCOCK ST	PORTLAND OR	97212-3968
1N1E26CD 50008	SHIPLEY,DONALD K	1509 NE 10TH AVE #107	PORTLAND OR	97232
1N1E26CD 90038	SHIPLEY,JASON G	1718 NE 11TH AVE #505	PORTLAND OR	97212
1N1E33CB 50149	SHIPLEY,W THOMAS & THOMAS,CHRISTI Y	2351 NW WESTOVER RD #309	PORTLAND OR	97210-3780
1N1E35CC 7000	SHLEIFER GRAND LLC-75% & SHLEIFER,KEN-25%	2087 BAY MEADOWS DR	WEST LINN OR	97068
1N1E34DD 3700	SHLEIFER,ALLAN & SHLEIFER,STUART	509 SE GRAND AVE	PORTLAND OR	97214-2214
1S1E03CC 90401	SHLEIFER,ALLAN TR	2221 SW 1ST AVE, UN 922	PORTLAND OR	97201
1N1E33AD 40200	SHLEIFER,DENNIS L & SHLEIFER,BARBARA K	1400 NW IRVING ST #530	PORTLAND OR	97209
1N1E33AD 40374	SHLEIFER,DENNIS L TR	1400 NW IRVING ST #530	PORTLAND OR	97209-2257
1S1E10DB 600	SHLP BLOCK 46 LLC	8110 E UNION AVE #200	DENVER CO	80237
1S1E10DB 80279	SHOEMAKER,MELVIN H TR & SHOEMAKER,GLENNA C TR	0841 SW GAINES ST #325	PORTLAND OR	97239-3062
1S1E03CA 90165	SHOEMAKER,ROBERT C JR & SHOEMAKER,BEVERLY S	1710 SW HARBOR WAY #306	PORTLAND OR	97201
1S1E03CD 90233	SHOEN,SAMUEL W TR & SHOEN,BERRY TR	3311 COPPER ST	PORT TOWNSEND WA	98368
1N1E33DC 90040	SHORE,RAGEN J	709 SW 16TH AVE #407	PORTLAND OR	97205
1N1E34CA 9200	SHORELINE BLDG LTD PARTNERSHIP (COP LOW INCOME HSG	2 NW 2ND AVE	PORTLAND OR	97209
1N1E28D 90000	SHORELINE CONDOMINIUMS HOMEOWNERS'S ASSOCIATION % TMG / ATTN SWANSON,TAMARA	15350 SW SEQUOIA PKWY #200	PORTLAND OR	97224-7173
1S1E02CB 8400	SHORT,THOMAS D TR & SHORT,BONNIE J TR	10731 SE 29TH AVE	MILWAUKIE OR	97222
1N1E34BD 90311	SHORTLEY,JEANETTE L	710 NW NAITO PKWY #C-15	PORTLAND OR	97209
1N1E34BB 88195	SHOTLAND,ROBERT M TR & STAUDUHAR,LUCILLE F TR (SHOTLAND/STAUDUHAR TRUST)	1260 NW NAITO PKWY #1002	PORTLAND OR	97209-3156
1N1E34BB 60380	SHOUSE,JOYCE I TR & SHOUSE,JULIUS S JR-TR	1125 NW 9TH AVE #418	PORTLAND OR	97209
1N1E34BB 60259	SHOUSE,JULIUS S JR & SHOUSE,JOYCE I	1125 NW 9TH AVE #418	PORTLAND OR	97209
1N1E34CB 40053	SHOWALTER,SCOTT	1025 NW COUCH ST #1114	PORTLAND OR	97209-4135

1N1E34CD 6900	SHP PORTLAND 1ST NATIONAL LLC % SEVEN HILLS PROPERTIES	88 PERRY ST #800	SAN FRANCISCO CA	94107
1S1E04AD 4400	SHPAK,NAHUM & SHPAK,DONNA	2188 GLACIER LN	SANTA MARIA CA	93455-5729
1S1E03CB 80118	SHUGAR,RICHARD J & SHUGAR,KAMALA H	3110 BEECH ST	EUGENE OR	97405
1N1E34CB 40224	SHULEVITZ,MELVIN B TR	1025 NW COUCH ST #910	PORTLAND OR	97209-4133
1N1E33DC 70003	SHULL,JENNIFER L	1926 W BURNSIDE ST #203	PORTLAND OR	97209
1S1E03CB 70240	SHUMAKER,SAMUEL L TR & SHUMAKER,ANN M TR	3218 WOLLOCHET DR NW	GIG HARBOR WA	98335
1S1E03CA 90404	SHUMATE,RICHARD M & SHUMATE,BONNIE L	1730 SW HARBOR WAY #506	PORTLAND OR	97201-5127
1S1E03CB 70055	SICA,GLORIA V & TODD,HAROLD O	111 SW HARRISON ST #8C	PORTLAND OR	97201
1S1E02CC 7700	SICILIA,ROSS J TR & SICILIA,NEOLA E TR	14021 NE SALMON CREEK	VANCOUVER WA	98686-1609
1N1E34BB 40005	SICKLER,JAY & SICKLER,SHELLEY	949 NW OVERTON ST UNIT 301	PORTLAND OR	97209
1N1E33DC 70390	SICKMAN,STEVEN	1926 W BURNSIDE ST #409	PORTLAND OR	97209-2069
1S1E10AC 90679	SIDGO LLC	0836 SW CURRY ST #1502	PORTLAND OR	97239-4529
1N1E33DC 70134	SIDOFF,MICHAEL L & SIDOFF,BONNIE E	24011 SW 65TH AVE	TUALATIN OR	97062
1S1E03CA 90148	SIEFKIN,SUSAN D TR & SIEFKIN,RANDOLPH R TR	1809A EDGEBROOK DR	MODESTO CA	95354
1S1E10DB 90280	SIEGEL,MARK & CASEY,PATRICIA C	3601 SW RIVER PKWY #2600	PORTLAND OR	97239-4565
1N1E34BD 90293	SIEKER,WESLEY C	730 NW NAITO PKWY #E-5	PORTLAND OR	97209-3728
1N1E34BB 60172	SIEVERS,JASON	1125 NW 9TH AVE #324	PORTLAND OR	97209
1S1E04AD 80135	SIFUENTES,SILVIA E	1500 SW PARK AVE #107	PORTLAND OR	97201-3472
1S1E04AA 70112	SIGAFOOS,ANDREW V TR	7413 NAPTUNE DR	CARLSBAD CA	92011
1N1E34BD 90160	SIGANDER,MAX O & SIGANDER,JESSI E	6270 NW OATS TER	PORTLAND OR	97229
1N1E33AD 80158	SIGGELKOW,WILLIAM E TR & JAPEL,SANDRA K TR	1314 NW IRVING ST #701	PORTLAND OR	97209
1S1E10DB 90627	SIGLIN,KELLI	15140 SW COPPER CT	BEAVERTON OR	97007-8769
1N1E34BD 90533	SILEN,EVELYN B	710 NW NAITO PKWY #C14	PORTLAND OR	97209-3724
1N1E33DA 70023	SILEN,RITA F	416 NW 13TH AVE #414	PORTLAND OR	97209
1N1E34BB 90033	SILER,BUZZ L & SANDI	1030 NW 12TH AVE #201	PORTLAND OR	97209-2841
1S1E04AD 80246	SILON,KYLE J	705 SE 55TH AVE	PORTLAND OR	97215-1819
1N1E34CB 40288	SILVER,BARBARA G	1025 NW COUCH ST #1413	PORTLAND OR	97209
1S1E10DB 90778	SILVER,DAVID & MARTIN,KAYE %DAVID SILVER	4514 NE 13TH AVE	PORTLAND OR	97211
1S1E04BA 12200	SILVER,PAUL & KLAPSTEIN,JANET A	1990 SW MILL STREET TER	PORTLAND OR	97201-2434
1N1E34CB 40106	SILVER,PHILIP & BARBARA	1025 NW COUCH ST #1414	PORTLAND OR	97209
1S1E02CA 9900	SILVERLEAF PROPERTIES LLC	3800 NE SANDY BLVD #114	PORTLAND OR	97232
1N1E34BC 99064	SILVERMAN,H DAVID & SILVERMAN,LORI L	922 NW 11TH AVE #1115	PORTLAND OR	97209
1N1E34BC 88318	SIM,DANIELLE TR	937 NW GLISAN ST #1434	PORTLAND OR	97209
1S1E03BA 5500	SIMA ENTERPRISES LLC	534 SW 3RD AVE #506	PORTLAND OR	97204
1S1E04BA 70029	SIMANTEL,MARCUS E & MARILYN M	460 12TH AVE	SEASIDE OR	97138
1N1E34BB 60170	SIMEK,MATTHEW E	PO BOX 220	NEWBERG OR	97132-0220
1N1E28D 80149	SIMICH,JOHN R	1830 NW RIVERSCAPE DR #510	PORTLAND OR	97209
1N1E33CB 50389	SIMMONS,BETTY J	2351 NW WESTOVER RD #904	PORTLAND OR	97210
1S1E10DB 90118	SIMMONS,DALYN M & WILLIAMS,JOAN W	1435 NW 30TH AVE	PORTLAND OR	97210-1901
1N1E34CB 60032	SIMMONS,KRISTEN	420 NW 11TH AVE #609	PORTLAND OR	97209-2961
1S1E03CC 90665	SIMMONS,ROY M & JO ANNA C	PO BOX 521	MANZANITA OR	97130
1N1E34BB 90228	SIMON,DAVID J	PO BOX 855	HOOD RIVER OR	97031
1N1E34BB 90207	SIMON,DAVID J TR & SIMON,SUNY BROWN TR (THE SIMON FAMILY TRUST)	PO BOX 855	HOOD RIVER OR	97031-0028
1N1E35CA 5500	SIMON,EMILY	26 NE 11TH AVE	PORTLAND OR	97232-3001
1S1E03CA 90178	SIMONE,BARBARA	1616 SW HARBOR WAY #307	PORTLAND OR	97201-5165
1N1E34BD 90571	SIMONETTI,DONNA M	1899 WOODLAND TER	LAKE OSWEGO OR	97034-6835
1S1E10DB 90424	SIMONIS,RONALD K & KIRCHHOFF,FREDERICK T	3601 SW RIVER PKWY #211	PORTLAND OR	97239

1S1E04AB 90029	SIMPSON,ELLEN S	1441 SW CLAY ST #309	PORTLAND OR	97201-6003
1S1E03CD 90528	SIMPSON,JAMES	1930 SW RIVER DR #110	PORTLAND OR	97201-8054
1N1E34BB 90338	SIMPSON,SCOTT & SIMPSON,ANDREA	1030 NW 12TH AVE #330	PORTLAND OR	97209
1S1E10DB 80463	SIMS,ALFRED	0841 SW GAINES ST #345	PORTLAND OR	97239
1S1E04AA 70627	SINACORE,SUE E	64 MAPLE AVE	ANDOVER MA	01810-3548
1N1E33DD 2400	SINGER BEVERLY ALDER LLC	416 NW HERMOSA BLVD	PORTLAND OR	97210
1N1E33DC 600	SINGER BURNSIDE LLC	416 NW HERMOSA BLVD	PORTLAND OR	97210
1N1E33DA 80002	SINGER,DONALD L & SINGER,MARY E	416 NW HERMOSA BLVD	PORTLAND OR	97210-3314
1S1E10DB 90079	SINGH,HARLEEN	3601 SW RIVER PKWY #708	PORTLAND OR	97239
1N1E34BB 90096	SINGH,JUS	PO BOX 15176	PORTLAND OR	97293
1S1E03CA 90292	SINGH,PARAMJIT K & SINGH,JASWINDER K	3050 GRAND CAYMAN DR	EUGENE OR	97408-7414
1S1E10DB 80059	SIODA,FRANK K & PENELOPE D	0841 SW GAINES ST #403	PORTLAND OR	97239
1S1E04AB 90003	SIRTORI,MICHAEL J	2844 NW RALEIGH ST	PORTLAND OR	97210
1S1E03BC 4000	SISTERS OF THE HOLY NAME OF JESUS	1615 SW 5TH AVE	PORTLAND OR	97201-5403
1S1E10DB 90679	SISTER'S VENTURES LLC	3601 SW RIVER PKWY, UN 501	PORTLAND OR	97239-4555
1S1E03CD 90252	SITES,CAROLYN & KNOLL,GAIL	1930 SW RIVER DR #W204	PORTLAND OR	97201
1S1E10DB 80310	SITZER,PEARL	0841 SW GAINES ST #309	PORTLAND OR	97239
1N1E33DC 70620	SIVAPALAN,SEAN T & DEBALATHAS,SUWANJA	1926 W BURNSIDE ST #616	PORTLAND OR	97209
1S1E03BB 70000	SIX TWENTY ONE SW FIFTH AVENUE BUILDING CONDOMINIUM OWNERS' ASSOCIATION	7 W 7TH ST	CINCINNATI OH	45202
1N1E26CC 10100	SIXTH & BROADWAY LLC %WALGREENS #6140	PO BOX 1159	DEERFIELD IL	60015-0901
1N1E34CA 6900	SIXTH & COUCH ONE LLC ET AL	920 SW 6TH AVE STE 223	PORTLAND OR	97204
1N1E34CA 6800	SIXTH & DAVIS LLC	920 SW 6TH AVE #223	PORTLAND OR	97204
1S1E04AD 2700	SIXTH CHURCH OF CHRIST SCIENTI	1331 SW PARK AVE	PORTLAND OR	97201-3426
1S1E10AA 300	SK COMPANY OF OREGON LLC ATTN: SHAWN KARAMBELAS	250 SE DIVISION PL	PORTLAND OR	97202-1077
1S1E03CB 70226	SKAGGS,JOHN P & ELIZABETH	1345 NW CUMBERLAND AVE	BEND OR	97701-3116
1N1E34BB 80241	SKARPNESS,MARK L & PHAN,LINH B	1130 NW 12TH AVE #706	PORTLAND OR	97209
1S1E03CC 1000	SKBERGS I LLC %GOLDMAN ACH REALTY MGMNT DIV ATTN: RAMIREZ,KILEY	6011 CONNECTION DR	IRVING TX	75039
1N1E34CD 100	SKIDMORE FOUNTAIN PLAZA LLC	70 NW COUCH ST #207	PORTLAND OR	97209-4038
1S1E04AD 60399	SKIDMORE,DOUGLAS A & BEEBE,HEIDI Y	1500 SW 11TH AVE #2004	PORTLAND OR	97201
1S1E04AD 70025	SKINNER,SHAWN & MCLEAN,RUSSELL C	12225 SE 35TH CT	MILWAUKIE OR	97222
1S1E10AC 90027	SKLOOT,FLOYD & HALLBERG,BEVERLY	0836 SW CURRY ST #602	PORTLAND OR	97239-4524
1S1E10DB 80138	SKOPIL,JANET R TR (JANET RAE SKOPIL TRUST)	0841 SW GAINES ST #1112	PORTLAND OR	97239
1S1E04AB 60069	SKORO,ERIC	1234 SW 18TH AVE #401	PORTLAND OR	97205-1754
1S1E02CB 9600	SKORO,MARION TR & SKORO,MIRELA TR (SKORO FAMILY TRUST)	1635 SE GRAND AVE	PORTLAND OR	97214-3512
1S1E03BC 80122	SKOTS PROPERTY MANAGEMENT %WADE,MICHAEL G	2344 E RAWHIDE ST	GILBERT AZ	85296-2732
1S1E04BA 3000	SKOURTES,EUGENE C TR	6950 NE CAMPUS WAY	HILLSBORO OR	97124-5611
1S1E11BB 4200	SKOVBORG,CATHY	333 NW DRAKE RD	BEND OR	97701
1N1E34BC 88239	SKRLIN,SARA M	937 NW GLISAN ST #331	PORTLAND OR	97209-3263
1N1E34CB 99487	SKRONDAL,ROBERT E	333 NW 9TH AVE #1316	PORTLAND OR	97209-3348
1S1E03CB 80285	SKRYABINA,NADEJDA A	1919 SW IOWA ST	PORTLAND OR	97239-1903
1N1E33DA 60103	SKYE,LISA	110 LIVINGSTON ST #15H	BROOKLYN NY	11201-5071
1N1E33DD 6700	SKYNAT LIMITED PARTNERSHIP	4000 SW CORBETT AVE	PORTLAND OR	97239-4306
1N1E34BD 90390	SKYWARD PROPERTIES LLC	4324 NE 26TH AVE	PORTLAND OR	97211
1N1E34BB 50239	SLADE,MARIANNE B TR (MARIANNE B SLADE REVOCABLE TRUST)	1001 NW LOVEJOY ST #1310	PORTLAND OR	97209
1N1E33AD 70142	SLANEY,NEIL E	1420 NW LOVEJOY ST #706	PORTLAND OR	97209
1N1E34BD 90248	SLATTERY,JOESEPH W & SLATTERY,KAREN K	910 NW NAITO PKWY #I-25	PORTLAND OR	97209
1N1E33DC 90043	SLAVAZZA,GILBERT M TR & SLAVAZZA, SHERRY C TR	130 E SAN FERNANDO ST #418	SAN JOSE CA	95112

1N1E34CA 80007	SLAYTON,SHERYL D	411 NW FLANDERS ST #606	PORTLAND OR	97209-3856
1N1E34CB 99437	SLEAVIN,JUDITH A	6520 SE MORRISON ST	PORTLAND OR	97215-2015
1S1E02CB 7000	SLOAN,DONALD C III	PO BOX 69094	PORTLAND OR	97239
1S1E10DB 90760	SLOUGH,CRISTIAN M & SLOUGH,CARRIE E	3601 SW RIVER PKWY #311	PORTLAND OR	97239
1N1E26CC 9900	SLW PARTNERS LLC % C&R REAL ESTATE	1440 SW TAYLOR ST	PORTLAND OR	97205
1N1E26CD 90001	SMALL,CHELSEA ET AL	1108 NE SCHUYLER ST #101	PORTLAND OR	97212
1N1E28D 90071	SMILKSTEIN,MARTY & KALISIAK,ANGELA	1680 NW RIVERSCAPE CT #1680	PORTLAND OR	97209
1N1E34DC 1600	SMITH BLOCK ENTERPRISES LLC ATTN KUHNS,RUSSELL V	2455 NW 133RD PL	PORTLAND OR	97229-4559
1N1E34CB 99271	SMITH,AARON	333 NW 9TH AVE #608	PORTLAND OR	97209
1N1E34BC 88014	SMITH,ANDREA TR	937 NW GLISAN ST #332	PORTLAND OR	97209
1S1E04AA 70548	SMITH,ANDREW J &			
1N1E33DC 90015	SMITH,BRANDON C % PREFERRED FUNDING INC	733 7TH AVE #110	KIRKLAND WA	98033
1S1E03CC 90498	SMITH,CAREY & CARBERRY,DEVON	2221 SW 1ST AVE #1023	PORTLAND OR	97201-5021
1S1E03AD 5900	SMITH,CARMELA D TR-1/2 & SMITH,CARMELA D-1/2	4140 E BURNSIDE ST	PORTLAND OR	97214-2026
1S1E04AB 90009	SMITH,CHRISTINA M	1441 SW CLAY ST #109	PORTLAND OR	97201
1N1E34BB 90169	SMITH,CHRISTOPHER P	2343 NW PETTYGROVE ST	PORTLAND OR	97210
1N1E33DC 90045	SMITH,CORTLANDT	709 SW 16TH AVE #501	PORTLAND OR	97205
1S1E03CC 90230	SMITH,DAVID A D & HELEN H	2221 SW 1ST AVE #624	PORTLAND OR	97201
1N1E34BC 60176	SMITH,DONALD E TR & SMITH,MARGARETHE J TR	9956 CUMMINS PL	SAN DIEGO CA	92131-1805
1S1E04AD 70010	SMITH,ELIZABETH	4022 SW CANBY ST	PORTLAND OR	97219-1500
1S1E03CC 90200	SMITH,ELIZABETH A TR (ELIZABETH A SMITH REVOCABLE TRUST)	2221 SW 1ST AVE #123	PORTLAND OR	97201-5061
1S1E02BC 5400	SMITH,GUY M	706 SE MAIN ST	PORTLAND OR	97214-3422
1S1E10DB 80041	SMITH,JAMES C & TONI F	0841 SW GAINES ST #315	PORTLAND OR	97239
1S1E03CB 70085	SMITH,JEFFREY A % DHX ADVERTISING	111 SW HARRISON ST #12A	PORTLAND OR	97201
1S1E03CB 70182	SMITH,JEFFREY A & STEPANEK,JOHN	317 28TH ST DR SE	CEDAR RAPIDS IA	52403-1442
1S1E03CC 90566	SMITH,JOAN H	2309 SW 1ST AVE #1141	PORTLAND OR	97201
1N1E34BB 70040	SMITH,JOHN S & PLAYER-SMITH,KIRSTEN	1255 NW 9TH AVE #810	PORTLAND OR	97209
1N1E33CD 99042	SMITH,KAREN A TR	2020 SW MAIN ST #803	PORTLAND OR	97205-1535
1S1E04AD 60306	SMITH,KEN E	1500 SW 11TH AVE #307	PORTLAND OR	97201-3532
1S1E04AD 80173	SMITH,MARK S & SMITH,HOLLY E	1500 SW PARK AVE #214	PORTLAND OR	97201
1N1E34BB 90211	SMITH,MICHAEL P & MURPHY,STEPHANIE R	1030 NW 12TH AVE #502	PORTLAND OR	97209-2849
1N1E34BD 90500	SMITH,PAULA S	730 NW NAITO PKWY #E26	PORTLAND OR	97209
1N1E34BB 50086	SMITH,PETER H & GILLIAN M L	1001 NW LOVEJOY ST #801	PORTLAND OR	97209
1S1E04BA 5300	SMITH,PHILIP C TR	2167 SW MARKET STREET DR	PORTLAND OR	97201-2401
1N1E34CB 80025	SMITH,PHILIP S	921 SW WASHINGTON ST #762	PORTLAND OR	97205
1N1E33CB 50008	SMITH,PHYLLIS KENT	2351 NW WESTOVER RD #202	PORTLAND OR	97210
1N1E34CA 80072	SMITH,PHYLLIS R	411 NW FLANDERS ST #310	PORTLAND OR	97209-3839
1N1E34BC 60063	SMITH,PRESTON G & SMITH,JUDY A	821 NW 11TH AVE #303	PORTLAND OR	97209-3229
1N1E33DC 90029	SMITH,RAMONA C	PO BOX 25	YACHATS OR	97498-0025
1S1E10AC 90221	SMITH,RICHARD E	3570 SW RIVER PKWY #1903	PORTLAND OR	97239
1N1E34BC 88309	SMITH,STEVEN R & SMITH,LISA R	18135 S EDGEWOOD CT	OREGON CITY OR	97045
1S1E04AA 70017	SMITH,THOMAS L & SMITH,LINDA J	81 COMSTOCK PL	CASTLE ROCK CO	80108
1N1E34BD 90651	SMITH,TIMOTHY D	606 NW NAITO PKWY #A22	PORTLAND OR	97209
1S1E03CB 70105	SMITH,TIMOTHY M & KULLBY,KENTON R	111 SW HARRISON ST #15E	PORTLAND OR	97201-5382
1N1E34CB 70010	SMITH,TIMOTHY T & ANDREW,KEVIN D	4234 TRES NINOS	LAS CRUCES NM	88011-4343
1S1E04AB 90016	SMITH,TINA M & ARGETSINGER,ERNEST	1441 SW CLAY ST #206	PORTLAND OR	97201
1N1E34CB 8800	SMITHCO PROPERTIES INC	230 NW 10TH AVE	PORTLAND OR	97209

1S1E04AD 60283	SMITH-HILL,JOHN %DIANE P SMITH-HILL	4873 NW PROMENADE TER #227	PORTLAND OR	97229
1N1E34CB 50003	SMITH-LARSON,CAROL C	405 A NW 9TH AVE	PORTLAND OR	97209
1N1E27BD 8800	SMITHSON & MC KAY L L C	929 N RUSSELL ST	PORTLAND OR	97227
1N1E35BB 80057	SMITS,BARBARA A	533 NE HOLLADAY ST #601	PORTLAND OR	97232
1S1E10AC 90101	SMOLEN,NEIL J TR & SMOLEN,LEE DALY TR	0835 SW PENNOYER ST #TH-F	PORTLAND OR	97239-4401
1S1E03BA 6100	SMPT3 LLC	2725 ROCKY MOUNTAIN AVE #200	LOVELAND CO	80538-8717
1N1E33CB 6400	SMS COMPANY L L C	30 NW 23RD PL	PORTLAND OR	97210
1N1E34BB 70164	SMULLEN,SCOTT A	1255 NW 9TH AVE #903	PORTLAND OR	97209-2896
1S1E02CB 4500	SMYTHE,DAVID E TR-1/2 & STANWOOD,FRED R-1/2	PO BOX 14403	PORTLAND OR	97293
1S1E03BA 6000	SN INVESTMENT PROPERTIES LLC % TAX DEPARTMENT	1121 SW SALMON ST 5TH FLR	PORTLAND OR	97205
1S1E03BA 6900	S-N PROPERTIES INC	916 SW 4TH AVE	PORTLAND OR	97204-2014
1N1E34BD 90104	SNACHEZ,JAIME	220 CURTNER #E	PALO ALTO CA	94306
1N1E34BB 40426	SNEED,SANDRA G TR & SNEED,GEORGE L TR	202 COWAN CREEK DR	GEORGETOWN TX	78633
1N1E35BB 80031	SNELL,MEARL F JR & KAZUE	460 SE 72ND AVE	PORTLAND OR	97215-1418
1N1E33DC 70737	SNELL,SACHIO	1926 W BURNSIDE ST #205	PORTLAND OR	97209
1N1E34CB 99029	SNOW,STEPHEN N & SNOW,TANYA K	333 NW 9TH AVE #1102	PORTLAND OR	97209
1S1E03CD 90077	SNYDER,ALVIN & SNYDER,IRIS R	1920 SW RIVER DR #E1204	PORTLAND OR	97201-8052
1S1E04BA 80004	SNYDER,DANIEL J & SNYDER,JUDY D	21320 PARKVIEW TER	WEST LINN OR	97068-2900
1N1E27CA 1000	SNYDER,JOHN W-1/2 & SNYDER,JOHN W TR-1/2	3835 NE WISTARIA DR	PORTLAND OR	97212
1N1E33AA 2900	SOBRATO DEVELOPMENT COMPANY NO. 090, LLC	10600 N DE ANZA BLVD #200	CUPERTINO CA	95014
1N1E33AD 40109	SOFICH,ERIC	1400 NW IRVING ST #320	PORTLAND OR	97209
1S1E03CC 90334	SOGA,SETSUKO	2221 SW 1ST AVE #G12	PORTLAND OR	97201-5061
1N1E34BB 50275	SOHN,RICHARD F & SOHN,JACKY H	62 N RIVER DR	ROSEBURG OR	97470
1S1E03CC 90597	SOLBERG,DAVID A & KATHRYN F	2309 SW 1ST AVE #1742	PORTLAND OR	97201-5062
1N1E34BC 88113	SOLHEIM,ALBERT W	1136 NW HOYT ST #200	PORTLAND OR	97209
1N1E34CB 40236	SOLLEY,EVAN L & SOLLEY,LISA M	293 GREY WHALE	THE SEA RANCH CA	95497
1S1E03CB 80230	SOLNIK,RAYMOND TR & YESSON,LISA M TR (SOLNIK-YESSON LIVING TRUST)	1073 CAMINO PABLO	SAN JOSE CA	95125-4304
1N1E34CB 99083	SOLOMON D MENASHE FAMILY TRUST ATTN: MENASHE,SOLOMON D TR	333 NW 9TH AVE #1405	PORTLAND OR	97209
1S1E02CD 16200	SOLOMON,JANE L	P O BOX 14711	PORTLAND OR	97293
1N1E33DA 50171	SOLOMON,JANET G TR (JANET G SOLOMON REVOCABLE TRUST)	311 NW 12TH AVE #401	PORTLAND OR	97209
1S1E03CC 90489	SOLOMON,MARTA L TR %SOLOMON,THELMA E	2221 SW 1ST AVE #1223	PORTLAND OR	97201-5019
1N1E33AD 40090	SOLOMON,MATTHEW A	1400 NW IRVING ST #731	PORTLAND OR	97209
1N1E34CC 700	SOLOMON,MERVIN E & LUCILLE	219 SW BROADWAY	PORTLAND OR	97205
1N1E34BC 3500	SOLOMON,RICHARD B & FLITCRAFT,ALYCE E	1107 NW IRVING ST	PORTLAND OR	97209
1S1E02CD 10200	SOLTERRA CITIES LLC	3220 1ST AVE S #800	SEATTLE WA	98134
1N1E34BC 40057	SOMMER,HEIKE	725 NW 10TH AVE #213	PORTLAND OR	97209
1N1E28D 80052	SONDE,SHARAD J ET AL	1830 NW RIVERSCAPE ST #511	PORTLAND OR	97209
1N1E34BC 40021	SONE,LAURIE E	1030 NW JOHNSON ST #320	PORTLAND OR	97209
1N1E34BB 1302	SONEED LLC ATTN VOSSOUGHI,SIA ZIBA DESIGN	1044 NW 9TH AVE	PORTLAND OR	97209-3422
1N1E34BD 90020	SONG,I-HSIN	1010 NW NAITO PKWY #M-8	PORTLAND OR	97209
1N1E34BB 90179	SONG,LAURA J	1030 NW 12TH AVE #327	PORTLAND OR	97209-2845
1N1E34BD 90306	SONG,XIANG-HONG	710 NW NAITO PKWY #C-16	PORTLAND OR	97209-3758
1N1E34BC 99335	SONGER,KIMBERLY L & SONGER,KENNETH C	922 NW 11TH AVE #702	PORTLAND OR	97209
1S1E03CB 2400	SONPATKI,GANESH K	415 SW MONTGOMERY ST	PORTLAND OR	97201-5518
1N1E28D 80034	SONSTEBY,ANALISE L	160 KEONEKAI RD #20-201	KIHEI HI	96753-7140
1S1E02CD 13900	SOOTS,MARY L	1831 NW 193RD AVE #204	BEAVERTON OR	97006-6219
1S1E10AC 90019	SOREN,STUART H TR & SOREN,MONICA M TR (STUART H SOREN FAMILY TRUST)	775 LA TEENA PL	ARROYO GRANDE CA	93420

1N1E34BB 88583	SORENSEN,KURT H TR & SORENSEN,RUTH TR (THE SORENSEN 2013 TRUST)	4150 WILSON WAY	LINCOLN CA	95648-9726
1N1E34BB 80223	SORENSON,JOHN C TR & GRIFFITH,SUE G TR	PO BOX 1060	MANZANITA OR	97130
1N1E26CD 90016	SOSNIKA,RICHARD J & SOSNIKA,SUSAN K	1718 NE 11TH AVE #210	PORTLAND OR	97212
1S1E03CA 90140	SOTELO,WALDO E	1710 SW HARBOR WAY #302	PORTLAND OR	97201
1N1E33AD 40292	SOTNIK,OLEG	1400 NW IRVING ST #310	PORTLAND OR	97209-2244
1S1E04AB 70045	SOULATHA,NALYNN & SOULATHA,TIANE L & SOULATHA,SITHANONSAY	1535 SW CLAY ST #210	PORTLAND OR	97201
1N1E34BB 70326	SOUTHALL,CHARLES M & SOUTHALL,MARY	1255 NW 9TH AVE #220	PORTLAND OR	97209
1N1E34BD 90206	SOUTHARD,DARCY A	1040 NW NAITO PKWY #O-16	PORTLAND OR	97209
1N1E34CD 3500	SOUTHER COMPANY THE ET AL	920 SW 6TH AVE #223	PORTLAND OR	97204
1N1E26CD 50012	SOUTHERN,KEVIN & LUTTRELL,JOE	1509 NE 10TH AVE #203	PORTLAND OR	97232-1249
1N1E34CD 1900	SOUTHWEST SECOND BUILDING LLC % KELLS IRISH RESTAURANT & PUB	112 SW 2ND AVE	PORTLAND OR	97204
1N1E34BB 70481	SOUW,VICTOR K	1255 NW 9TH AVE #613	PORTLAND OR	97209
1N1E34CB 99124	SOUZA,STEVEN E TR & SOUZA,PATRICIA L TR	31630 NE CANTER LN	SHERWOOD OR	97140-8575
1S1E03BC 80113	SOYKE,JENNIFER M & WILLENSKY,JEFFREY	2035 LAW LN	EUGENE OR	97401
1N1E33AD 1600	SP PEARL LLC	701 5TH AVE #5700	SEATTLE WA	98104
1N1E34BB 1301	SP TOWER LIMITED PARTNERSHIP % REACH CDI	4150 SW MOODY AVE	PORTLAND OR	97239
1S1E02BA 6700	SPADA PROPERTIES INC	8448 NE 33RD DR SUITE 200	PORTLAND OR	97211-2163
1S1E10DB 80163	SPADA,ERNEST III	8448 NE 33RD DR	PORTLAND OR	97211
1S1E04BA 70045	SPAGLE,KARI & RUSSILL,TRASK	4130 SE CLINTON ST	PORTLAND OR	97202-1639
1N1E34CB 80010	SPARLING,SALLY	300 NW 8TH AVE #202	PORTLAND OR	97209-3554
1S1E04BA 80007	SPATHAS,ELAINE N TR & SPATHAS,MATTHEW T TR	1132 SW 19TH AVE #107	PORTLAND OR	97205-1742
1N1E34BC 40037	SPAULDING,SCOTT R & SPAULDING,LINDA	1030 NW JOHNSON ST #401	PORTLAND OR	97209-3075
1N1E33CD 80030	SPEARS,DEREK S & MONTGOMERY,ROBERT W	2021 SW MAIN ST #36	PORTLAND OR	97205
1N1E35CC 10400	SPECHT 306 LLC % SPECHT,GREGORY	10260 SW GREENBURG RD #170	PORTLAND OR	97223
1S1E04AA 80008	SPECTOR,LAWRENCE C & CLAEYS,REBEKAH A	2724 TREBLE LN #332	AUSTIN TX	78704
1N1E27DB 8900	SPECTRE LLC	3611 SE 20TH AVE #300	PORTLAND OR	97202-2967
1N1E33AD 70323	SPENCER,ASHLEY N	1420 NW LOVEJOY ST #315	PORTLAND OR	97209
1N1E34BD 90548	SPENCER,CYNTHIA ET AL	1105 NW 30TH ST	CORVALLIS OR	97330
1S1E03BC 80080	SPENCER,DAWN D TR (DAWN DEBERNARDI SPENCER REVOCABLE LIVING TRUST)	131 CAMANO LN	PORT LUDLOW WA	98365-9655
1N1E34CB 90003	SPENCER,GREGORY A TR & LIANG-SPENCER,MARY TSUNG TR	4054 KOKO DR	HONOLULU HI	96816
1S1E03CC 90689	SPENCER,PETER S	2309 SW 1ST AVE #1942	PORTLAND OR	97201
1N1E34BB 40177	SPENCER,SOPHIA J & SPENCER,KYLE R	949 NW OVERTON ST #1605	PORTLAND OR	97209
1N1E26CD 50007	SPENCER,TERRY L TR (TERRY L SPENCER TRUST)	5225 SE 50TH AVE	PORTLAND OR	97206
1N1E34BB 40481	SPERR,MICHAEL S	17500 NW LUCY REEDER RD	PORTLAND OR	97231
1N1E34BB 70411	SPESSARD,SARAH E	1255 NW 9TH AVE #303	PORTLAND OR	97209
1N1E33DA 3200	SPF 224 LLC %UNICO PROPERTIES LLC ATTN: PROPERTY MANAGER	111 SW 5TH AVE #1250	PORTLAND OR	97204
1N1E33DA 4700	SPF BREWERY BLOCKS LLC	PO BOX 15127	PORTLAND OR	97293
1S1E02CD 15700	SPF INC	1112 SE LINCOLN ST	PORTLAND OR	97214
1S1E04AD 80136	SPIEGEL,RICHARD	1500 SW PARK AVE #108	PORTLAND OR	97201
1N1E34BD 90325	SPIER,MICHAEL M & VANESSA N	322 SW 27TH WAY	TROUTDALE OR	97060
1N1E34BB 88572	SPILLANE,MICHAEL	1310 NW NAITO PKWY #704	PORTLAND OR	97209
1S1E04BA 80003	SPILLERS,JESSIE	1132 SW 19TH AVE #103	PORTLAND OR	97205-1740
1N1E34BD 90486	SPILMAN,NANCY M	9090 GILROY AVE	GUERNEVILLE CA	95446-9341
1N1E34CB 60004	SPITTLE,ANDREW J & KOERPER,LEAH B	420 NW 11TH AVE #502	PORTLAND OR	97209
1S1E02BB 1600	SPIVAK,HELEN	1912 NE 27TH AVE	PORTLAND OR	97212-5021
1S1E10DB 80441	SPOTTS,BILLIE K	5 SYLVAN CT	MILTON PA	17847-8928
1S1E02BB 1800	SPP PROPERTIES LLC	529 SE GRAND AVE #306	PORTLAND OR	97214-2232

1N1E34BC 70051	SPRAKER,JEAN E TR (JEAN E SPRAKER TRUST)	618 NW 12TH AVE #405	PORTLAND OR	97209
1N1E34BB 50429	SPRANDO,GREGORY A & CHERIE G	1001 NW LOVEJOY ST #1701	PORTLAND OR	97209
1S1E04AD 60086	SPRICK,RANDALL & SPRICK,MARILYN	84679 BUSHY TAIL TRL	EUGENE OR	97405
1S1E03BC 80133	SPRING,ROGER J & SPRING,DEBORAH E	8357 N STARFINDER PL	TUCSON AZ	85704
1S1E03CA 90299	SPRUILL,MERVIN L & SPRUILL,SUSAN E	1710 SW HARBOR WAY #406	PORTLAND OR	97201-5155
1S1E15BA 200	SRE WILLAMETTE HOSPITALITY LLC	980 N MICHIGAN AVE #1235	CHICAGO IL	60611-4531
1S1E02CC 3000	SREK PROPERTIES LLC	2101 SE 6TH AVE	PORTLAND OR	97214
1N1E34CA 12200	ST ANDRE' BESSETTE CATHOLIC CHURCH PORTLAND OREGON	601 W BURNSIDE ST	PORTLAND OR	97209
1N1E35CD 9100	ST FRANCIS OF ASSISI CATHOLIC CHURCH PORTLAND OREGON	1131 SE OAK ST	PORTLAND OR	97214-1344
1N1E35CD 11700	ST FRANCIS PARK LP %ST FRANCIS PARK GP LLC	2740 SE POWELL BLVD #7	PORTLAND OR	97202
1S1E04AD 800	ST JAMES EVANGELICAL LUTHERAN CHURCH ET AL	1315 SW PARK AVE	PORTLAND OR	97201-3426
1S1E04AD 1000	ST JAMES EVANGELICAL LUTHERAN CHURCH OF PORTLAND OREGON % GSC PROPERTIES INC	3 CENTERPOINTE DR STE 130	LAKE OSWEGO OR	97035-8657
1N1E34CB 60108	ST JOHN,JENNIFER R & LANZAR,LUCILLE	1910 N COMMERCE PKWY	WESTON FL	33326
1N1E34CB 60133	ST JOHN,TROY T	420 NW 11TH AVE #1203	PORTLAND OR	97209
1S1E03BC 3900	ST MARY'S ACADEMY	1615 SW 5TH AVE	PORTLAND OR	97201
1S1E03CB 1900	ST MICHAEL THE ARCHANGEL CATHOLIC CHURCH PORTLAND OREGON	424 SW MILL ST	PORTLAND OR	97201
1S1E04AC 100	ST STEPHEN'S EPISCOPAL PARISH PORTLAND OREGON	1432 SW 13TH AVE	PORTLAND OR	97201
1S1E11AC 2400	STACY & WITBECK INC	2800 HARBOR BAY PKWY	ALAMEDA CA	94502-3040
1S1E11BD 200	STACY AND WITBECK INC	2800 HARBOR BAY PKWY	ALAMEDA CA	94502-3040
1N1E33DB 9400	STADIUM COURT APARTMENTS LLC % KBC MGMT INC	2107 NW 23RD AVE	PORTLAND OR	97210
1N1E33DB 9500	STADIUM COURT GARAGE LLC % LANE POWELL PC ATTN MCMONIES,WALTER W JR	601 SW 2ND AVE #2100	PORTLAND OR	97204-3158
1N1E33CA 6300	STADIUM SC LLC % HARSCH INVESTMENT CORP	1121 SW SALMON ST #500	PORTLAND OR	97205
1N1E33DC 2602	STADIUM STATION APARTMENTS LIMITED PARTNERSHIP % EPMI A BAYSIDE CO	2033 N MAIN ST #340	WALNUT CREEK CA	94596-3727
1S1E10AC 90660	STADUM,STEVEN D & STADUM,SALLY T	0836 SW CURRY ST #1202	PORTLAND OR	97239
1S1E04BA 90003	STAFFORD,LYNN R & STAFFORD,ROBERT P	2020 SW MARKET ST DR #204	PORTLAND OR	97201
1S1E04AD 60254	STAFFORD,ROLLYN	2020 SW MARKET STREET DR #204	PORTLAND OR	97201-7717
1N1E33AD 1400	STAGECRAFT WAREHOUSE INVESTORS LLC (LSD PACIFIC NW COLLEGE/ART	1136 NW HOYT ST #200	PORTLAND OR	97209-3097
1S1E04AB 90004	STALNAKER,WILLIAM J	1220 JACKSON ST	OREGON CITY OR	97045-1424
1N1E33AD 70112	STALSBERG,KATHERINE E	1420 NW LOVEJOY ST #623	PORTLAND OR	97209-2749
1S1E03CA 90224	STAMPS,JERRY C & JANICE E	1631 NE BROADWAY PMB 141	PORTLAND OR	97232-1425
1S1E03CA 90062	STAMS,ULRICH K & STAMS,CAROL J	4620 KOLOHALA ST	HONOLULU HI	96816
1S1E03BB 2500	STANCORP REAL ESTATE LLC % REAL ESTATE	1100 SW 6TH AVE	PORTLAND OR	97204
1S1E03BA 6800	STANCORP REAL ESTATE LLC % REAL ESTATE DEPT	PO BOX 711	PORTLAND OR	97204
1S1E03BA 6700	STANDARD INS CO %REAL ESTATE DEPT	PO BOX 711	PORTLAND OR	97204
1S1E03BB 200	STANDARD INS CO (LEASE MULT LA % REAL ESTATE DEPT	PO BOX 711	PORTLAND OR	97204
1S1E03BB 700	STANDARD INSURANCE CO % REAL ESTATE DEPT	PO BOX 711	PORTLAND OR	97204
1S1E03BB 300	STANDARD INSURANCE COMPANY % REAL ESTATE DEPT	PO BOX 711	PORTLAND OR	97204
1S1E04AA 70055	STANDFORD,BRAD C & RACKNER,LAURA E	1221 SW 10TH AVE #405	PORTLAND OR	97205-2435
1S1E03CA 90116	STANFORD,MARK C	1630 SW HARBOR WAY #D304	PORTLAND OR	97201
1S1E10DB 90113	STANIAK,ERIC T TR & STANIAK,BETTY J TR	0841 SW GAINES ST #804	PORTLAND OR	97239-3101
1N1E33AD 70447	STANLEY,JEFFREY & BEAUDOIN,LAUREN	1420 NW LOVEJOY ST #713	PORTLAND OR	97209
1N1E34BC 40325	STANLEY,TINA S J	725 NW 10TH AVE #209	PORTLAND OR	97209
1N1E26CD 11700	STAPLEY,SCOTT L	1731 NE 10TH AVE	PORTLAND OR	97212
1S1E03DA 2500	STAR INDUSTRIES INC	130 LAKESIDE AVE #20	SEATTLE WA	98122
1N1E34AA 3600	STAR TERRA LLC	610 SW ALDER ST #1221	PORTLAND OR	97205
1S1E02BB 700	STARK & SANDY BUILDING LLC % BLATNER,JOSEPH	737 SE SANDY BLVD	PORTLAND OR	97214
1S1E02CD 14200	STARK GROUP 2 LLC	2330 NW 31ST AVE	PORTLAND OR	97210-2034

1S1E02BB 800	STARK STREET GROUP LLC	PO BOX 1862	LAKE OSWEGO OR	97035
1S1E02CA 12700	STARK STREET MANOR LLC	13864 SE CLAREMONT ST	HAPPY VALLEY OR	97086
1N1E34BC 60188	STARK,RONALD & STARK,CHERYL	5310 SHEPARD AVE	SACRAMENTO CA	95819
1N1E34BC 60297	STARKEY,CHARLES & STARKEY,SANDRA	2445 NW WESTOVER RD UN 416	PORTLAND OR	97210
1N1E35CB 3900	STARK'S GRAND AVENUE PROPERTY INVESTMENTS LLC	107 NE GRAND AVE	PORTLAND OR	97232
1N1E35CB 3800	STARK'S INC	107 NE GRAND AVE	PORTLAND OR	97232
1S1E03CB 80103	STAROSCIAK,MIKE & STAROSCIAK,JANET	255 SW HARRISON ST #15D	PORTLAND OR	97201
1S1E04AD 90028	STAROSTINA,TATIANA	189 3RD ST #A101	OAKLAND CA	94607-4363
1N1E34BC 60223	STARR,CHRISTOPHER & STARR,KATHRYN	821 NW 11TH AVE #203	PORTLAND OR	97209
1N1E34BB 40229	STARR,GABRIELLE J & HOLLOWAY,CURTIS R	949 NW OVERTON ST #1402	PORTLAND OR	97209
1N1E34BB 70042	STARR,TANYA M	PO BOX 28229	PORTLAND OR	97228-8229
1N1E34AA 3001	STARTERRA LLC ATTN SCHLESINGER,BARRY D	610 SW ALDER ST #1221	PORTLAND OR	97205-3613
1N1E34BB 70552	STASCAUSKY,GERARD	1255 NW 9TH AVE #1403	PORTLAND OR	97209-2897
1S1E03CC 90570	STASTNY,DONALD & JANET	2309 SW 1ST AVE #1145	PORTLAND OR	97201-5040
1S1E04AA 70659	STAUFFER,RICHARD A	1916 PIKE PLACE #12 PMB 123	SEATTLE WA	98101
1N1E26CD 90041	STAUSS,JESSICA C	1718 NE 11TH AVE #409	PORTLAND OR	97212
1S1E10AC 90108	STAVER,KRISTIN M & REICHARD,DOUGLAS W	1335 SW DELLWOOD AVE	PORTLAND OR	97225-4801
1S1E10AC 90498	STAVER,TODD L	3131 SW 12TH AVE	PORTLAND OR	97239-3068
1N1E33AD 70153	STAVERS,SUSAN	1420 NW LOVEJOY ST UN 610	PORTLAND OR	97209-2748
1N1E34BB 88335	STAVIG,CODY	1260 NW NAITO PKWY #1001B	PORTLAND OR	97209
1N1E34CA 80125	STEADMAN,JAMES M & KYLE L	411 NW FLANDERS ST #804	PORTLAND OR	97209-3858
1N1E34CA 9500	STEAMBOAT INTERSTATE LLC	2000 NE 42ND AVE #D-254	PORTLAND OR	97213
1S1E04AD 5200	STEARNS,DOUGLAS H	30490 SW BUCKHAVEN RD	HILLSBORO OR	97123-8768
1S1E04AB 90018	STEARNS,FRANCES N D	30490 SW BUCKHAVEN RD	HILLSBORO OR	97123-8768
1S1E04AD 60183	STEEL,JUSTIN A & STEEL,SEEMA K	1500 SW 11TH AVE #1902	PORTLAND OR	97201
1N1E35BB 80045	STEELE,DAVID L	533 NE HOLLADAY ST #507	PORTLAND OR	97232
1N1E34BB 70297	STEEN,MICHAEL H	1255 NW 9TH AVE #705	PORTLAND OR	97209
1N1E33AD 70387	STEENSON,CHRISTOHER M	11575 SW PACIFIC HWY #164	PORTLAND OR	97223-8671
1N1E33AD 70019	STEENSON,CHRISTOPHER M	11575 SW PACIFIC HWY #164	TIGARD OR	97223-8671
1S1E10DB 90441	STEEVES,BONNIE J	3601 SW RIVER PKWY #600	PORTLAND OR	97239
1S1E10DB 90094	STEFFECK,JAMES & PREFTES,LAURA	10222 65TH AVE S	SEATTLE WA	98178-2503
1S1E03CA 90021	STEHR,CHRISTIAN P & TAMARA D	1258 SW CARDINELL WAY	PORTLAND OR	97201
1S1E04AD 80124	STEIN,BARRY	1500 SW PARK AVE #430	PORTLAND OR	97201
1S1E04AA 70191	STEIN,ROSS M	1221 SW 10TH AVE #1404	PORTLAND OR	97205
1S1E03CD 90287	STEINBRECHER,DAVID M	1930 SW RIVER DR #W906	PORTLAND OR	97201
1N1E34BC 60068	STEINMAN,ANDREW M & STEINMAN,SUSAN G	821 NW 11TH AVE #515	PORTLAND OR	97209-3232
1S1E10DB 80609	STEINMAN,DENNIS	0841 SW GAINES ST #1810	PORTLAND OR	97239
1S1E02BC 90000	STEINMETZ CONDOMINIUMS OWNERS ASSOCIATION	1405 SE 8TH AVE	PORTLAND OR	97214
1S1E10DB 90588	STEINMETZ,KERRY L	3601 SW RIVER PKWY #2516	PORTLAND OR	97239-4565
1S1E02CC 600	STEINMETZ,MARY C & STEINMETZ,PETER A	19955 SW WALQUIN CT	ALOHA OR	97007-3708
1S1E03AA 4600	STEINMETZ,PAULA-1/2	1567 SYCAMORE CANYON RD	SANTA BARBARA CA	93108
1N1E34BB 90174	STELLE,AARON T	1030 NW 12TH AVE #312	PORTLAND OR	97209-2844
1S1E10DB 90395	STELLMACHER,WILLIAM J & STELLMACHER,BARBARA S	30416 STELLMACHER ST SW	ALBANY OR	97321
1N1E33DC 90052	STENGER,MARY & STENGER,ROY	1617 W YOSEMITE PL	CHANDLER AZ	85248-4874
1S1E03CC 90513	STENSRUD,RHONDA	2221 SW 1ST AVE #1425	PORTLAND OR	97201
1S1E02CA 12600	STEPHENS STREET APARTMENTS LLC ATTN LABUHN,CHRIS	PO BOX 13384	PORTLAND OR	97213-0384
1S1E02CA 12300	STEPHENS STREET PROPERTIES LLC %ROBERT RAMSOUR,MGR	290 SE SPOKANE ST	PORTLAND OR	97202

1N1E34BB 90423	STEPHENS,DUSTIN	1030 NW 12TH AVE #535	PORTLAND OR	97209
1N1E34BD 90693	STEPHENS,LES PMB 833	16420 SE MCGILLIVRAY #103	VANCOUVER WA	98683
1S1E02CD 14900	STEPHENSON,JAMES E TR	18360 SE WILLAMETTE DR	MILWAUKIE OR	97267
1N1E34BC 99315	STEPHENSON,ROBERT B & BRANCH,MYRTHO	4700 ANSON LN	ORLANDO FL	32814
1N1E34CB 99401	STERN,EVE C TR	7170 SW DOGWOOD PL	PORTLAND OR	97225
1N1E34BD 90246	STEUBER,LUCAS C & KONRAD,ESTELLE L	840 NW NAITO PKWY #H8	PORTLAND OR	97209-3738
1S1E03CC 90596	STEVENS,BRYAN R TR & STEVENS,TAMARA A TR	2309 SW 1ST AVE #1741	PORTLAND OR	97201
1S1E11BB 5400	STEVENS,CORWIN E EST OF BY MARSHALL,H E TR	UNKNOWN ADDRESS		
1N1E33CD 80051	STEVENS,JAMES L	834 SW ST CLAIR AVE	PORTLAND OR	97205
1N1E34BB 60280	STEVENS,JEAN E & VINCENT L	1125 NW 9TH AVE #511	PORTLAND OR	97209
1N1E34BB 80083	STEVENS,NAOMI	1133 NW 11TH AVE #513	PORTLAND OR	97209
1S1E03BC 90014	STEVENS,PAUL B TR & STEVENS,VIRGINIA TR	1209 SW 6TH AVE #403	PORTLAND OR	97204-1026
1N1E34CB 60011	STEVENS,ROGER	420 NW 11TH AVE #509	PORTLAND OR	97209
1S1E10DB 80008	STEVENS,TONI JO S TR & STEVENS,JOHN C TR	0841 SW GAINES ST #111	PORTLAND OR	97239
1N1E33DC 70014	STEVENS,ZACHARY T	5247 SW 158TH AVE	BEAVERTON OR	97007
1N1E34CC 6400	STEVENS-CORNELIUS PROPERTY LLC	9 SE 3RD AVE, STE 100	PORTLAND OR	97214
1N1E33CB 50281	STEVENSON,DAVID R TR & STEVENSON,LYNNOR B TR	38719 FLOWERDALE DR	SPRINGFIELD OR	97478
1N1E34CC 6300	STEVENS-WOODLARK PROPERTY LLC LIZANN-WOODLARK LLC (50%) %LAUREN NOECKER	9 SE 3RD AVE #100	PORTLAND OR	97214
1N1E34CB 60015	STEWARD,ANDREW R & STEWARD,LISA M	420 NW 11TH AVE #513	PORTLAND OR	97209
1N1E33AD 80051	STEWART,DEBORAH D & MICHAEL T	16165 NE EILERS RD	AURORA OR	97002
1N1E34CB 99287	STEWART,IAN & STEWART,LEHIWA	333 NW 9TH AVE #408	PORTLAND OR	97209
1S1E03CD 90410	STEWART,JOHN	1920 SW RIVER DR #E107	PORTLAND OR	97201-8049
1S1E03CD 90511	STEWART,JOHN & CAROLYN	1920 SW RIVER DR #E107	PORTLAND OR	97201-8049
1S1E03CD 90058	STEWART,JOHN & STEWART,CAROLYN & STEWART,LISA	1920 SW RIVER DR #E906	PORTLAND OR	97201-8051
1N1E34BC 60318	STEWART,JOHN A & MARTHA A	821 NW 11TH AVE #503D	PORTLAND OR	97209
1S1E03CD 90415	STEWART,JOHN S TR	2300 SW 1ST AVE	PORTLAND OR	97201
1N1E34BD 90026	STEWART,JOSEPH W TR	PO BOX 1419	PORTLAND OR	97207-1419
1S1E04AA 70566	STEWART,JOSEPH W TR & AMBUR-STEWART,GALE TR	PO BOX 1419	PORTLAND OR	97207
1N1E34BC 99297	STEWART,ORINDA TR	922 NW 11TH AVE #314	PORTLAND OR	97209
1S1E04AD 80032	STEWART,RANDALL T & SUSAN K	4280 PLEASANT RIDGE RD	THE DALLES OR	97058
1N1E26CD 50002	STICHMAN,JOHN R & PEGGY M	16223 REITAN RD NE	BAINBRIDGE ISLAND WA	98110-1002
1S1E03CB 80139	STIENSTRA,MINTE & SHARON E	1510 GATES AVE	MANHATTAN BEACH CA	90266
1N1E34BB 60036	STIFFLER,PETER & FARIS,JASON	1125 NW 9TH AVE #516	PORTLAND OR	97209
1N1E33AD 40317	STIKKER,WILLIAM A & HOCHMAN,JUDITH A	8501 ISLAND VIEW CT NE	OLYMPIA WA	98506
1S1E10DB 80597	STILES,CHRIS & STILES,LAURETTE	3209 BRENNAN LN	BLOOMINGTON IL	61704
1N1E34BD 90487	STILP,SHANNON E & MONTGOMERY,NANCY L	368 CRYSTAL SPRINGS LN	KEIZER OR	97303
1N1E33DA 80108	STINSON,JONATHAN	408 NW 12TH AVE #309	PORTLAND OR	97209
1S1E04AD 80311	STITES,MARINA	1500 SW PARK AVE #531	PORTLAND OR	97201
1S1E03CB 80296	STOCK,RONALD D & STOCK,DEBORAH E	6463 SW BURLINGAME PL	PORTLAND OR	97239-2688
1N1E33AD 40295	STOCKTON,LINDA R	1400 NW IRVING ST #313	PORTLAND OR	97209
1N1E34BD 90447	STOCKTON,SHAWN M	920 NW NAITO PKWY #J-2	PORTLAND OR	97209
1S1E04AD 60397	STOESSL,LESLIE TR & STOESSL,ELIZABETH F TR	1500 SW 11TH AVE #2301	PORTLAND OR	97201
1N1E33CD 80033	STOINOFF,HARRY P TR	2021 SW MAIN ST #66	PORTLAND OR	97205
1N1E26CD 90027	STOJSAVLJEVIC,JUDITH A TR & WEIR,SUE	1718 NE 11TH AVE #307	PORTLAND OR	97212
1S1E03BC 80070	STOKES,BETTE D TR	1500 SW 5TH AVE #1403	PORTLAND OR	97201
1S1E03BC 80051	STOLECKA,MARIA R	1500 SW 5TH AVE #802	PORTLAND OR	97201
1S1E03CC 90636	STOLL,A J & STOLL,MARJORIE G	2309 SW 1ST AVE #2141	PORTLAND OR	97201

1S1E03CC 90469	STOLL,AJ & STOLL,MARJORIE G	3253 TANQUILITY CT SE	SALEM OR	97317
1S1E03BA 2500	STOLL,N ROBERT & STOLL,BARRE	1440 SW TAYLOR ST	PORTLAND OR	97205-1924
1S1E04AB 60064	STOLLER,LEIGH B & BROOKS,J RENEE	5920 SW BALSAM DR	CORVALLIS OR	97333
1N1E28D 80088	STOLZBERG,STEPHEN M TR & STOLZBERG,ALICE TR	1830 NW RIVERSCAPE DR #203	PORTLAND OR	97209
1N1E28D 80172	STOLZBERG,STEPHEN M TR & STOLZBERG,ALICE TR & FUCHS,MARK TR	1830 NW RIVERSCAPE ST #203	PORTLAND OR	97209
1S1E02BC 5800	STONE DISTRICT 1 LLC %NAI NORRIS BEGGS & SIMPSON	121 SW MORRISON ST #200	PORTLAND OR	97204
1N1E33DA 80131	STONE PROPERTIES LLC	PO BOX 50591	IDAHO FALLS ID	83405
1S1E02CB 6000	STONE WORKS GROUP LLC	1807 SE 7TH AVE	PORTLAND OR	97214
1S1E04AD 60224	STONE,CLIFTON D	2190 WASHINGTON ST #1004	SAN FRANCISCO CA	94109
1S1E04BA 90008	STONE,DAVID L & STONE,NANCY G	2020 SW MARKET STREET DR #405	PORTLAND OR	97201-7719
1N1E33CB 50340	STONE,ROBERT B	2351 NW WESTOVER RD #604	PORTLAND OR	97210
1S1E03CA 90066	STONE,SUSAN A	0305 SW MONTGOMERY ST #203	PORTLAND OR	97201
1N1E34BD 90077	STONER,CYNTHIA A	2612 50TH AVE SW	SEATTLE WA	98116-2311
1N1E35CB 3200	STONER,DAVE	338 SE SPOKANE ST	PORTLAND OR	97202
1N1E34CB 40143	STONER,JOANNE TR (JOANNE STONER REVOCABLE TRUST	1025 NW COUCH ST #718	PORTLAND OR	97209-4131
1N1E34BC 40077	STONER,MICHAEL D TR & STONER,M JUDITH TR	726 NW 11TH AVE #308	PORTLAND OR	97209-3238
1N1E34BC 99148	STONEY,CAROLANN R TR	922 NW 11TH AVE #1105	PORTLAND OR	97209
1N1E34BB 88027	STOPSEN,TABITHA A	1310 NW NAITO PKWY #205A	PORTLAND OR	97209-3158
1N1E34CA 80003	STORM,TANIA E K	411 NW FLANDERS ST #609	PORTLAND OR	97209-3856
1S1E02BD 7100	STOUDT FAMILY PROPERTIES LLC	PO BOX 14340	PORTLAND OR	97293-0340
1N1E34BC1640232	STOUDT,DOUGLAS L	15362 NW ABERDEEN DR	PORTLAND OR	97229
1S1E03CA 90167	STOUT,RAYMOND K & STOUT,BETH A	1616 SW HARBOR WAY #410	PORTLAND OR	97201
1N1E34CB 99474	STOUTENBURG,NANCY M	333 NW 9TH AVE #1309	PORTLAND OR	97209-3348
1S1E03CC 90430	STOVALL,LINDA E & STOVALL,DENNIS M	2221 SW 1ST AVE #G22	PORTLAND OR	97201
1N1E34BD 90666	STOVALL,NANCY L & MATHEW B	606 NW NAITO PKWY #A6	PORTLAND OR	97209
1S1E10AC 90021	STOYANOV,MILAN & STOYANOV,JEAN	0836 SW CURRY ST #500	PORTLAND OR	97239
1S1E03CD 90000	STRAND CONDOMINIUMS OWNERS' ASSOCIATION % ONDER DEVELOPMENT CO	1100 NW GLISAN ST #300	PORTLAND OR	97209
1S1E03BC 80062	STRASSER,ROBERT J & JULIE B	1500 SW 5TH AVE APT 2503	PORTLAND OR	97201-5438
1S1E04AD 60394	STRAUBE,DAVE D TR & STRAUBE,ELIZABETH I TR	1500 SW 11TH AVE #2204	PORTLAND OR	97201-3546
1N1E35CC 1600	STRAUCH INVEST L L C	5216 SW 52ND AVE	PORTLAND OR	97221-1825
1N1E35CB 5400	STRAUCH INVESTMENTS L L C	5216 SW 52ND AVE	PORTLAND OR	97221
1N1E34CB 99312	STRAUGHAN,PATRICIA TR & STRAUGHAN,MARVIN R TR	713 CASTLE PINES DR N	KEIZER OR	97303
1N1E34BD 90546	STRAUSS,MICHEL	710 NW NAITO PKWY #C12	PORTLAND OR	97209
1N1E34CB 80035	STRAWN,BRIAN G & STRAWN,SHOKO	OKAMOTO 3-1-13 SETAGAYA	TOKYO 157-0076	JAPAN
1S1E03CA 90067	STRAWN,BRIAN G OKAMOTO 3-1-13 #105	SETAGAYA-KU	TOKYO 157-0076	JAPAN
1N1E33AD 80065	STRAYHAN,BRIAN	1314 NW IRVING ST #613	PORTLAND OR	97209
1N1E33AD 80070	STRAYHAN,BRIAN L	1314 NW IRVING ST #613	PORTLAND OR	97209-2727
1N1E34BB 90147	STREET,KYLIE	1030 NW 12TH AVE #302	PORTLAND OR	97209
1N1E34BB 80173	STREET,MICHAEL R & STREET,KATHY C	1130 NW 12TH AVE #218	PORTLAND OR	97209
1N1E34BB 90000	STREETCAR LOFTS CONDOMINIUMS OWNERS' ASSOCIATION	809 NW 11TH AVE	PORTLAND OR	97209
1N1E27BD 2600	STREIMER SHEET METAL WORKS INC	740 N KNOTT ST	PORTLAND OR	97227-2099
1N1E27BD 8200	STREIMER,FREDERICK L TR (FREDERICK L STREIMER 2012 IRREVOCABLE TRUST DTD 12/12/12	740 N KNOTT ST	PORTLAND OR	97227-2099
1N1E27BD 3500	STREIMER,MICHAEL R & STREIMER,FREDERICK L	740 N KNOTT ST	PORTLAND OR	97227-1613
1N1E27BD 2300	STREIMER,MICHAEL R-1/2 & STREIMER,FREDERICK L TR-1/2	740 N KNOTT ST	PORTLAND OR	97227-1613
1N1E27BD 3400	STREIMER,MICHAEL R-1/2 STREIMER,FREDERICK L TR-1/2	740 N KNOTT ST	PORTLAND OR	97227-1613
1N1E35BB 80025	STREITMATTER,GREGORY J	533 NE HOLLADAY ST #205	PORTLAND OR	97232
1N1E34BC 60352	STREVER,KEVIN K & LAURI J	PO BOX 1644	NEWPORT OR	97365

1S1E04AA 70570	STRINGER,JAMES D TR	13607 SE 37TH ST	VANCOUVER WA	98683-7779
1N1E34CB 60040	STRINGER,MICHAEL & JEANNE G	420 NW 11TH AVE #1101	PORTLAND OR	97209-2904
1N1E34CB 60092	STRINGER,MICHAEL & STRINGER,JEANNE G	420 NW 11TH AVE #617	PORTLAND OR	97209
1N1E34CB 60123	STRINGER,MICHAEL R & JEANNE G	420 NW 11TH AVE #1101	PORTLAND OR	97209-2904
1N1E33DC 70689	STRINGHAM,CHARLES H TR (CHARLES H STRINGHAM 401K PROFIT SHARING PLAN)	670 HIGH ST SE	SALEM OR	97301-3542
1S1E10DB 90133	STROBECK,KIRK L & STROBECK,ARINA	3601 SW RIVER PKWY #1118	PORTLAND OR	97239
1N1E33DC 70199	STROH,RONALD & STROH,NISA	1926 W BURNSIDE ST #1301	PORTLAND OR	97209
1N1E33CB 50087	STROKER,MISA A	PO BOX 1728	NOVATO CA	94948
1S1E03CC 90245	STROM,RAYMOND J	2221 SW 1ST AVE #921	PORTLAND OR	97201
1S1E02BA 7100	STROMME,MARK R	2300 SW BROADWAY DR	PORTLAND OR	97201-1607
1S1E04BA 80037	STROMME,REBA G TR ET AL	1132 SW 19TH AVE	PORTLAND OR	97205
1N1E34CB 80056	STROMQUIST,ERIC & STROMQUIST,LORI	300 NW 8TH AVE #307	PORTLAND OR	97209
1N1E34CB 80083	STROMQUIST,ERIC A & LORI A	300 NW 8TH AVE #307	PORTLAND OR	97209
1S1E03CA 90458	STROMQUIST,HENRY A	1730 SW HARBOR WAY #301	PORTLAND OR	97201-5117
1S1E10DB 80324	STROUP,JAMES L & STROUP,CAROLYN L & STROUP,JOHN TR	0841 SW GAINES ST #1006	PORTLAND OR	97239
1N1E34BD 90323	STRUB,MICHAEL K & SUSAN S	2109 MC ELROY PL	PUYALLUP WA	98371
1S1E10DB 90729	STUART,ROBERT D % CARDINAL MANAGEMENT LLC	2001 PINE LAKE RD STE 400	LINCOLN NE	68512
1S1E03CD 90487	STUART,ROGER & STUART,CAROL	PO BOX 2607	PORTLAND OR	97208
1N1E34CB 60104	STUBBE,MICHAEL R	2173 LIMESTONE AVE SE	SALEM OR	97306-6924
1N1E34BC 99274	STUBBLEFIELD,KAREN	922 NW 11TH AVE	PORTLAND OR	97209
1N1E33DC 70451	STUDINER,DANIEL W	2425 SW SCENIC DR	PORTLAND OR	97225-4115
1N1E34CA 11600	STUDIO ARTS BUILDING LLC	412 NW COUCH ST #220	PORTLAND OR	97209
1S1E02BD 10900	STUMPTOWN HOLDING CO	915 SE HAWTHORNE BLVD	PORTLAND OR	97214-3545
1N1E35CD 3800	STURGES,PRISCILLA A	1906 BIRCH LN	NEWBERG OR	97132
1S1E03CC 90543	STUTTAFORD,KATHLEEN D TR	2309 SW 1ST AVE #643	PORTLAND OR	97201-5008
1N1E34BC 60351	SUBASINGHE,SRIMATH S	301 BRAZOS ST #718	AUSTIN TX	78701-4622
1S1E10AC 90494	SUBRAHMANYAN,RAVICHANDRAN & RITA P	3906 TAMARACK LN	LAKE OSWEGO OR	97035-1861
1S1E04AA 70580	SUDARMA,MARTIN & SUDARMA,LILY S	1221 SW 10TH AVE #214	PORTLAND OR	97205-2429
1N1E34BB 88026	SUE,ROBERT & SUE,LISA	PO BOX 700676	KAPOLEI HI	96709
1S1E10DB 80151	SUFFOLETTO,RICHARD TR & SUFFOLETTO,LILA H TR	0841 SW GAINES ST #1310	PORTLAND OR	97239-3103
1N1E34CB 60051	SUH,HYUN-OK	15660 OAKDALE RD	DALLAS OR	97338
1S1E04AA 70190	SUI,XUEBIN	153 FINSTAD DR	LIBERTYVILLE IL	60048-1300
1N1E34CB 99296	SULLIVAN,EMILY K	22640 SW MIAMI DR	TUALATIN OR	97062-7363
1S1E10DB 80443	SULLIVAN,MICHAEL J & SULLIVAN,PATRICIA M	0841 SW GAINES ST #1304	PORTLAND OR	97239
1N1E34CB 40220	SULLIVAN,SCOT	1025 NW COUCH ST #819	PORTLAND OR	97209
1N1E34CB 40096	SULLIVAN,SEAN C	1025 NW COUCH ST #1118	PORTLAND OR	97209
1N1E33DC 90014	SUMAN,MICHAEL & SUMAN,JULIET	1069 NE 91ST TER	MIAMI SHORES FL	33138
1S1E03CC 90590	SUMIDA,ALICE E TR	2309 SW 1ST AVE #1545	PORTLAND OR	97201
1N1E35CD 7800	SUMM OF THE PARTS LLC	24979 SW QUARRYVIEW DR	WILSONVILLE OR	97070
1S1E03CB 80273	SUMMERS,ARLENE B TR	9361 E LAUREL CIR	MESA AZ	85207-1542
1N1E33CB 50207	SUMMERS,VON P	2351 NW WESTOVER RD #515	PORTLAND OR	97210-3782
1N1E27CC 200	SUMMIT PROPERTIES INC	4380 SW MACADAM AVE #330	PORTLAND OR	97239
1N1E34BD 90362	SUN,ANGELA & MUHLENKAMP,MICHAEL	5015 PALMETTO AVE #9	PACIFICA CA	94044-1034
1N1E34BB 60194	SUN,I CHIANG	13315 HIDDEN BAY CT	LAKE OSWEGO OR	97035
1N1E34BB 60002	SUN,ICHIANG & TAKANAMI,CHIHIRO	2227 SE LADD AVE	PORTLAND OR	97214-5422
1S1E04AD 60119	SUN,YUANQIAN	1500 SW 11TH AVE #2105	PORTLAND OR	97201
1N1E33DA 70069	SUNDIN,STEPHEN S	1414 SW 3RD AVE #3003	PORTLAND OR	97201

1N1E35BB 80059	SUNDSTROM,JOEL M	2323 N CENTRAL AVE #1401	PHOENIX AZ	85004
1S1E04AD 80110	SUNG,JENNIFER & LIANG,CONRAD W	3350 SAWTELLE BLVD #210	LOS ANGELES CA	90066-1622
1N1E34BC 70036	SUNNYSIDE INVESTMENTS LLC % SMITH,CARL & STEPHANIE	PO BOX 14157	PORTLAND OR	97293-0157
1S1E04AA 70001	SUNSET PARTNERS	1025 NW COUCH ST #1310	PORTLAND OR	97209
1N1E27CA 7100	SUNSHINE DIVISION INC	687 N THOMPSON ST	PORTLAND OR	97227
1S1E03CA 90294	SUPAK,WILLIAM TR & KOZLOWSKI,LINDA TR	PO BOX 549	MANZANITA OR	97130
1N1E35CA 2000	SUPER MOSCA LLC TO AXIOMATIC PROPERTY LLC	2746 NE 24TH AVE	PORTLAND OR	97212-3417
1N1E33AD 40052	SUPNET,BEN-BRIDIDO M & LEONORA D	5449 WHITEMARSH DR	CORPUS CHRISTI TX	78413
1S1E03CB 70087	SURATKAL,ASHOK H	4858 VALDINA WAY	SAN DIEGO CA	92124-2430
1N1E34BB 40427	SURIANO-WILLIAMS,PETER TR & SURIANO-WILLIAMS,HELEN TR	949 NW OVERTON ST #1212	PORTLAND OR	97209
1S1E04AA 80030	SUSSMAN,DIANE	1005 SW PARK AVE #601	PORTLAND OR	97205
1N1E33AD 70380	SUSSMAN,KURT & MYRA	5225 JEAN RD #507	LAKE OSWEGO OR	97035
1N1E33AD 70119	SUSSMAN,KURT & SUSSMAN,MYRA	5225 JEAN RD #507	LAKE OSWEGO OR	97035
1S1E10AC 90659	SUTHERLAND,DONALD W TR-1/2 & SUTHERLAND,ROSLYN E TR-1/2	0836 SW CURRY ST #902	PORTLAND OR	97239-4526
1N1E33AD 70280	SUTHERLAND,JACQUELINE A	1420 NW LOVEJOY ST #511	PORTLAND OR	97209-2744
1S1E03CC 90023	SUTHERLAND,ROBERT B TR & SUTHERLAND,SYLVIA S TR	2211 SW 1ST AVE #502	PORTLAND OR	97201-5012
1S1E04AD 60215	SUTTER,ROBERT F	1500 SW 11TH AVE #604	PORTLAND OR	97201
1N1E33CB 50031	SUZUKI,KATSUHIRO	2351 NW WESTOVER RD #407	PORTLAND OR	97210
1S1E04AA 70066	SUZUKI,TSUNEO TR	1221 SW 10TH AVE #502	PORTLAND OR	97205
1S1E04AB 60089	SW JEFFERSON VENTURE LLC	PO BOX 625	WILSONVILLE OR	97070-0625
1S1E03CC 90087	SWAFFORD,RUSSELL & ROWELL,JILL	2211 SW 1ST AVE #1801	PORTLAND OR	97201
1S1E04AA 80003	SWALWELL,WENDY & SWALWELL,JASON	1005 SW PARK AVE #202	PORTLAND OR	97205-2444
1S1E04AD 60294	SWANICK,PATRICK J & SWANICK,DIANA L PO BOX 566	143 S CARR ST	CARLTON OR	97111
1S1E04AD 50004	SWANK,GARY	10930 NW APPELLATE WAY	PORTLAND OR	97229-8815
1S1E02BA 5700	SWANSON COMMERCIAL PROPERTY LLC> %ROBERTS,PATRICIA	PO BOX 2847	GEARHART OR	97138
1S1E04AD 80265	SWANSON INVESTMENTS LLC % DAVID E & BONNIE B SWANSON	1836 BUCCANEER PL	ANCHORAGE AK	99501
1S1E03CC 90316	SWANSON,CHRISTINE E	2221 SW 1ST AVE #2224	PORTLAND OR	97201-5023
1S1E04AA 70493	SWANSON,CRAIG M	1221 SW 10TH AVE #609	PORTLAND OR	97205
1S1E10AC 90508	SWANSON,DENNIS L & SWANSON,ELLEN L	3904 SUNSET BLVD	SEASIDE OR	97138-5094
1N1E34BC 99140	SWANSON,GREGORY V & FLOREN,GILLIAN D	922 NW 11TH AVE #513	PORTLAND OR	97209
1S1E04AD 60228	SWANSON,JANET K	489 COVEY LN	EUGENE OR	97401-8850
1S1E10DB 80184	SWANSON,JANICE M & GRAFF,STEVEN	0841 SW GAINES ST #1806	PORTLAND OR	97239
1N1E34BB 60094	SWANSON,NORMAN TR	4443 SE WASHINGTON ST	MILWAUKIE OR	97222
1S1E03BC 80075	SWARTZ,EDWIN A & SWARTZ,LISA M	1500 SW 5TH AVE #203	PORTLAND OR	97201
1S1E04BA 80024	SWEENEY,GLEN R & MELINDA J	1132 SW 19TH AVE #307	PORTLAND OR	97205
1N1E33DC 70739	SWEENEY,MILES & SWEENEY,SANDRA	1926 W BURNSIDE ST #1402	PORTLAND OR	97209-2081
1S1E03CA 90257	SWEENEY,WILLIAM F & BRUNSTAD,DONNA L	1616 SW HARBOR WAY #603	PORTLAND OR	97201
1S1E04AB 3500	SWEET,ARTHUR D TR ET AL % LEATHERS,JENNIFER	PO BOX 1186	ROSS CA	94957-1186
1S1E04AA 80029	SWEETING,MARK A	1005 SW PARK AVE #507	PORTLAND OR	97205
1N1E34BB 80162	SWEITZER,TIFFANY	2874 NW CUMBERLAND RD	PORTLAND OR	97210-3803
1N1E34BB 70050	SWIFT,RICHARD M & RICHARD,STANLEY J	1255 NW 9TH AVE #212	PORTLAND OR	97209-2886
1N1E34CB 8200	SWIM PARKING LLC % WILLIAMS,MAURICE	230 NW 10TH AVE	PORTLAND OR	97209
1N1E33AD 70377	SWINDELLS,ANNE F	5300 SW LANDING DR #10A	PORTLAND OR	97239
1S1E04AA 80007	SWINEHART,ANDREA M	1005 SW PARK AVE #206	PORTLAND OR	97205-2444
1N1E34BC 50009	SWINMURN,C JOHN TR & SWINMURN,SANDRA C TR	9111 NE 162ND ST	BATTLE GROUND WA	98604
1N1E33CB 50140	SWINNEY,FRANK C TR & SWINNEY,JOAN E TR	2351 NW WESTOVER RD #803	PORTLAND OR	97210-3783
1N1E28D 80141	SWITLYK,PAUL TR	16558 SW VAQUEROS WAY	POWELL BUTTE OR	97753-0400

1N1E34CB 99424	SWYERS,JOHN T & SWYERS,VALERIE J	333 NW 9TH AVE #1007	PORTLAND OR	97209
1N1E34BB 80028	SYED,AMENA T	1133 NW 11TH AVE #319	PORTLAND OR	97209
1N1E34BC 60290	SYLVESTER,ROBERT C	821 NW 11TH AVE #317	PORTLAND OR	97209
1N1E33DA 60094	SYMKO,AARON	1926 W BURNSIDE ST #1503	PORTLAND OR	97209
1S1E04AA 70207	SYMONS,JOHN W TR & SYMONS,ANN K TR	1221 SW 10TH AVE #1507	PORTLAND OR	97205
1S1E03CB 80286	SYNDER,ROBERT H	200 3RD ST #1104	BOISE ID	83702-7259
1N1E33DA 70076	SZABO,GIGI M-90% & SABO,JEFFREY S-10%	1450 ALICE ST #26	OAKLAND CA	94612
1S1E03BC 80138	SZEKELY,OTTO & MARGARET	1500 SW 5TH AVE #2406	PORTLAND OR	97201-5437
1N1E34BB 88019	SZETO,ERIK K K TR-1/2 & CHAN,ANITA Y T TR-1/2	4130 SE DIVISION ST	PORTLAND OR	97202
1S1E04AD 60030	SZETO,JACOB M	1500 SW 11TH AVE #602	PORTLAND OR	97201-3538
1S1E10DB 90454	SZETO,MICHAEL & SZETO,GEORGIA	5937 BAY POINT RD	LAKE OSWEGO OR	97035
1S1E03CC 90584	SZMANIA,MARGIE C TR	2309 SW 1ST AVE #1444	PORTLAND OR	97201
1N1E33DA 60116	SZOT,THOMAS J & PATTYN,ERIN M	14910 SW CONOR CIR	BEAVERTON OR	97006
1N1E34BB 60356	SZYMCZAK,PETER & SZYMCZAK,DIANA	942 SW REDHILLS DR	DUNDEE OR	97115-9647
1S1E03CC 90099	SZYMONIAK,THOMAS	PO BOX 1871	ORTING WA	98360
1S1E04AB 2000	T & B PDX LLC	PO BOX 10860	PORTLAND OR	97296-0860
1S1E10DC 500	T & E INVESTMENTS LLC	11234 SW SOUTHRIDGE DR	PORTLAND OR	97219-7870
1N1E26CC 9400	T A BECKHAM PROPERTIES LLC	28085 SW LADD HILL RD	SHERWOOD OR	97140
1S1E03DA 800	T&K BUILDING LLC	207 SE CLAY ST	PORTLAND OR	97214
1S1E02BB 4500	T&T REAL ESTATE INVESTMENTS LLC % VOMINH,TAN & THANH HAI	1225 SE 60TH AVE	PORTLAND OR	97215-2806
1N1E33CD 80004	TABOR,HARRY J	2021 SW MAIN ST #14	PORTLAND OR	97205-1542
1N1E34BD 90004	TAESUNG LLC % KIM,SANG HO	6356 SE 34TH WAY	GRESHAM OR	97080-8069
1N1E28D 80143	TAFT,WATERMAN A IV-1/2 & QUARLES,SHARON T-1/2	PO BOX 3024	WARRENTON VA	20188
1N1E26CD 90012	TAGAWA,KOKICHI & TAGAWA,KAZUE	1718 NE 11TH AVE #205	PORTLAND OR	97212-4072
1S1E10DB 90623	TAIRA,DARRYL & TAIRA,LINDSAY	3601 SW RIVER PKWY #517	PORTLAND OR	97239
1N1E34BC 90008	TAKAHASHI,EISHIN & TAKAHASHI,ELIZABETH	13025 SW CASPIAN CT	BEAVERTON OR	97008
1N1E33DA 80122	TAKASUMI,ROBERT D TR-1/2 & CHAN,ALICE SHUK-CHING TR-1/2	408 NW 12TH AVE #401	PORTLAND OR	97209
1N1E34BB 90314	TALLMAN,JOHN G	2223 TANAGER AVE NW	SALEM OR	97304
1N1E33CD 80015	TALLYN,JOHN B & TALLYN,PATRICIA J	2021 SW MAIN ST #33	PORTLAND OR	97205
1N1E34CB 5700	TALUS DESIGN INC	2188 SW PARK PL #101	PORTLAND OR	97205-1100
1N1E34BB 90082	TALVY,TERUKO	4044 SW CANBY ST	PORTLAND OR	97219
1N1E34BB 90097	TALVY,TERUKO K	4044 SW CANBY ST	PORTLAND OR	97219
1S1E10DB 90604	TAMURA,STANLEY W	3601 SW RIVER PKWY #1107	PORTLAND OR	97239
1S1E03CD 90496	TAN,BENG S TR	3227 W LAKE SAMMAMISH PKWY SE	BELLEVUE WA	98008-5735
1N1E34CB 80091	TANAKA,J STUART & CHERYL W & MC CARTOR,DREW & TANAKA,CECELIA	118 CARRIAGE RD	NORTH BARRINGTON IL	60010-2206
1N1E34BB 60022	TANDON,ROHIT	1125 NW 9TH AVE #209	PORTLAND OR	97209
1S1E10DB 80392	TANG,KAI-NING TR & TANG,ANNIE HSIEN-FANG TR (TANG LIVING TRUST)	9 RAVEN LN	ALISO VIEJO CA	92656-1886
1N1E34BB 70165	TANG,KEVIN	1255 NW 9TH AVE #1003	PORTLAND OR	97209
1S1E04AD 80225	TANG,SOPHIA T	PO BOX 66672	PORTLAND OR	97290-6672
1S1E03CB 80047	TANG,SUNNY C & TANG,BARBARA S	5503 BLOSSOM ST	HOUSTON TX	77007
1S1E10DB 90069	TANG,XIAOYIN D	12656 NW BAYONNE LN	PORTLAND OR	97229-9369
1N1E34BB 70251	TANIELIAN,ARAM A TR-1/2 & TANIELIAN,JUDITH E TR-1/2	7013 CHERTY DR	RCH PALOS VRD CA	90275-2916
1N1E34BB 80129	TANNEN,WILLIAM P & TANNEN,OLGA	1130 NW 12TH AVE, UNIT 702	PORTLAND OR	97209
1N1E34BB 80326	TANNEN,WILLIAM P TR & TANNEN,OLGA TR (WILLIAM P TANNEN TRUST)	1130 NW 12TH AVE #702	PORTLAND OR	97209
1N1E34BC 40171	TANNER 204 LLC %DITZ,DONNA V	2288 NW SUMMERHILL DR	BEND OR	97701
1N1E34BC 40183	TANNER PLACE CONDOMINIUMS OWNERS' ASSOCIATION % MULTI-SERVICES INC	1500 NE IRVING ST #414	PORTLAND OR	97232-4208
1N1E34BC 40000	TANNER PLACE CONDOMINIUMS OWNERS' ASSOCIATION % TANNER PLACE ASSOCIATES LLC	809 NW 11TH AVE	PORTLAND OR	97209

1S1E10DB 80194	TANNER,RAY D & TANNER,NANCY A	0841 SW GAINES ST #1912	PORTLAND OR	97239
1S1E10AC 90137	TAPP,GALE E & ALBERTA L	3570 SW RIVER PKWY #703	PORTLAND OR	97239
1N1E34BB 60375	TARANTINO,JOHN P	1125 NW 9TH AVE #413	PORTLAND OR	97209
1N1E34BB 50056	TARZIAN,PATRICIA	1001 NW LOVEJOY ST #1708	PORTLAND OR	97209
1N1E34BB 80101	TASAKI,LORI H TR	2704 NAPUAA PL	HONOLULU HI	96822
1N1E34BB 88072	TATE,ALAN C TR & TATE,CAROLANN J TR (TATE FAMILY TRUST)	PO BOX 2289	WHITE SALMON WA	98672
1N1E34BB 90270	TATE,JASON	1030 NW 12TH AVE #134	PORTLAND OR	97209
1S1E10DB 80610	TATE,JOHN C & TATE,ROBIN L	0841 SW GAINES ST #1612	PORTLAND OR	97239
1N1E34BB 50027	TATONE,GAIL A TR	1081 N ALDER ST	CANBY OR	97013-3372
1N1E34BB 88391	TAUBER,RICHARD N TR & TAUBER,BARBARA A TR (TAUBER REVOCABLE LIVING TRUST	1310 NW NAITO PKWY #805	PORTLAND OR	97209
1N1E33DC 70673	TAVANGARI,FARAJ & YASUKO	13725 SW 329TH TER	HILLSBORO OR	97123
1N1E33DC 70182	TAVANGARY,FEREYDOUN	18707 SW RIGERT RD	ALOHA OR	97007-5694
1N1E33DC 70093	TAVANGARY,FEREYDOUN & TAVANGARY,FARANGIS	18707 SW RIGERT RD	BEAVERTON OR	97007
1S1E03CD 90117	TAYCHER,SVETLANA	1900 SW RIVER DR #N605	PORTLAND OR	97201-8002
1S1E03AA 200	TAYLOR & METZKER LLC	531 SE M L KING BLVD	PORTLAND OR	97214-2120
1N1E34BD 90626	TAYLOR MCCORMICK PIER LLC	267 NEPTUNE WAY	OCEANSIDE CA	92054
1S1E03AA 100	TAYLOR METZKER LLC	5220 NE 114TH ST	VANCOUVER WA	98686
1N1E33DC 3300	TAYLOR NORTH LLC % PETRUSICH,DANIEL J	7935 SW BROADMOOR TER	PORTLAND OR	97225
1N1E28D 80106	TAYLOR PACIFICA LLC	267 NEPTUNE WAY	OCEANSIDE CA	92054
1N1E33DC 5300	TAYLOR SOUTH LLC % PETRUSICH,DANIEL J	7935 SW BROADMOOR TER	PORTLAND OR	97225
1S1E04AA 70448	TAYLOR,DUANE A TR & TAYLOR,JANET R TR	3505 CHRISTEN ST S	SALEM OR	97302
1N1E34BC 40346	TAYLOR,JAMES E	725 NW 10TH AVE #311	PORTLAND OR	97209
1N1E28D 90039	TAYLOR,JERUSHA & JACOBSON,JACOB	1608 NW RIVERSCAPE ST	PORTLAND OR	97209
1N1E34BC 88081	TAYLOR,JIMMY T	937 NW GLISAN ST #1135	PORTLAND OR	97209
1N1E33AD 80110	TAYLOR,JOHN G ET AL	1314 NW IRVING ST #608	PORTLAND OR	97209
1N1E34BB 50212	TAYLOR,JOSEPH S & TAYLOR,JUDITH A	3102 HARBOR DR	ST AUGUSTINE FL	32084
1N1E33CD 99045	TAYLOR,KATHLEEN E	2020 SW MAIN ST #807	PORTLAND OR	97205
1N1E35BB 80065	TAYLOR,LAWRENCE D	1684 IRVING AVE	ASTORIA OR	97103
1S1E04AA 90014	TAYLOR,LINDA	1134 SW JEFFERSON ST #302	PORTLAND OR	97201
1N1E34BB 88086	TAYLOR,LLOYD M JR & TAYLOR,CATHERINE M	1260 NW NAITO PKWY #402B	PORTLAND OR	97209-3152
1N1E34CB 80054	TAYLOR,RHIANNON	300 NW 8TH AVE #508	PORTLAND OR	97209
1N1E28D 90003	TAYLOR,STACIE	2010 NW 16TH AVE #B-20	PORTLAND OR	97209
1N1E34BB 60018	TAYLOR,SUE C	1125 NW 9TH AVE #513	PORTLAND OR	97209
1S1E10AC 90475	TAYLOR,TAMSIN TR	0836 SW CURRY ST #1702	PORTLAND OR	97239
1N1E26CD 90032	TAYLOR,TERRANCE R & EWELL,CANDACE B	603 E NELSON AVE	ALEXANDRIA VA	22301
1S1E10DB 80167	TAYLOR,WILLIAM S TR & TAYLOR,NANCY A TR (TAYLOR REVOCABLE LIVING TRUST	0841 SW GAINES ST #1600	PORTLAND OR	97239-3103
1S1E04AA 70164	TAYLOR,ZOE	1221 SW 10TH AVE #1203	PORTLAND OR	97205-2477
1N1E34CD 6200	TAYMOR L-15 LLC-50% & MWS L-15 LLC-50%	920 SW 6TH AVE #223	PORTLAND OR	97204
1N1E35CB 100	TBH LLC	425 NE 9TH AVE	PORTLAND OR	97232
1N1E33AD 80022	TBK HOLDINGS LLC	2201 6TH AVE #150	SEATTLE WA	98121
1S1E03BD 80002	TDH PROPERTIES LLC	1330 OAK TER	LAKE OSWEGO OR	97034
1S1E03CB 1700	TEACHERS INSURANCE & ANNUITY ASSOCIATION OF AMERICA % TIAA-CREF FINANCIAL SERVICES	4675 MACARTHUR CT #1100	NEWPORT BEACH CA	92660-1848
1N1E33CB 50397	TEAGUE,LISA J TR	2351 NW WESTOVER RD #603	PORTLAND OR	97210-3782
1N1E33DB 9700	TEASDALE APARTMENTS LLC	4025 SE HAWTHORNE BLVD #207	PORTLAND OR	97214
1N1E34CA 7100	TECHNOLOGY & ARTS BLOCK LLC ATTN: GOLD,DAVID	412 NW COUCH ST #103	PORTLAND OR	97209-3879
1S1E10DB 80649	TEHRANI,FATEMEH M M	0836 SW CURRY ST #400	PORTLAND OR	97239
1S1E03CD 90614	TEHRANI,MASOUD TR & ASGARI,FATEMEH TR (TEHRANI TRUST)	704 PASEO DEL MAR	PLS VRDS EST CA	90274-1223

1N1E34BC 99217	TEICHER,ELLEN S TR	922 NW 11TH AVE #904	PORTLAND OR	97209-2780
1N1E33DD 2100	TELEGRAM INVESTMENT LLC % NATHAN,PETER A	2455 NW MARSHALL ST #1	PORTLAND OR	97210
1S1E04AD 80208	TELLER,BRIAN K SR	1500 SW PARK AVE #229	PORTLAND OR	97201
1N1E34BC 40092	TEMKIN,HOWARD TR	726 NW 11TH AVE #404	PORTLAND OR	97209
1N1E35BB 1500	TEMPLE BAPTIST CHURCH	1319 NE 7TH AVE	PORTLAND OR	97232-1246
1N1E35BB 1600	TEMPLE BAPTIST CHURCH % JOHNSON,STEVEN G-TREASURER	1319 NE 7TH AVE	PORTLAND OR	97232-1246
1N1E35BB 1400	TEMPLE BAPTIST CHURCH OF PORTL	1319 NE 7TH AVE	PORTLAND OR	97232
1N1E34DD 700	TEMPLETON OFFICE INVESTMENTS LLC	9 SE 3RD AVE #100	PORTLAND OR	97214
1S1E03AD 300	TEN THIRTY-FIVE SE 3RD LLC	1035 SE 3RD AVE	PORTLAND OR	97214
1N1E33AD 80087	TENBY MANAGEMENT II LLC	18690 NIXON AVE	WEST LINN OR	97068
1N1E33AD 40049	TENKHOFF,SUSAN	1400 NW IRVING ST #416	PORTLAND OR	97209
1N1E33DC 4400	TENNANT INVESTORS	937 SW 14TH AVE #200	PORTLAND OR	97205-1745
1S1E03CD 2300	TENNANT,JOHN J JR TR ET AL	937 SW 14TH AVE #200	PORTLAND OR	97205
1S1E03CA 90203	TENNANT,JOSEPH P	937 SW 14TH AVE STE 200	PORTLAND OR	97205-1745
1N1E35CA 800	TENTH STREET PROPERTIES LLC % RAWLINSON,DAVID A	432 NE 10TH AVE	PORTLAND OR	97232-2713
1S1E10DB 90250	TERCEK,MATTHEW	3601 SW RIVER PKWY #2216	PORTLAND OR	97239
1N1E28D 80060	TERHAAR,VIRGINIA G	1830 NW RIVERSCAPE ST #608	PORTLAND OR	97209
1S1E03BA 2700	TERRACE TOWER U S A - PORTLAND ATTN JOHNSTON,STEPHEN T	121 SW MORRISON ST #250	PORTLAND OR	97204-3179
1N1E33DA 50154	TERRELL,KIMBERLY A & TERRELL,MEAGAN M	311 NW 12TH AVE #704	PORTLAND OR	97209-2993
1N1E33AD 40191	TERRY,STEVEN C & TERRY,MARTHA L	1302 ABOLEDAS LN	KELLER TX	76248
1N1E34BC 60277	TERWAY,TRACY C	1595 PACIFIC AVE #502	SAN FRANCISCO CA	94109-2626
1S1E03CB 80084	TERZIEFF,NICHOLINA	255 SW HARRISON ST #12A	PORTLAND OR	97201-5387
1S1E04AB 6300	TESAR,RANDY J & MELINDA M	0704 SW PALATINE HILL RD	PORTLAND OR	97219-7884
1N1E34BB 80197	TESS,JOHN	1120 NW NORTHRUP ST	PORTLAND OR	97209-2852
1N1E34BB 70370	TESS,JOHN & SWEITZER,TIFFANY	2874 NW CUMBERLAND RD	PORTLAND OR	97210-3803
1N1E34BB 80263	TESS,JOHN M & SWEITZER,TIFFANY L % WELLS FARGO REAL ESTATE TAX	1 HOME CAMPUS X2502-011	DES MOINES IA	50328-0001
1N1E34BD 90482	TESTER,COLLEEN M TR & TESTER,KEITH B JR TR	698 MILILANI PL	KIHEI HI	96753-9361
1S1E03CB 70130	TESTER,GEORGE R JR & DEBBIE M	1709 FRANCISCO ST	LADY LAKE FL	32159-9008
1N1E34BC 99323	TETZLAFF,THOMAS A	922 NW 11TH AVE #515	PORTLAND OR	97209
1S1E02CD 10100	TEVIS,MICHAEL L TR (1996 TEVIS REVOCABLE TRUST)	530 OAK GROVE AVE #201	MENLO PARK CA	94025-3255
1N1E34CB 40253	THAKOR,MANISHA A	1025 NW COUCH ST #1113	PORTLAND OR	97209
1N1E33DC 70044	THANASOUK,MALAY CARI	13636 SE CALLAHAN RD	HAPPY VALLEY OR	97086
1N1E34CD 5700	THE BANK OF CA NA TR-75% & EMRICH,KAREN TR-25% % MUFG UNION BANK NA	1201 3RD AVE #900	SEATTLE WA	98101-3054
1S1E04AD 60370	THE BENSON TOWER LLC	2154 NE BROADWAY RM 200	PORTLAND OR	97232-1561
1N1E33DD 6900	THE BROWN APARTMENTS LLC % HERITAGE INVEST PROPERTIES	4025 SE HAWTHORNE BLVD APT 207	PORTLAND OR	97214
1S1E03AD 600	THE DEAN FAMILY LIMITED PARTNERSHIP	5550 SW WOODS CT	PORTLAND OR	97221
1N1E34DA 3500	THE FAIR-HAIRED DUMBBELL LLC % CAVENAUGH,KEVIN	3435 NE 45TH AVE #J	PORTLAND OR	97213-1104
1N1E34BD 1600	THE FALCON BUILDING LLC %BRIAN WANNAMAKER	PO BOX 12551	PORTLAND OR	97212
1S1E04AD 50002	THE FIRST CHRISTIAN CHURCH AT PORTLAND OREGON	1314 SW PARK AVE	PORTLAND OR	97201-3520
1S1E04DA 4900	THE FLATS LLC % NUDELMAN,AVREL V	4126 SW 48TH PL	PORTLAND OR	97221-3738
1S1E02CA 15800	THE HOLLAND INC	109 W 17TH ST	VANCOUVER WA	98660-2932
1S1E03AD 5700	THE HOUSING AUTHORITY OF PORTLAND(LEASED MULTIPLE TENANTS	135 SW ASH ST #500	PORTLAND OR	97204-3553
1S1E03CD 2100	THE INTERNATIONAL SCHOOL % TIMMONS,ROBERT	025 SW SHERMAN ST	PORTLAND OR	97201-5120
1S1E04AA 5500	THE JEFFREY APARTMENTS LIMITED PARTNERSHIP(LEASED OUTSIDE IN	135 SW ASH ST #500	PORTLAND OR	97204
1S1E10BD 700	THE JEH FAMILY LIMITED PARTNERSHIP	17007 CRESTVIEW DR	LAKE OSWEGO OR	97034
1N1E35CC 100	THE JUPITER-CITY MOTEL LLC % BUNKER,KELSEY	800 E BURNSIDE ST	PORTLAND OR	97214
1S1E10DB 400	THE LANDING AT MACADAM LLC	1900 S NORFOLK ST #150	SAN MATEO CA	94403

1N1E34DC 90002	THE LEMELSON FOUNDATION	45 SW ANKENY ST #200	PORTLAND OR	97204
1N1E34CB 5700	THE LEMON HOTEL LLC	207 NW PARK AVE	PORTLAND OR	97209-3316
1S1E04BA 7700	THE MARKETVIEW TOWNHOUSE HOMEO % ARKES,BOB	1905 SW MARKET STREET DR	PORTLAND OR	97201
1N1E33DA 70075	THE MARKSTEIN FAMILY LIMITED PARTNERSHIP % PECK,JOAN	7095 SW BENHAM CT	PORTLAND OR	97225
1S1E02BC 400	THE NORTHWEST WOODWORKING STUDIO LLC	2906 NE 9TH AVE	PORTLAND OR	97212-3147
1S1E04AD 2300	THE OLD CHURCH INC	1422 SW 11TH AVE	PORTLAND OR	97201-3304
1N1E26CD 11000	THE ORIENT CHINESE RESTAURANT INC % LING,YUN HSIEN	9209 NW FINZER CT	PORTLAND OR	97229-8047
1N1E35CC 7600	THE OSBORN LLC & WRIGHT,WILLIAM TR & WRIGHT,KARIN S TR	809 N RUSSELL ST #201	PORTLAND OR	97227
1N1E34BC 2700	THE PEARL 12TH AVENUE LLC	18315 SE TIBBETTS CT	GRESHAM OR	97030
1N1E33AD 4000	THE PEARL BUILDING LLC	PO BOX 1672	PALO ALTO CA	94302
1N1E34BC 300	THE PEARL LLC % SUMMIT REAL ESTATE MANAGEMENT,INC	3811 SW BARBUR BLVD	PORTLAND OR	97239
1S1E02CB 6200	THE PHARMACY BUILDING LLC	2467 SW ARDEN RD	PORTLAND OR	97201
1N1E33DD 6500	THE PORTLAND CLINIC LLP	800 SW 13TH AVE	PORTLAND OR	97205-1902
1S1E03BC 80000	THE PORTLAND PLAZA CONDOMINIUM	1500 SW 5TH AVE	PORTLAND OR	97201
1S1E03CC 90431	THE PRESS FAMILY LLC	PO BOX 80873	PORTLAND OR	97280-1873
1N1E28DD 400	THE REALTY ASSOCIATES FUND IX LP %ALTUS GROUP US INC	275 W CAMPBELL RD #621	RICHARDSON TX	75080
1S1E02BC 2800	THE REDD LLC % ECOTRUST	721 NW 9TH AVE #200	PORTLAND OR	97209-3448
1S1E10DB 80029	THE RICHARD M GLICK AND IVY GLICK REVOCABLE TRUST	0841 SW GAINES ST #231	PORTLAND OR	97239-3062
1N1E34AA 1000	THE ROSARY CONFRATERNITY INC	PO BOX 3617	PORTLAND OR	97208-3617
1N1E33CD 80000	THE ROYAL MANOR CONDOMINIUM AS	2021 SW MAIN ST #11	PORTLAND OR	97205-1542
1S1E11BA 10400	THE SMYTHE CO	1025 SE BROOKLYN ST	PORTLAND OR	97202
1N1E27DD 12200	THE SOUTHLAND CORPORATION	PO BOX 711	DALLAS TX	75221-0711
1N1E33DA 5000	THE STROH BREWERY CO ATTN PROPERTY TAX DEPARTMENT	100 RIVER PL	DETROIT MI	48207
1N1E26CD 10400	THE VOCATIONAL DEVELOPMENT FOUNDATION INC	1943 SE 6TH AVE	PORTLAND OR	97214
1S1E02BB 6100	THE WEATHERLY BUILDING LLC	516 SE MORRISON ST #910	PORTLAND OR	97214
1N1E35CC 4300	THE WEBSTER FAMILY LIMITED PAR	PO BOX 11229	PORTLAND OR	97211-0229
1N1E33CB 50402	THE WESTERLY CONDOMINIUM OWNER C/O MULTI SERVICES INC	1500 NE IRVING ST #414	PORTLAND OR	97232
1N1E33CB 50401	THE WESTERLY CONDOMINIUMS OWNERS' ASSOCIATION % MULTI SERVICES INC	1500 NE IRVING ST #414	PORTLAND OR	97232-4208
1N1E33CB 50000	THE WESTERLY CONDOMINIUMS OWNERS' ASSOCIATION % ONDER DEVELOPMENT CO	1100 NW GLISAN ST #300	PORTLAND OR	97209
1N1E34CB 99408	THE WHITAKER FAMILY LIMITED PARTNERSHIP %WHITAKER,DAN	3690 SW BROOKLANE DR	CORVALLIS OR	97333-1411
1N1E34BD 804	THE YARDS PHASE C LIMITED PARTNERSHIP % GSL PROPERTIES INC	3 CENTERPOINTE DR #130	LAKE OSWEGO OR	97035-8657
1N1E33DC 70683	THELIN,MICHAEL E & CARR,KATHRYN W	1926 W BURNSIDE ST #414	PORTLAND OR	97209
1N1E33AD 40261	THEODORE PASSIG FAMILY TRUST % PASSIG, TED	279 DEACON DR	PAWLEYS ISLAND SC	29585-7623
1N1E34BB 90272	THEODORE,JEREMY J	5231 45TH AVE SW	SEATTLE WA	98136-1105
1S1E03BB 80001	THI VI PORTLAND LLC %THAYER LODGING GROUP LLC	1997 ANNAPOLIS EXCH PKWY #550	ANNAPOLIS MD	21401
1S1E04AA 70593	THIEL,CECILIA A	3044 BROCKTON AVE	RIVERSIDE CA	92501
1N1E33DA 80034	THIEL,SUSIE TR & RUBIN,MARK H TR	1618 FORD ST	REDLANDS CA	92373
1N1E33CB 6500	THIELE'S LLC	P O BOX 529	EUGENE OR	97440-0529
1N1E34BD 90585	THIERCOF,RAYMOND J TR & THIERCOF,MARGARET M TR	14212 NW BORDEAUX LN	PORTLAND OR	97229-7052
1N1E33AD 40059	THIES,ROBERT K & THIES,PAMELA M	326 SE SPOKANE ST #3	PORTLAND OR	97202-6447
1S1E10AC 90217	THIESSEN,JACLYN E & THIESSEN,CURTIS R & THIESSEN,LISA D	3570 SW RIVER PKWY #1809	PORTLAND OR	97239
1N1E34DD 2500	THIRD STREET LLC	306 SE ASH ST	PORTLAND OR	97214-1105
1S1E03BA 3500	THOMAS MANN BUILDING LLC % SWANSON THOMAS & COON	820 SW 2ND AVE #200	PORTLAND OR	97204-3011
1N1E33DA 70031	THOMAS,DEBORAH M	402 NW 13TH AVE	PORTLAND OR	97209
1N1E34BB 60340	THOMAS,EVAN	1125 NW 9TH AVE #310	PORTLAND OR	97209
1N1E33AD 80141	THOMAS,HOLLIS E	PO BOX 4666	PORTLAND OR	97208-4666
1S1E10DB 90297	THOMAS,JEFFERY V TR & THOMAS,DAWN L TR	28742 SW PETES MOUNTAIN RD	WEST LINN OR	97068-9537

1S1E03CB 70063	THOMAS,JOHN M	111 SW HARRISON ST #9C	PORTLAND OR	97201
1N1E34BC 60137	THOMAS,LYNN M	820 NW 12TH AVE #108	PORTLAND OR	97209
1S1E03BC 80034	THOMAS,RICHARD J & LEE T	1500 SW 5TH AVE #1201	PORTLAND OR	97201
1N1E33DA 70059	THOMAS,ROXANNE	416 NW 13TH AVE #216	PORTLAND OR	97209
1S1E04AD 80215	THOMAS,SHIRLEY	2068 3RD ST #16	SAN FRANCISCO CA	94107
1N1E34BB 90265	THOMAS,STEPHEN M & THOMAS,LAURA D	683 LAKE ISLAND AVE SE	OCEAN SHORES WA	98569
1N1E28D 90037	THOMAS,WILLIAM C III	1604 NW RIVERSCAPE ST	PORTLAND OR	97209-1834
1S1E04BA 80051	THOMPSON,ANN E	1132 SW 19TH AVE #604	PORTLAND OR	97205
1N1E34BD 90426	THOMPSON,BRIAN D PMB 346	1521 N JANTZEN AVE	PORTLAND OR	97217-8100
1N1E28D 70025	THOMPSON,CHRISTOPHER A & THOMPSON,WILLIAM A	1750 NW RIVERSCAPE ST #102	PORTLAND OR	97209
1N1E35BB 80061	THOMPSON,CLAYTON D	533 NE HOLLADAY ST #605	PORTLAND OR	97232
1S1E10DB 90598	THOMPSON,DAVID O	3601 SW RIVER PKWY #207	PORTLAND OR	97239-4554
1N1E33DB 8000	THOMPSON,DENNIS C	9295 SW ELECTRIC ST	TIGARD OR	97223-6108
1N1E33CD 80023	THOMPSON,DENNIS L & MILLER,MARLIS R	2021 SW MAIN ST #64	PORTLAND OR	97205
1N1E34BC 99132	THOMPSON,EARL R & THOMPSON,MARJORIE L	3860 NE 155TH ST	LAKE FOREST PARK WA	98155
1N1E34BB 60214	THOMPSON,EDMOND P & THOMPSON,LORAYNE E	2430 DISCOVERY PLACE	LANGLEY WA	98260
1S1E10AC 90333	THOMPSON,EDWARD W & JASKA J	3570 SW RIVER PKWY #801	PORTLAND OR	97239
1S1E03CB 80036	THOMPSON,JOHN H & SMALDONE,PAUL F	255 SW HARRISON ST #6A	PORTLAND OR	97201-5386
1S1E04AA 70005	THOMPSON,KAY & TUCKER,CYNTHIA	1218 QUEEN ANNE CT	GLENDORA CA	91740-5235
1N1E33DA 50152	THOMPSON,MOLLY R-1/4	5120 SUNSHINE RD	ROSEBURG OR	97470
1N1E33AD 40404	THOMPSON,PAUL D & SIPES,PORTIA L	1400 NW IRVING ST #626	PORTLAND OR	97209-2259
1N1E34BC 88348	THOMPSON,PEGGY A TR	937 NW GLISAN ST #1531	PORTLAND OR	97209
1N1E33AD 40091	THOMPSON,ROBERT ET AL	1400 NW IRVING ST #616	PORTLAND OR	97209-2258
1S1E04AA 80043	THOMPSON,STEPHEN G & WARD-THOMPSON,JOHANN E	PO BOX 1136	WARRENTON OR	97146-1136
1S1E10DB 80625	THOMPSON,STEVEN D TR	0841 SW GAINES ST #1802	PORTLAND OR	97239
1N1E34BC 88101	THOMPSON,VALERIE TR (VALERIE THOMPSON LIVING TRUST)	5229 BOYD AVE	OAKLAND CA	94618-1025
1S1E04AA 70653	THOMPSON-SMITH,JEANIE M TR	1221 SW 10TH AVE #706	PORTLAND OR	97205-2439
1N1E26CD 10300	THOMSEN,CRAIG W TR	2208 CRESTLINE FALLS PL	LAS VEGAS NV	89134
1N1E33DA 80114	THORSETT,STEPHEN & DEWEY-THORSETT,RACHEL	325 LINCOLN ST S	SALEM OR	97302
1S1E03CB 80183	THORSON,JOEL T & LA JUNE	255 SW HARRISON ST #26D	PORTLAND OR	97201
1N1E34BB 50418	THRASHER,KENNETH & THRASHER,MARTA	1001 NW LOVEJOY ST #1301	PORTLAND OR	97209
1N1E33AD 40015	THRASHER,RYAN	1400 NW IRVING ST #307	PORTLAND OR	97209
1N1E34CC 3900	THREE KINGS LLC % PICOCO LLC	4343 VON KARMAN AVE #350	NEWPORT BEACH CA	92660-2099
1N1E34CD 7800	THREE NINETEEN WASHINGTON LLC	PO BOX 416	MANCHESTER VT	5254
1N1E34BB 90192	THUKRAL,ROHIT	1030 NW 12TH AVE #530	PORTLAND OR	97209
1N1E34BB 90120	THYER,ANGELA C & SANDERS,BENJAMIN L	4412 SUNNYSIDE AVE N	SEATTLE WA	98103
1N1E34BC 99215	TIBAYAN,FREDERICK A & TIBAYAN,YEN	922 NW 11TH AVE #712	PORTLAND OR	97209-2779
1S1E10DB 90740	TIBBITS,MARSHA A	6085 SW HEIGHTS LN	BEAVERTON OR	97007
1S1E03CB 70070	TIBBITS,PAUL	111 SW HARRISON ST #10B	PORTLAND OR	97201-5384
1S1E02CD 15400	TIDWELL,RALPH L % TENNESSEE REDS	PO BOX 87	GLADSTONE OR	97027
1S1E10AC 90725	TIERNEY,DANA U TR & EILAND,THOMAS A TR	0836 SW CURRY ST #1200	PORTLAND OR	97239
1N1E26CD 50004	TIERNEY,ERIN N & TIERNEY,JOHN J	11826 NE THOMPSON ST	PORTLAND OR	97220-1871
1N1E27CA 900	TIGARD STREET INVESTMENT LLC	PO BOX 2775	TUALATIN OR	97062
1N1E33DD 5800	TILBURY BUILDING ASSOC LLC	1123 SW YAMHILL ST	PORTLAND OR	97205-2106
1S1E03CD 90308	TILFORD,DAVID L & NANCY P	1900 SW RIVER DR #N105	PORTLAND OR	97201-8044
1S1E10AA 100	TILIKUM BUILDING LLC	3865 NW GALES CREEK RD	FOREST GROVE OR	97116
1N1E34BB 60364	TILL,REGINA L TR & TILL,RANDALL J TR	1125 NW 9TH AVE #402	PORTLAND OR	97209

1S1E03CC 90291	TILL,RONALD R TR & TILL,COLLEEN J TR	2221 SW 1ST AVE #1724	PORTLAND OR	97201
1N1E34BB 88067	TIMBANARD,JO ANN TR	5635 E LINCOLN #17	PARADISE VALLEY AZ	85253
1N1E34CB 99098	TIMESPACE LLC	311 NW 12TH AVE #302	PORTLAND OR	97209
1N1E34BC 50002	TIMMEL,GREGORY & VICARIO,TRACY	758 NW 12TH AVE #102	PORTLAND OR	97209
1N1E33DA 50177	TIMPE,RONALD E TR & TIMPE,IVY L TR	1288 ALA MOANA BLVD #26E	HONOLULU HI	96814
1N1E33DC 70787	TIMPERIO,SALVATORE J & FONTANA,ANDREA L	1642 NW 43RD AVE	CAMAS WA	98607
1S1E03CA 90263	TING,JEN-HENG % TING, MARGARET	732 SW 3RD AVE #414	PORTLAND OR	97204-2408
1N1E34CB 99273	TINKER,EUGENE L & TINKER,KELLI L	333 NW 9TH AVE #610	PORTLAND OR	97209
1N1E33AD 70364	TIRCUIT,DAVID T & FINNEGAN,ERIN A	1420 NW LOVEJOY ST #505	PORTLAND OR	97209
1S1E10AC 90315	TISDALE,ANDREA B	0836 SW CURRY ST #404	PORTLAND OR	97239
1S1E03CD 90057	TITEIU,ALINA M & TITEIU,MARIA	3811 NW 119TH ST	VANCOUVER WA	98685-3439
1N1E34BB 70192	TJAHJADI,YULIUS	1305 WAYNE WAY	SAN MATEO CA	94403-1565
1N1E33AA 2000	TJM2PEARL LLC	PO BOX 2824	PORTLAND OR	97208
1S1E03AA 5500	TKM INVESTMENT PROPERTIES LLC	P O BOX 14607	PORTLAND OR	97293
1N1E27CA 6300	TMNSUZ LLC	12806 NW LORRAINE DR	PORTLAND OR	97229
1N1E26CD 12700	TMT LLOYD RETAIL INC % STOCKBRIDGE FUNDS	4 EMBARCADERO CTR #3300	SAN FRANCISCO CA	94111-4184
1N1E34DD 1900	T'N'T OREGON CO LLC	PO BOX 10798	PORTLAND OR	97210-0798
1S1E10DB 90631	TO,YUESUM	0841 SW GAINES ST #1902	PORTLAND OR	97239-3104
1N1E34CC 2000	TOBIAS INVESTMENT CO	1900 SW RIVER DR #1101	PORTLAND OR	97201-8047
1N1E34BC 70044	TOBIAS,JEFFREY & TOBIAS,ANDREA	618 NW 12TH AVE #410	PORTLAND OR	97209
1S1E03CD 90446	TOBIAS,T ROBERT TR & TOBIAS,MITZI TR	1900 SW RIVER DR #N1101	PORTLAND OR	97201-8047
1S1E03BA 5400	TOBIN,FRIEDA TR	4875 SW 78TH AVE #150	PORTLAND OR	97225
1N1E33DC 70531	TOBIN,MARC A	1926 W BURNSIDE ST #406	PORTLAND OR	97209-2069
1N1E33AD 40441	TOCCHINI,SHANNON G	PO BOX 28335	PORTLAND OR	97228
1N1E34BC 70046	TODD,CATHRYN	618 NW 12TH AVE #414	PORTLAND OR	97209
1S1E04AA 70599	TODD,WALTER B & TODD,REBECCA S	4205 SHENANDOAH ST	UNIVERSITY PARK TX	75205-2023
1N1E33AD 70217	TOLER,JAMES	1420 NW LOVEJOY ST #420	PORTLAND OR	97210
1S1E03CB 70282	TOLL,THOMAS & LOO,WAI YEE	111 SW HARRISON ST #16D	PORTLAND OR	97201
1N1E33AD 40315	TOLLIVER,MARK	1400 NW IRVING ST #402	PORTLAND OR	97209
1S1E03BC 400	TOM MOYER THEATRES	805 SW BROADWAY #2020	PORTLAND OR	97205-3360
1S1E03CA 90105	TOM,DENNIS W & WAN CHIH	4908 162ND CT NE	REDMOND WA	98052
1N1E33AD 70320	TOMASINI,JOHN P & TOMASINI,RON	1420 NW LOVEJOY ST #312	PORTLAND OR	97209-2737
1S1E03BC 80033	TOMKIEVICZ,SHIRLEY TR	0319 SW RIDGE DR	PORTLAND OR	97219
1N1E34BD 90090	TOMLINSON,RICHARD & FU,YINGXI	4590 NW DRESDEM PL	PORTLAND OR	97229-9392
1N1E34BD 90282	TOMLINSON,RICHARD L % FU,WANGXI	4590 NW DRESDEN PL	PORTLAND OR	97229
1S1E03BA 8300	TOMPROS,KATHERINE C ET AL %ROSS STORES INC #5264	5130 HACIENDA DR	DUBLIN CA	94568-7579
1N1E34BB 80318	TONG,BETSY Q TR	1130 NW 12TH AVE #604	PORTLAND OR	97209
1N1E34CB 99285	TONG,TERESA	333 NW 9TH AVE #410	PORTLAND OR	97209
1N1E34BC 90028	TONKIN,BARRY M TR	1011 NW GLISAN ST #301	PORTLAND OR	97209-3224
1S1E04AA 70302	TONKIN,EDWARD C	1221 SW 10TH AVE #1803	PORTLAND OR	97205
1S1E03CD 90379	TONKIN,MARCIA L	1920 SW RIVER DR #1302	PORTLAND OR	97201
1S1E03CD 90383	TONKIN,MARCIA L TR (MARCIA L TONKIN TRUST DTD 2/26/14)	1920 SW RIVER DR #1302	PORTLAND OR	97201
1S1E04BA 90022	TONKIN,RENA L	1540 SW VISTA AVE #2000	PORTLAND OR	97201
1S1E02BB 6800	TONY AND THE WYSE GUYS LLC % WYSE REAL ESTATE ADVISORS	810 SE BELMONT ST #100	PORTLAND OR	97214
1N1E34CB 99088	TOOZE,RICHARD A & TOOZE,ANGELA	1073 OAK HILLS WAY	SALT LAKE CITY UT	84108
1N1E34BB 88271	TOP,NARY R & TOP,KHEN ECLAIR M	12812 NE 40TH CIR	VANCOUVER WA	98682
1N1E33AD 40104	TOP,TULA	1400 NW IRVING ST #308	PORTLAND OR	97209-2244

1N1E33CD 99025	TOPACIO,BAYANI	USAG-J UNIT 45013 BOX 2245	APO AP	96338
1S1E10AC 90024	TOPPER,BRIAN M	0836 SW CURRY ST #506	PORTLAND OR	97239
1S1E04DA 3300	TORAN,KAY F D TR & RADICH,RITA	4008 NE 30TH AVE	PORTLAND OR	97212
1N1E34DD 4700	TORCHIA,CAROL A ET AL % POLEO,JOSEPH C	12545 NE BEECH ST	PORTLAND OR	97230-1322
1N1E33DA 80080	TORLEY,JAMES C	6723 SW TIMBER RIDGE DR	CORVALLIS OR	97333
1N1E34CB 60084	TORPET LLC ATTN: DENHART,EVAN	1262 NW SUMMIT AVE	PORTLAND OR	97210
1N1E34CB 99371	TORRE,KIRSTEN A & TORRE,KENNETH G & TORRE,KIRI S	12208 NE 245TH CT	BRUSH PRAIRIE WA	98606
1S1E03CD 90034	TORRES,RENATO G TR & TORRES,NELIA G TR	4289 NW SILVERLEAF DR	PORTLAND OR	97229
1N1E34BB 40165	TORRES,VINCENT A	949 NW OVERTON ST #1508	PORTLAND OR	97209-3278
1N1E34CB 99024	TORREZ,EDUARDO A	333 NW 9TH AVE #1310	PORTLAND OR	97209-3349
1N1E34BD 90267	TORRI,KATHARINA M M	PO BOX 165	DEER HARBOR WA	98243
1N1E34BB 40549	TOSCAN,RICHARD E & WALKER,SHARON L	949 NW OVERTON ST #1312	PORTLAND OR	97209-3277
1S1E04BA 80021	TOTH,KALMAN C & KIRK,CONSTANCE E	1132 SW 19TH AVE #304	PORTLAND OR	97205
1S1E03CA 90003	TOTH,LESLIE A & KATHLEEN M	0225 SW MONTGOMERY ST #ES-7	PORTLAND OR	97201
1N1E34BB 50480	TOUB,JULIA B	1001 NW LOVEJOY ST #909	PORTLAND OR	97209-3571
1N1E33AD 40339	TOUCHON,ELIZABETH J TR	1400 NW IRVING ST #426	PORTLAND OR	97209
1S1E10DB 90726	TOULAN,ARWA TR & HARTMANN,EILEEN TR & TOULAN,MARIAM N TR	PO BOX 550	MONMOUTH OR	97361
1S1E10AC 90710	TOULAN,HAITHEM H	3570 SW RIVER PKWY #1713	PORTLAND OR	97239
1N1E27DD 10700	TOURTELLOTTE BUILDING LLC	1621 NE 2ND AVE	PORTLAND OR	97232-1134
1S1E02CD 17100	TOW,NADINE & TOW,WILLARD E	9810 SW 30TH AVE	PORTLAND OR	97219-6218
1S1E04AD 60093	TOWER,DENNIS B TR & TOWER,SUSAN A TR PMB 8217	PO BOX 8000	SISTERS OR	97759
1N1E34BC 88317	TOWER,ROBERT N	937 NW GLISAN ST #930	PORTLAND OR	97209
1S1E04AD 80206	TOWERS,ARTHUR L	1500 SW PARK AVE #211	PORTLAND OR	97201
1N1E33CD 8700	TOWN CLUB	2115 SW SALMON ST	PORTLAND OR	97205-1559
1N1E34DD 800	TOWNE STORAGE PROPERTY LLC % WESTPORT CAPITAL PARTNERS LL	2121 ROSECRANS AVE #4325	EL SEGUNDO CA	90245
1N1E26CD 90015	TOWNER,MATTHEW P	1718 NE 11TH AVE #209	PORTLAND OR	97212
1S1E10AC 90215	TOWNS,RENAISSANT L & ALMOND,MATTHEW D	3570 SW RIVER PKWY #1805	PORTLAND OR	97239
1N1E34BC 99225	TOWNSEND,SCOTT & SEARTY,SINDOS Y	5842 MEADOW CREEK CT	LAKE OSWEGO OR	97035
1N1E34BB 60162	TOZER,AL A JR & TOZER,SHELLEY D	2525 NW LEMHI PASS DR	BEND OR	97703
1N1E34BB 80363	TOZER,ALFRED A JR TR & TOZER,SHELLEY D TR (TOZER JOINT TRUST)	2525 NW LEMHI PASS DR	BEND OR	97701
1S1E04DA 2000	TPM PDX 2015 LLC %STEVE MASTER	120 W BROADWAY	EUGENE OR	97401
1S1E04AD 4200	TR SOUTHPARK SQUARE CORP % THOMAS REUTERS	PO BOX 847	CARLSBAD CA	92018
1N1E34BB 40266	TRACHI,FRED M TR & TRACHI,PEGGY E TR	3089 COEUR D ALENE DR	WEST LINN OR	97068-8330
1S1E04BA 8100	TRACY,NANCY LOU TR & TRACY,NANCY L-LE	7310 SW PINE ST	PORTLAND OR	97223-8769
1N1E34BB 80087	TRAEGER,GLENN M TR & TRAEGER,JOAN E TR	1133 NW 11TH AVE #519	PORTLAND OR	97209
1N1E34CA 80073	TRAN,HUNG & TRAN,HUY	875 OAK ST SE #3070	SALEM OR	97301
1N1E34CA 80009	TRAN,HUNG DINH & HUYNH,HOA LAN	4923 SOUTHAMPTON DR SE	SALEM OR	97302
1S1E11BB 6400	TRAN,LONG TY & LEE,SUNHY HYOSUN	410 SE DIVISION PL	PORTLAND OR	97202-1020
1N1E33AD 70327	TRAN,MINH N	1420 NW LOVEJOY ST #319	PORTLAND OR	97209
1S1E03CB 70035	TRAN,TUAN-ANH JOHN	111 SW HARRISON ST #5G	PORTLAND OR	97201
1S1E04AA 90026	TRANQUILLI,ALISON	1403 SE BIRCH ST	PORTLAND OR	97214
1N1E34BD 2000	TRANSPORTATION REALTY INCOME P BY GREYHOUND LINES INC % MARVIN F POER AND CO	PO BOX 52427	ATLANTA GA	30355
1N1E34CA 80118	TRANTOW,WAYNE D & PARQUE,ANTOINETTE E	9635 SW WASHINGTON PL	PORTLAND OR	97225
1N1E34BC 99103	TRAPP,CELESTE C	4405 SW COUNCIL CREST DR	PORTLAND OR	97239-1534
1S1E04AD 60402	TRASK,DAVID M & TRASK,LIBIA B	1533 NOTTINGHAM CIR	MEDFORD OR	97504-7202
1N1E34CB 99338	TRAVERS,NIALL	333 NW 9TH AVE #614	PORTLAND OR	97209-3337
1S1E02CA 9800	TRAVERSA,JULIA C	2416 SE MAIN ST	PORTLAND OR	97214-3940

1N1E34CB 99128	TRAVNICEK,KATHRYN A TR	333 NW 9TH AVE #1015	PORTLAND OR	97209
1N1E34BB 80031	TRAYNOR,MICHAEL-50% & AURIGNAC,HELEN-38.60% & TRAYNOR,MICHAEL P-11.40%	2325 NE 26TH AVE	PORTLAND OR	97212-4843
1N1E34CB 60113	TREADWELL,MICHAEL B	420 NW 11TH AVE #1011	PORTLAND OR	97209
1N1E33AD 40197	TREECE,HILLARY S	603 SW REGENCY PL	PORTLAND OR	97225-6060
1S1E10DB 90137	TREHARNE,TYLER M	1741 8TH AVE	WEST LINN OR	97068-4551
1S1E04AA 70275	TREMBLAY PROPERTIES LLC	12643 SW FALCON RISE DR	TIGARD OR	97223-7890
1N1E33AD 80092	TREMBLAY,MICHAEL W JR	3400 STONE WAY N #5	SEATTLE WA	98103-8983
1S1E02CA 11200	TRENT,STEVEN	1926 SE 9TH AVE	PORTLAND OR	97214-4612
1N1E35CD 4200	TREPANIER,LAURENCE A & TREPANIER,CECELIA F EST OF	135 SE 12TH AVE	PORTLAND OR	97214-1319
1S1E04AD 80220	TRESTIK,STEVEN W ET AL	13402 SW 122ND AVE	TIGARD OR	97223
1S1E04AD 80266	TREVINO,TRINA	1500 SW PARK AVE #416	PORTLAND OR	97201-3475
1N1E35CB 8900	TRG-BURNSIDE DEVELOPMENT LLC % TRINSIC ACQUISITION CO LLC ATTN: TUSA,BRIAN J	3100 MONTICELLO AVE #900	DALLAS TX	75205-3450
1N1E35CC 6800	TRIATO ESTATE LLC	525 SE PINE ST	PORTLAND OR	97214
1S1E03CC 90413	TRI-B GROUP LLC	740 N KNOTT ST	PORTLAND OR	97227
1S1E11BA 7600	TRI-COUNTY METROPOLITAN TRANSPORTATION DIST OF OREGON % REAL ESTATE DEPARTMENT	710 NE HOLLADAY ST	PORTLAND OR	97232-2168
1S1E10 201	TRI-COUNTY METROPOLITAN TRANSPORTATION DIST OF OREGON ATTN UNSWORTH,DAVID	4012 SE 17TH AVE	PORTLAND OR	97202-3940
1S1E11AB 17701	TRI-COUNTY METROPOLITAN TRANSPORTATION DIST OF OREGON ATTN: REAL ESTATE DEPT	4012 SE 17TH AVE	PORTLAND OR	97202-3940
1N1E33DC 5700	TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT	4012 SE 17TH AVE	PORTLAND OR	97202-3940
1N1E33DC 2601	TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OR	4012 SE 17TH AVE	PORTLAND OR	97202-3940
1S1E03CC 100	TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OR ATTN REAL ESTATE DEPARTMENT	4012 SE 17TH AVE	PORTLAND OR	97202-3940
1S1E03CC 801	TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OR ATTN: REAL ESTATE DEPT	4012 SE 17TH AVE	PORTLAND OR	97202-3940
1N1E34BD 2201	TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OR ATTN: REAL PROPERTY	4012 SE 17TH AVE	PORTLAND OR	97202-3940
1S1E04DD 501	TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF ORE ATTN REAL ESTATE DEPT	4012 SE 17TH AVE	PORTLAND OR	97202-3940
1S1E04DD 100	TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON	4012 SE 17TH AVE	PORTLAND OR	97202-3940
1N1E34BD 90383	TRIDENTE,JOSEPH V	902 NW 77TH ST	SEATTLE WA	98117
1N1E35CC 500	TRIFFLE MOUAWAD PRODUCTIONS LLC	1706 NW 32ND AVE	PORTLAND OR	97210
1S1E03CC 90632	TRIMBLE,TERRENCE P & TRIMBLE,DAWN E	2309 SW 1ST AVE #944	PORTLAND OR	97201
1N1E34CB 80134	TRINCHERO,MARK P & TRINCHERO,BRISA P	300 NW 8TH AVE #901	PORTLAND OR	97209
1N1E34BB 80365	TRINGALI,SUSANNE E	1133 NW 11TH AVE #413	PORTLAND OR	97209
1N1E34BB 80224	TRINGALI,SUSANNE E TR	11240 SW BUFFALO PL	TIGARD OR	97223
1N1E28D 80091	TRIPATHI,ABHINAV	1830 NW RIVERSCAPE DR #307	PORTLAND OR	97209
1S1E10DB 80195	TRIPP,SUSAN G	19478 GREEN LAKES LOOP	BEND OR	97702
1S1E10AC 90046	TRIPP,THOMAS G TR & TRIPP,MARY J TR	0836 SW CURRY ST #1000	PORTLAND OR	97239-4527
1N1E35CC 11700	TRIQUAN LLC	1532 SW MORRISON ST #100	PORTLAND OR	97205
1N1E27BD 2900	TRI-S GROUP LLC %STREIMER,FREDERICK L	740 N KNOTT ST	PORTLAND OR	97227-2099
1S1E04AA 70152	TRITON,JONNATHAN E & DURANTEZ,JESUS F M	1221 SW 10TH AVE #1104	PORTLAND OR	97205
1N1E34BB 50389	TROMMALD,ELLIOTT C & TROMMALD,DAGNE A	1001 NW LOVEJOY ST #1312	PORTLAND OR	97209
1S1E03CA 90269	TRONQUET,PETER J TR & TRONQUET,CATHY W TR	5730 SW BARNACLE CT	SOUTH BEACH OR	97366
1N1E34BD 90183	TRONSON,CHARLES E TR & TRONSON,MARY J TR %JONI BERKMAN	13975 BOSTON ST	BRIGHTON CO	80602
1N1E34CB 40234	TROUP,LINDA M	1025 NW COUCH ST #920	PORTLAND OR	97209-4133
1N1E34BB 80374	TROUTMAN,JACQUELINE S	1133 NW 11TH AVE #511	PORTLAND OR	97209
1N1E34BB 88056	TROVATO,JOSEPH F & TROVATO,JEANNETTE M	1310 NW NAITO PKWY #308A	PORTLAND OR	97209
1N1E33DC 90024	TRUE & APPLEBY FAMILY LIVING TRUST	216 LIBERTY ST	SANTA CRUZ CA	95060-6515
1N1E28D 70003	TRUE,GALEN A & TRUE,WHITNEY P	1704 NW RIVERSCAPE ST	PORTLAND OR	97209
1S1E03CD 90640	TRUEWORTHY,ROBERT C TR & TRUEWORTHY,PATRICIA M TR	1930 SW RIVER DR #302	PORTLAND OR	97201
1N1E34BC 99239	TRUNCALI,WILLIAM G & JOAN G	PO BOX 4017	BEAVERTON OR	97076
1N1E33DA 70065	TRUNICK,RONALD E	416 NW 13TH AVE #206	PORTLAND OR	97209-2933

1S1E03CB 80355	TRUONG,ANDY T	3542 NE 163RD PL	PORTLAND OR	97230
1N1E33DC 70051	TRUONG,MINH T	1926 W BURNSIDE ST #415	PORTLAND OR	97209
1N1E35BB 80060	TRUSSELL,JERRY & COLE,CRAIG W	P O BOX 5229	PALM SPRINGS CA	92263
1N1E28D 80069	TRUXEL,CLIFTON D	1830 NW RIVERSCAPE DR #706	PORTLAND OR	97209
1S1E02BC 800	TS APARTMENTS LLC-50% & MINCHEFF & MINCHEFF INVESTMENTS V LLC-50%	537 SE ASH ST #101	PORTLAND OR	97214
1S1E10DB 80693	TSAI,JAMES C	4810 SW DOSCH PARK LN	PORTLAND OR	97239
1N1E35CB 5000	TSE DEVELOPMENT LLC	PO BOX 14764	PORTLAND OR	97293
1N1E33DA 50161	TSENG,PAUL C & TSENG,DERRY B	4040 NW THUNDERCREST RD	PORTLAND OR	97229
1N1E33CD 99035	TSENG,PAUL T & TSENG,PAUL C	2020 SW MAIN ST #703	PORTLAND OR	97205
1N1E34CA 9300	TSIRIMIAGOS,GERASIMOS V ET AL> % GIA PROPERTIES PARTNERSHIP	215 W BURNSIDE ST	PORTLAND OR	97209
1S1E04AA 70505	TSOI,ANDREW M	6609 N 40TH ST	TACOMA WA	98407-1109
1N1E34BB 50373	TSUJI,HIRO	1001 NW LOVEJOY ST #402	PORTLAND OR	97209
1S1E04AA 70193	TSURUMI,HIROKI TR & TSURUMI,KATHLEEN TR	1221 SW 10TH AVE #1406	PORTLAND OR	97205
1N1E34CB 80036	TU,AURELIE C	PO BOX 574	WEST LINN OR	97068
1N1E33DC 70722	TU,TRUNG DUC	1926 W BURNSIDE ST #702	PORTLAND OR	97209-2073
1N1E33DA 70083	TUBITO,PAOLO & FREARSON,SAMANTHA R	11200 NW MCDANIEL RD	PORTLAND OR	97229
1N1E34BB 88191	TUCHSCHMIDT,JAMES & ORLOFF,DOUGLAS	1310 NW NAITO PKWY #1006A	PORTLAND OR	97209
1S1E10AC 90743	TUCKER,AMANDA K	PO BOX 4017	BEAVERTON OR	97075-4017
1N1E34CB 80009	TUCKER,MARK A & TUCKER,SUSAN D	300 NW 8TH AVE #902	PORTLAND OR	97209-3562
1N1E33CB 50337	TUCKER,MATTHEW	2351 NW WESTOVER RD #1002	PORTLAND OR	97210-3784
1N1E27DB 9400	TUCKER,THOMAS L	PO BOX 3933	PORTLAND OR	97208
1N1E34BC 90001	TUFENKIAN CARPETS OREGON LLC	919 3RD AVE GROUND FL	NEW YORK NY	10022
1N1E28D 70011	TUFT,MATTHEW D	1722 NW RIVERSCAPE ST	PORTLAND OR	97209
1N1E34BC 99325	TULINSKI,EDWIN J & TULINSKI,HELEN D	922 NW 11TH AVE #602	PORTLAND OR	97209
1N1E34CB 90011	TULLER,AARON	725 NW FLANDERS ST #308	PORTLAND OR	97209
1S1E03CB 70139	TULLY,MARCUS E	111 SW HARRISON ST #19G	PORTLAND OR	97201-5385
1N1E34BB 70539	TUMA-SCHMIDT,BERNARDO A %SOTAVENTOS GROUP	PO BOX 61994	VANCOUVER WA	98666-1994
1N1E26CD 50019	TUNIS,CARMEN & ANDREWS,CHARLES F	2625 E 2ND ST	LONG BEACH CA	90803
1S1E10DB 90015	TUNNITISUPAWONG,VENICE	17279 NW LA PALOMA LN	BEAVERTON OR	97006-7397
1N1E33AD 40245	TUNSKY,KATHERINE A	1400 NW IRVING ST #503	PORTLAND OR	97209-2251
1S1E03BC 80077	TURNER,JAMES E JR	1500 SW 5TH AVE UN 2203	PORTLAND OR	97201
1S1E04BA 80009	TURNER,JOHN R & TURNER,SUSAN B	1132 SW 19TH AVE #201	PORTLAND OR	97205-1742
1S1E10DB 90479	TURNER,KATE E	3601 SW RIVER PKWY #904	PORTLAND OR	97239-4557
1N1E34BC 40199	TURPEL,MARK B & TURPEL,LISA T	1030 NW JOHNSON ST #302	PORTLAND OR	97209-3074
1S1E03CC 90549	TURTLE,CAROLINE M TR (CAROLINE MARR TURTLE TRUST)	2309 SW 1ST AVE #744	PORTLAND OR	97201-5008
1N1E34CB 60039	TUTTLE,SHANNON	588 BELL ST #207S	SEATTLE WA	98121-1892
1N1E34BC 60289	TWADDELL,CHRISTOPHER L	821 NW 11TH AVE #319	PORTLAND OR	97209
1S1E03AA 1700	TWAIN LLC	203 SE ALDER ST	PORTLAND OR	97214
1N1E35CA 400	TWELFTH STREET BUILDING LLC	411 NE 12TH AVE	PORTLAND OR	97232-2717
1N1E34CB 99367	TWERSKY,STEVE TR (812 9TH AVENUE TRUST) % PITARIN,CORINA	13801 VENTURA BLVD	SHERMAN OAKS CA	91423
1N1E35CB 4800	TWIETMEYER URS LLC % TWIETMEYER,MARK D	123 NE 7TH AVE	PORTLAND OR	97232
1S1E03CB 800	TWO HUNDRED MARKET ASSOC LIMITED PARTNERSHIP	200 SW MARKET ST #1720	PORTLAND OR	97201
1N1E34BB 40507	TWYVER,DAVID & TWYVER,GWEN	949 NW OVERTON ST #312	PORTLAND OR	97209
1N1E34BC 88032	TYDLASKA,JOHN & TYDLASKA,MELISSA C	937 NW GLISAN ST #534	PORTLAND OR	97209
1S1E03CB 80200	TYLER,CASEY	255 SW HARRISON ST #17B	PORTLAND OR	97201
1N1E26CD 90037	TYLER,THOMAS L	1718 NE 11TH AVE #404	PORTLAND OR	97212
1S1E03CC 90270	TYMERSKI,RICHARD P	2221 SW 1ST AVE #1324	PORTLAND OR	97201

1S1E03CB 80077	TYNAN,MARK	255 SW HARRISON ST #11B	PORTLAND OR	97201
1S1E03CC 90503	TYRRELL,KENNETH M & YEAGER,D ALLEN	2221 SW 1ST AVE #1824	PORTLAND OR	97201-5023
1N1E34BB 60360	TYSON,DAVID G	1125 NW 9TH AVE #330	PORTLAND OR	97209
1S1E04BA 80072	U S TRUST COMPANY TR (MITCHELL G DRAKE TRUST) %REX W BULL & JUDITH E WIDEN	1132 SW 19TH AVE #809	PORTLAND OR	97205
1N1E34CC 4600	UBCT PARTNERSHIP	111 SW COLUMBIA ST #1380	PORTLAND OR	97201
1N1E34DD 3300	UBEHO INVESTMENT CO % UBEHO	PO BOX 3916	PORTLAND OR	97208-3916
1S1E03CB 70028	UCHIYA,YOKO	111 SW HARRISON ST #4H	PORTLAND OR	97201
1S1E03CB 70280	UDOMPANYANAN,VARIN & BOWDEN,MATANA M	111 SW HARRISON ST #11H	PORTLAND OR	97201
1S1E11BA 6500	UGH'S PROPERTY LLC	2230 NW 124TH AVE	PORTLAND OR	97229
1N1E34CA 10200	UGM PROPERTIES LLC	222 NW COUCH ST	PORTLAND OR	97209
1N1E33AD 70147	ULMER,JOSHUA E	1420 NW LOVEJOY ST #703	PORTLAND OR	97209
1N1E26CD 12200	UMI SUSHI LLC % YOO,SEUNG J	14454 NW ALTA LN	PORTLAND OR	97229
1S1E03BD 1800	UMPQUA PLAZA LLC % SHORENSTEIN PROPERTIES LLC	555 CALIFORNIA ST 49TH FL	SAN FRANCISCO CA	94104
1S1E03CB 70074	UNDERWOOD,MARJORIE A	1420 NW LOVEJOY ST #608	PORTLAND OR	97209-2747
1N1E28D 90038	UNGER,JAMES E & CASTONGUAY,MARIE-CLAUDE	1606 NW RIVERSCAPE ST	PORTLAND OR	97209-1834
1N1E34CB 60050	UNGRODT,JOHN B	420 NW 11TH AVE #705	PORTLAND OR	97209-2964
1N1E33AA 90003	UNICO BOP LOVEJOY LLC % UNICO PROPERTIES LLC	1215 4TH AVE #600	SEATTLE WA	98161
1N1E33AA 90001	UNICO BOP PEARL LLC % UNICO PROPERTIES LLC	1215 4TH AVE #600	SEATTLE WA	98161
1N1E33AD 100	UNICO BOP RIVERTEC LLC % UNICO PROPERTIES LLC	1215 4TH AVE #600	SEATTLE WA	98161
1S1E04BA 80020	UNION BANK OF CALIFORNIA TR (LAWRENCE L RENNETT MARITAL QTIP TRUST)	P O BOX 3121	PORTLAND OR	97208-3121
1N1E34CA 10400	UNION GOSPEL MISSION	2734 SE 17TH AVE	PORTLAND OR	97202-2214
1N1E34DA 300	UNION PACIFIC RAILROAD COMPANY ATTN PROPERTY TAX DEPT	1400 DOUGLAS ST - MS 1640	OMAHA NE	68179-1640
1S1E03DA 3200	UNION PACIFIC RAILROAD COMPANY ATTN: PROPERTY TAX DEPT	1400 DOUGLAS ST - MS 1640	OMAHA NE	68179-1640
1N1E34BD 806	UNION STATION B LLC %GSL PROPERTIES INC	2164 SW PARK PL	PORTLAND OR	97205
1N1E34CC 2400	UNIONJAC LLC %BLATTEIS & SCHNUR ATTN DANIEL J BLATTEIS	10250 CONSTELLATION BLVD #1050	LOS ANGELES CA	90067
1N1E35CB 8400	UNITED FINANCE CO	P O BOX 4487	PORTLAND OR	97208
1N1E35CB 8300	UNITED REALTY CO	515 E BURNSIDE ST	PORTLAND OR	97214-1109
1N1E35CA 3300	UNITED STATES BAKERY	315 NE 10TH AVE	PORTLAND OR	97232
1N1E35CA 1700	UNITED STATES BAKERY % JANICE CRUMBAKER	340 NE 11TH AVE	PORTLAND OR	97232
1N1E35CA 1000	UNITED STATES BAKERY %TARA MCCARTHY	340 NE 11TH AVE	PORTLAND OR	97232
1S1E02BB 4800	UNITED STATES NATIONAL BANK OF OREGON % U S BANK CORP PROP	2800 E LAKE ST	MINNEAPOLIS MN	55406-1942
1N1E35BD 600	UNITED STATES OF AMERICA	1220 SW 3RD AVE #1616	PORTLAND OR	97204-2822
1S1E03BC 1100	UNITED STATES OF AMERICA % GENERAL SERVICES ADMIN	U S COURT HOUSE	PORTLAND OR	97205
1S1E03BC 1100	UNITED STATES OF AMERICA % GENERAL SERVICES ADMIN PBS FIN MGT STAFF-10 PAF	400 15TH ST SW	AUBURN WA	98001-6505
1S1E03BD 1600	UNITED STATES OF AMERICA % GENERAL SERVICES ADMIN PUBLIC BLDG SERVICE (10PAF)	400 15TH ST SW	AUBURN WA	98001
1S1E03BA 3900	UNITED STATES OF AMERICA % U S ATTORNEY	888 SW 5TH AVE #1000	PORTLAND OR	97204-2024
1S1E03BB 2600	UNITED STATES OF AMERICA (LEASED AITCHISON,RACHEL	PO BOX 9038	PORTLAND OR	97207
1S1E03BB 2600	UNITED STATES OF AMERICA (LEASED CLASSROOM LAW PROJECT	620 SW MAIN ST #102	PORTLAND OR	97205
1S1E03BB 2600	UNITED STATES OF AMERICA (LEASED COURTNEY CARTER	620 SW MAIN ST #615	PORTLAND OR	97205
1S1E03BB 2600	UNITED STATES OF AMERICA (LEASED FROHMAN,LOUIS A	620 SW MAIN ST #426-#430	PORTLAND OR	97205-3025
1S1E03BB 2600	UNITED STATES OF AMERICA (LEASED GHAZI,DAVID	620 SW MAIN ST #702	PORTLAND OR	97205
1S1E03BB 2600	UNITED STATES OF AMERICA (LEASED JUDITH SAPPERSTONE	620 SW MAIN ST #108	PORTLAND OR	97205-3025
1S1E03BB 2600	UNITED STATES OF AMERICA (LEASED LEWIS AND CLARK COLLEG DBA NW SCHOOL OF LAW (MSC 31)	0615 SW PALATINE HILL RD	PORTLAND OR	97219
1S1E03BB 2600	UNITED STATES OF AMERICA (LEASED ROSEN LAW FIRM	1000 SW BROADWAY #1220	PORTLAND OR	97205
1S1E03BB 2600	UNITED STATES OF AMERICA (LEASED SHAWN RYAN	620 SW MAIN ST #612	PORTLAND OR	97205
1S1E03BB 2600	UNITED STATES OF AMERICA (LEASED STERLOCK,EILEEN	620 SW MAIN ST #703	PORTLAND OR	97205
1S1E03BB 2600	UNITED STATES OF AMERICA (LEASED TOTTEN,JEFFREY PMB 444	6312 SW CAPITOL HWY	PORTLAND OR	97239-1938

1S1E03BB 2600	UNITED STATES OF AMERICA (LEASED TROY NIXON LLC	620 SW MAIN ST #616	PORTLAND OR	97205
1S1E03BB 2600	UNITED STATES OF AMERICA (LEASED WIHTOL,JEFFREY	620 SW MAIN ST #602	PORTLAND OR	97205
1S1E03BB 2600	UNITED STATES OF AMERICA (LEASED WORLD AFFAIRS COUNCIL	620 SW MAIN ST #B1048	PORTLAND OR	97205
1S1E02BC 500	UNITED STATES OF AMERICA US COURTHOUSE	620 SW MAIN ST	PORTLAND OR	97205-3037
1N1E34BC 100	UNITED STATES POSTAL SERVICE % REAL ESTATE DIVISION	850 CHERRY AVE	SAN BRUNO CA	94099-0001
1N1E33DD 4100	UNITED WAY OF THE COLUMBIA-WILLAMETTE	619 SW 11TH AVE #300	PORTLAND OR	97205-2646
1S1E03BC 800	UNIVERSITY CLUB	1225 SW 6TH AVE	PORTLAND OR	97204-1001
1N1E34CD 9100	UNIVERSITY OF OREGON FOUNDATION	1720 E 13TH AVE #410	EUGENE OR	97403-2253
1S1E04AD 80000	UNIVERSITY PARK CONDOMINIUMS OWNERS' ASSOCIATION	1500 SW PARK AVE	PORTLAND OR	97201
1N1E28DB 1600	UNKELES FAMILY L L C % UNKELES,KENNETH J MANAGER	2211 NW FRONT AVE	PORTLAND OR	97209-1820
1S1E10AC 90087	UNKELES,KENNETH & UNKELES,MARY	0836 SW CURRY ST #1802	PORTLAND OR	97239-4531
1N1E27CA 6100	UNKELES,KENNETH J-1/3 & UNKELES FAMILY LLC-2/3	2211 NW FRONT AVE	PORTLAND OR	97209-1820
1N1E34CC 4300	UPI COMMONWEALTH LLC % UNICO PROPERTIES LLC	1215 4TH AVE #600	SEATTLE WA	98161
1N1E34CB 88007	UPPER DE SOTO OWNER LLC % LRS ARCHITECTS	720 NW DAVIS ST #300	PORTLAND OR	97209
1N1E33CB 40000	UPTOWN CENTER CONDOMINIUM OWNERS ASSOCIATION	333 NW 9TH AVE	PORTLAND OR	97209
1S1E03BA 2900	UPTOWN LLC-50% & GOODMAN GENERATIONS LLC-50%	920 SW 6TH AVE #223	PORTLAND OR	97204
1N1E33CA 15300	UPTOWN TOWER APTS LIMITED PARTNERSHIP % GUARDIAN MANAGEMENT LLC	710 NW 14TH AVE 2ND FLOOR	PORTLAND OR	97209-2789
1N1E34DD 3000	URBAN 2ND & 3RD LLC	75 SE YAMHILL ST #203	PORTLAND OR	97214
1S1E03CB 90000	URBAN CENTER CONDOMINIUM ASSN % GERDING,ROBERT K	2525 SW 1ST AVE #201	PORTLAND OR	97201
1N1E34CB 9400	URBAN GLISAN LLC	1230 SW 1ST AVE #201	PORTLAND OR	97204
1S1E03BC 3200	URBAN OFFICE & PARKING FACILITIES	111 SW COLUMBIA ST #1380	PORTLAND OR	97201-5845
1N1E34DD 3100	URBAN U4IA LLC % URBAN WORKS REAL ESTATE LLC ATTN SWEITZER,CRAIG	75 SE YAMHILL ST #203	PORTLAND OR	97214
1S1E03CB 80279	URBAN,STEPHEN J & MEGAN M	3290 AZALEA DR	SALEM OR	97302
1N1E34BD 90196	URBAN,THOMAS & URBAN,SARA	3202 SW FAIRMOUNT BLVD	PORTLAND OR	97239
1S1E10AC 90198	URBAN,WALTER M & JANE I	3570 SW RIVER PKWY #1513	PORTLAND OR	97239
1N1E34BB 70252	URBANO,CAROL A	1255 NW 9TH AVE #1109	PORTLAND OR	97209
1N1E34CB 40081	URE,NICHOLAS & KELLY A	466 NE HAZELFERN PL	PORTLAND OR	97232
1N1E35CD 3700	URE,NICHOLAS J	101 SE 12TH AVE	PORTLAND OR	97214
1N1E34CA 80029	URMAN,DAVID A	3303 WATER ST NW #4C	WASHINGTON DC	20007
1S1E03CD 90081	US BANK NA TR % SELECT PORTFOLIO SERVICING I	3815 S WEST TEMPLE	SALT LAKE CITY UT	84115-4412
1N1E33DC 70106	USHER,WENONAH L	1926 W BURNSIDE ST #716	PORTLAND OR	97209
1S1E03CD 90508	UTZ,PAUL J TR & UTZ,LORY C TR	1224 SE WALNUT ST PMB 300	ROSEBURG OR	97470
1N1E33AD 80018	V & S OFFICES LLC	1314 NW IRVING ST #207	PORTLAND OR	97209
1N1E26CD 13300	V H R CO L L C	PO BOX 66362	PORTLAND OR	97290-6362
1N1E34CD 7500	V H R CO LLC-50% & VAN HORN,VERN-50%	PO BOX 66362	PORTLAND OR	97290-6362
1S1E03CC 90357	VADER HOLDINGS LLC	PO BOX 910	TILLAMOOK OR	97141
1N1E33AD 40043	VADNEY,GEORGE A & VADNEY,CYNTHIA L	23205 SW HOLLY HILL RD	HILLSBORO OR	97123-8720
1S1E04AA 70541	VAIL,MARK E & YEH,JENNY F	9859 NW NOTTAGE DR	PORTLAND OR	97229-5287
1S1E04AB 6700	VALDEZ,ANTONIO D	1718 SW CLAY ST	PORTLAND OR	97201
1N1E34BD 90558	VALDEZ,IRMA & YAROSH,STEVEN	620 NW NAITO PKWY APT B9	PORTLAND OR	97209-3722
1N1E33AD 40224	VALENTINE,JAN W TR (JAN WHITNEY VALENTINE TRUST)	1400 NW IRVING ST #527	PORTLAND OR	97209
1S1E04AB 60061	VALENTINE,TIFERET	1234 SW 18TH AVE #405	PORTLAND OR	97205
1N1E34BB 88575	VALERI,DIEGO H	1310 NW NAITO PKWY #703	PORTLAND OR	97209-3161
1S1E03CA 90374	VALLION,NINA	0205 SW MONTGOMERY ST #406	PORTLAND OR	97201-5162
1N1E33CD 99001	VALOIS,CORINNE	638 PRIM ST	ASHLAND OR	97520-1568
1N1E34BC 88301	VALVANO,THOMAS J	937 NW GLISAN ST #830	PORTLAND OR	97209
1N1E34BB 70456	VAN AKEN,CATHERINE	9057 TARMAC WAY	FAIR OAKS CA	95628-8144

1N1E34BB 88399	VAN ALDERWERELT,PETER C TR & VAN ALDERWERELT,ELEANOR E TR	2167 MARYLWOOD CT	WEST LINN OR	97068
1S1E02BA 5300	VAN BEEK,RAY L & RUTH A	3963 SE PINE ST	PORTLAND OR	97214
1S1E03CD 90083	VAN BEVER,PETER & VAN BEVER,ANN	1900 SW RIVER DR #N103	PORTLAND OR	97201
1N1E34BB 90405	VAN BUSKIRK,EDMUND M TR & VAN BUSKIRK,BETTE J TR	1030 NW 12TH AVE #512	PORTLAND OR	97209-2849
1S1E04BA 9100	VAN BUSKIRK,RICHARD W & VAN BUSKIRK,KRISTIN M	1730 SW CLAY ST	PORTLAND OR	97201-2529
1S1E03CD 90160	VAN DER SCHYFF,CLIFFORD B & VAN DER SCHYFF,LEIGH A	1900 SW RIVER DR #N110	PORTLAND OR	97201
1N1E33CB 50201	VAN DONGE,TODD	PO BOX 50857	PASADENA CA	91115
1S1E04AD 80031	VAN DONGE-BREARD,JOAN & BREARD,MICHAEL	56 MARINER GREEN	CORTE MADERA CA	94925
1N1E26CD 90004	VAN DOREN,ROBIN & ROTHMAN,FRANCES A	1120 NE SCHUYLER ST #104	PORTLAND OR	97212
1N1E34BB 88003	VAN DORN,CHARLES A TR & VAN DORN,JANET J TR	1310 NW NAITO PKWY #101A	PORTLAND OR	97209
1S1E04AB 70079	VAN DUSEN,MARK J	1535 SW CLAY ST #211	PORTLAND OR	97201
1N1E34CB 99440	VAN DYKE,ERIC TR & VAN DYKE,MARTHA TR	333 NW 9TH AVE UNIT 1107	PORTLAND OR	97209-3345
1N1E34BB 70447	VAN DYKE,MICHAEL L & VAN DYKE,NANCY M	1255 NW 9TH AVE #419	PORTLAND OR	97209
1N1E34BD 90490	VAN HORN,ALBERT R TR & VAN HORN,ANTONIA N TR	730 NW NAITO PKWY E33	PORTLAND OR	97209-3731
1S1E03CB 80016	VAN HOUTEN,ELIZABETH	PO BOX 2656	PORTLAND OR	97208
1N1E34BC 70020	VAN NOTE,PAUL C	5015 NE 26TH AVE	PORTLAND OR	97211-6322
1N1E27CA 6501	VAN RADEN,WAYNE B & REBECCA A	15090 SW 150TH CT	BEAVERTON OR	97007-3617
1N1E34CB 60105	VAN SANT,GUS JR TR	14 MAIN ST SOUTH #505	KIRKLAND WA	98033
1S1E10DB 90640	VAN TASSEL,JOHN W	3601 SW RIVER PKWY #1710	PORTLAND OR	97239
1N1E33DC 70523	VAN TREASE,BRIAN	1926 W BURNSIDE ST #1006	PORTLAND OR	97209
1N1E33AD 70313	VAN WAARDENBURG,INEKE & EHRHARDT,MARK	1420 NW LOVEJOY ST #321	PORTLAND OR	97209
1N1E34BC 60283	VAN WORMER,ELIZABETH S	821 NW 11TH AVE #205	PORTLAND OR	97209
1S1E10AC 90527	VAN,KHIET & HONG THANH	15202 SE NORTHSHORE DR	VANCOUVER WA	98683-5314
1S1E03CB 80010	VANANTWERP,JAMES E & VANANTWERP,SHERESA T	6868 CHICO WY	BREMERTON WA	98312
1N1E33DA 70107	VANARSDEL,JAMES	416 NW 13TH AVE #506	PORTLAND OR	97209
1S1E02CA 10600	VANBEEK,RAYMOND L & RUTH A	3963 SE PINE ST	PORTLAND OR	97214
1N1E34BB 40497	VANDEHEY,KENNETH W & VANDEHEY,RHONDA L	527 NW LEWISBURG AVE	CORVALLIS OR	97330
1N1E33DA 70003	VANDER HEIDE,TONY J & VANDER HEIDE,SUSAN G	1260 NW HEATHER DR	CORVALLIS OR	97330
1N1E34CB 99406	VANDERHEIDE,WILLIAM J	333 NW 9TH AVE #913	PORTLAND OR	97209
1N1E28D 80153	VANDIAN,VERSON TR % CFP INC	PO BOX 12888	SALEM OR	97309
1N1E33DA 600	VANDOMELEN,LEE	4380 NW LEISY RD	HILLSBORO OR	97124
1N1E33AD 70068	VANDOR,SHAWN A	2121 SE BELMONT ST #306	PORTLAND OR	97214-3466
1N1E34BB 88007	VANHAVERBEKE,C JOSEPH TR (C JOSEPH VANHAVERBEKE TRUST)	800 NW 6TH AVE #200	PORTLAND OR	97209
1N1E34BC 40005	VANNIER,MICHEL M & PATRICIA E	726 NW 11TH AVE #208	PORTLAND OR	97209
1N1E33DC 70656	VANTREASE,BRIAN	1926 W BURNSIDE ST #1006	PORTLAND OR	97209-2076
1N1E34BC 60203	VARAS,PATRICIA E & SCAVIZZI,GIUSEPPE	821 NW 11TH AVE #403	PORTLAND OR	97209-3230
1S1E04BA 80075	VARGA,JACQUELINE	300 NW 8TH AVE APT 1002	PORTLAND OR	97209-3563
1N1E33DA 40012	VARGA,PATRICIA	323 NW 13TH AVE #405	PORTLAND OR	97209
1N1E33AD 70330	VAROL,KATHRYN G & VAROL,OSMAN OZAN	1420 NW LOVEJOY ST #402	PORTLAND OR	97209
1S1E10DB 90363	VASDEV,SURINDER & VASDEV,SUNITA	4135 NW WIDGEON PL	CORVALLIS OR	97330-3394
1N1E34BB 70473	VAWTER,BRITNIE L	1255 NW 9TH AVE #605	PORTLAND OR	97209
1S1E04AB 70023	VAWTER,DANIELLE	46192 BEECHWOOD DR	OAKHURST CA	93644
1N1E34BC 4700	VEBER PEARL PROPERTIES LLC	5438 SW KRUSE RD	WILSONVILLE OR	97070-9708
1N1E33AD 90001	VEBER PEARL PROPERTIES LLC % VEBER,GAYLE L	5438 SW KRUSE RD	WILSONVILLE OR	97070
1S1E04AA 70650	VEBER,GAYLE L & VEBER,CAROL A	605 NW 11TH AVE	PORTLAND OR	97209-3235
1N1E33DA 50157	VEDAL,CHERIE L	311 NW 12TH AVE #705	PORTLAND OR	97209
1S1E03CC 90339	VEERMAN,JANJOHAN P & LANDI,SONIA	2221 SW 1ST AVE #2524	PORTLAND OR	97201-5079

1N1E34BC 88076	VENDETTI,DEVON A TR & VENDETTI,MARY E TR	1066 PIPER SONOMA ST	EUGENE OR	97404
1S1E10DB 90752	VENERO,ROXANA	3601 SW RIVER PKWY #1116	PORTLAND OR	97239-4557
1S1E10DB 90484	VENIEGAS,RUBY M	3601 SW RIVER PKWY #1102	PORTLAND OR	97239
1S1E03CC 90320	VENKATARAMAN,TIRUNELVELI V & RAMAN,RITA P	4805 OAKDALE FARM RD	EDMOND OK	73013
1S1E03CB 70157	VENNEWITZ,PETER J	111 SW HARRISON ST #14H	PORTLAND OR	97201-5382
1N1E34CB 80042	VERGE PROPERTY MANAGEMENT LLC	725 NW FLANDERS ST #201	PORTLAND OR	97209
1N1E26DC 11900	VERGORI,RENATO G B & VERGORI,NANCY L	8740 SE KING RD	HAPPY VALLEY OR	97086
1S1E03CD 90530	VERHEYDEN,JAMES R & JEAN S	18400 BULL SPRINGS RD	BEND OR	97703
1N1E33CB 50199	VERMEULEN,ALLAN TR-1/2 & VERMEULEN,DAWN TR-1/2	1849 NW ESTAVIEW DR	CORVALLIS OR	97330
1N1E33CB 50105	VERNIER,DAVID & VERNIER,CHRISTINE	2351 NW WESTOVER RD #1301	PORTLAND OR	97210
1N1E26CD 90020	VERNON,LINDA D	1718 NE 11TH AVE #215	PORTLAND OR	97212
1N1E34BB 80069	VESTERGAARD,ANNE F	1133 NW 11TH AVE #503	PORTLAND OR	97209
1S1E03BC 80003	VH ENTERPRISES LLC	1500 SW 5TH AVE #701	PORTLAND OR	97201
1S1E03CD 90333	VIARENGO,CLAIRE M TR (CLAIRE M VIARENGO 2015 TRUST)	1920 SW RIVER DR #307	PORTLAND OR	97201-8049
1S1E04AD 1900	VICTORIAN APARTMENTS DKD PDX L FERNLEY RV PARK LLC ATTN: DERNBACH,DAVID P	4025 SE HAWTHORNE BLVD #207	PORTLAND OR	97214
1N1E33CA 3600	VICTORIAN INN HOLDINGS LLC (COP LOW INCOME HSG NW HOUSING ALTERNATIVES	2316 SE WILLARD ST	MILWAUKIE OR	97222
1N1E34CB 3400	VIDAN,RICHARD TR & VIDAN,DEBORAH TR (THE VIDAN TRUST)	6820 BEECH AVE	ORANGEVALE CA	95662-3417
1N1E33AD 99004	VIEHL,LAWRENCE S & JANE E	720 NW 14TH AVE #711	PORTLAND OR	97209-2796
1S1E10DB 80687	VIGRAN,PATRICIA J	0841 SW GAINES ST #1104	PORTLAND OR	97239-3102
1N1E35CA 5400	VIKING TWINS LLC	9907 NW ABBEY RD	PORTLAND OR	97229
1N1E33CA 15200	VILLA JENE APARTMENTS	2410 SW 17TH AVE	PORTLAND OR	97201
1S1E04AA 500	VILLA ST CLAIR INC % DI LORENZO,JOHN JR	1300 SW 5TH AVE STE 2300	PORTLAND OR	97201-5682
1S1E04AA 70174	VILLEGAS,JEANETH R			
1N1E33AD 70107	VILLOTTA,SERGIO	1420 NW LOVEJOY ST #306	PORTLAND OR	97209
1N1E33AD 40361	VINCE,JAMES & MALONE,NANCY	24597 2ND ST	HAYWARD CA	94541
1N1E34BC 99170	VINES,HAROLD L	12836 COUNCIL BLUFF DR	AUSTIN TX	78727
1N1E33DC 70592	VISSCHER,DAVID	1926 W BURNSIDE ST #1417	PORTLAND OR	97209
1S1E04BA 90000	VISTA HOUSE CONDOMINIUMS ASSOCIATION>	2020 SW MARKET STREET DR	PORTLAND OR	97201
1S1E03CC 90189	VITALIANO,CHERYL V & RICHARD	2221 SW 1ST AVE #923	PORTLAND OR	97201
1N1E35CA 5200	VIVAMUS LLC % MALONEY LAUERSDORF REINER	117 SW TAYLOR ST #300	PORTLAND OR	97204
1N1E33DA 80130	VIVELLA LLC	408 NW 12TH AVE #414	PORTLAND OR	97209
1N1E33DB 7400	VL PROPERTY LLC % LINDELL,KELLY L	1835 NW COUCH ST	PORTLAND OR	97209
1S1E03CB 1302	VLF LLC ATTN: JULIE LEUVREY	1800 SW 1ST AVE #600	PORTLAND OR	97201-5322
1N1E34CB 40270	VOGEL,NICOLE R	2230 BRANARD ST	HOUSTON TX	77098
1N1E34BB 88449	VOGT,JACK P	1260 NW NAITO PKWY #506B	PORTLAND OR	97209
1N1E33DA 80030	VOGT,M FRANZ & VOGT,MARILEE T	123 WALNUT ST #303	NEW ORLEANS LA	70118
1N1E28D 80102	VOGT,RANDALL L & JORDAN,JENNIFER L	1830 NW RIVERSCAPE ST #705	PORTLAND OR	97209
1N1E33CD 99026	VOGT,RANDALL L & JORDAN,JENNIFER L & JORDAN,ANDREW M	1830 NW RIVERSCAPE ST #705	PORTLAND OR	97209
1S1E03BC 80058	VOILLEQUE,JEAN-PAUL & VOILLEQUE,CARMEN	1500 SW 5TH AVE #2002	PORTLAND OR	97201-5428
1S1E03BC 90045	VOLANTE 1209 LLC	3008 NW GREENBRIAR TER	PORTLAND OR	97210-2711
1S1E03CA 90179	VOLK,BRADLEY J	3215 CANTERBURY DR S	SALEM OR	97302
1S1E03CB 70066	VOLKOV,DAVID M & VOLKOV,SUSANNA T	111 SW HARRISON ST #9F	PORTLAND OR	97201
1S1E02BB 2500	VOLUNTEERS OF AMERICA	3910 SE STARK ST	PORTLAND OR	97214-2278
1N1E33AD 40293	VON HAMMERSTEIN,CLAUDIA M	1400 NW IRVING ST #311	PORTLAND OR	97209
1N1E34BB 90181	VON OFENHEIM,JACQUELINE TR	1030 NW 12TH AVE #307	PORTLAND OR	97209
1S1E03CC 90021	VORATHUMRONG,NUANSIRI	2211 SW 1ST AVE #406	PORTLAND OR	97201
1S1E03BC 80021	VORDERSTRASSE,VERNON A & TAMARA	1500 SW 5TH AVE #1502	PORTLAND OR	97201

1N1E34BB 50430	VOSS,LAURENCE D & VOSS,CAROLYN R	1125 NW 12TH AVE #1401	PORTLAND OR	97209
1S1E10AC 90047	VOSSOUGHI,SIAVASH & MARYAM	105 KATHY CT	LOS GATOS CA	95032-1607
1N1E34CB 2700	VOSSOUGHI,SOHRAB	1044 NW 9TH AVE	PORTLAND OR	97209
1S1E10AC 90458	VOSSOUGHI,SOHRAB & SIMI,HALEH	3915 NW DEVOTO LN	PORTLAND OR	97229-8096
1N1E34CB 80085	VOTE,DAVID E & COLE,KRISTI	300 NW 8TH AVE #304	PORTLAND OR	97209
1S1E10DB 90773	VOUT,STANLEY & VOUT,KATHARINA	3601 SW RIVER PKWY #2408	PORTLAND OR	97239-4563
1S1E03CD 90328	VOYTKO,JAMES M & BEVERLY A	1900 SW RIVER DR #N109	PORTLAND OR	97201
1S1E11BB 3500	VPW LLC % WINKLER,VICTOR	5611 NE COLUMBIA BLVD	PORTLAND OR	97218-1237
1N1E35BD 1200	VRA PROPERTIES LLC	P O BOX 4328	PORTLAND OR	97208
1S1E04BA 5900	VRS/MCRT JEFFERSON STREET LLC % RODRIGUEZ,SAM	220 NW 2ND AVE #900	PORTLAND OR	97209-3946
1S1E10DB 90159	VU,ANNETTE H	3601 SW RIVER PKWY #1402	PORTLAND OR	97239
1N1E35BB 80023	VU,TUAN & NHEIN	533 NE HOLLADAY ST #203	PORTLAND OR	97232
1S1E10DB 90538	VUONG,PHONG T	3601 SW RIVER PKWY #1111	PORTLAND OR	97239
1S1E10AC 90714	VUSCAN,FELICIA	3570 SW RIVER PKWY #1501	PORTLAND OR	97239
1S1E04AD 80144	VYAS,RAJESH & KSHAMA	UNIT 9800, BOX 170	DPO AP	96303
1S1E02CA 17100	W G WRIGHT FAMILY LLC	1525 SE 10TH AVE	PORTLAND OR	97214
1S1E04AA 6200	W H J HOLDINGS LLC	1440 SW TAYLOR ST	PORTLAND OR	97205
1S1E02CD 9800	W HARRISON INVESTMENTS LLC	657 SE YAMHILL ST	PORTLAND OR	97214-2326
1N1E34BB 88156	WACKYM,PHILLIP A & WACKYM,JEREMY M	1310 NW NAITO PKWY #804	PORTLAND OR	97209
1S1E04AA 90013	WADHWA,ANU & SINGH,ANANT P	CHEMIN DES OSCHES 63	CH-1009 PULLY	SWITZERLAN
1S1E10AC 90473	WADHWANI,VIJAY	0848 SW CURRY ST #110	PORTLAND OR	97239
1N1E34BB 60292	WADIWALLA,KHURSHED T & ANAHITA K	17600 NW SKYLINE BLVD	PORTLAND OR	97231
1N1E34CB 40112	WADMAN,JONATHAN T	1025 NW COUCH ST #921	PORTLAND OR	97209
1N1E34BC 40298	WAECHTER,PATRICIA C TR	2923 CHANDLER AVE	EUGENE OR	97403
1N1E33AD 40312	WAGE,DAVID A	3700 BEACON AVE #354	FREMONT CA	94538-3063
1S1E03CC 90444	WAGER,KEVIN P TR & WAGER,GERALDINE M TR	2221 SW 1ST AVE #2024	PORTLAND OR	97201
1S1E03BC 80061	WAGNER,GORDON A	1500 SW 5TH AVE #2302	PORTLAND OR	97201-5436
1N1E34BB 88497	WAGNER,HEIDI K & YOUNG,MICHAEL J	1310 NW NAITO PKWY #409	PORTLAND OR	97209-3160
1S1E02CD 12000	WAGNER,RON ET AL	16215 SW CAMERON CT	TIGARD OR	97223
1N1E33CD 80046	WAHAB,ZAHER	4669 HERITAGE LN	LAKE OSWEGO OR	97035-2565
1S1E03CD 90139	WAHL,WILLIAM	730 LE MANS DR	HOLLISTER CA	95023
1N1E34CB 99316	WAI,LAVITA	300 E 56TH ST #27B	NEW YORK NY	10022-4142
1S1E04AD 80312	WAITE,STEPHEN C TR & YAMANE,JOYCE K TR (WAITE & YAMANE LIVING TRUST)	111 ELM ST	EDMONDS WA	98020-4105
1S1E04AD 80258	WAKEMAN,MARCIA	642 HARBOR CREEK PL	CHARLESTON SC	29412-3203
1N1E34BB 60271	WALDEN,ROBERT J & WALDEN,ALTRICE E	1125 NW 9TH AVE #501	PORTLAND OR	97209-2870
1S1E04AD 80015	WALDEN,SANDRA	1500 SW PARK AVE #324	PORTLAND OR	97201
1S1E10DB 80145	WALDMAN,WILLIAM C TR & WALDMAN,LESLIE D TR	0841 SW GAINES ST #1212	PORTLAND OR	97239-3102
1S1E10DB 90182	WALDRIP,KENNETH F & SHEILA A	34410 N 93RD PL	SCOTTSDALE AZ	85262
1S1E10DB 90469	WALDRON,RACHELLE	3601 SW RIVER PKWY #2114	PORTLAND OR	97239
1S1E10AC 90634	WALENZA,SUSAN A	1274 WEST 7TH AVE	EUGENE OR	97402
1S1E03BA 8400	WALKER PLACE LLC %PIVOT PROPERTY MANAGEMENT LLC	620 SW 5TH AVE #300	PORTLAND OR	97204-1418
1S1E04AD 80248	WALKER,CHARLES U TR & WALKER,CHERIE D TR	1324 SW GILORR ST	MCMINNVILLE OR	97128-6617
1N1E34CB 40036	WALKER,DALE F & WALKER,MARY S	3325 WALNUT RD	NORMAN OK	73072-7514
1S1E02CD 19300	WALKER,DAVID G	2025 SE 10TH AVE	PORTLAND OR	97214-4646
1S1E04AA 70210	WALKER,JAMES R & WALKER,DANELLE A	1415 2ND ST S	MOORHEAD MN	56560
1N1E34BC 40053	WALKER,RICHARD E & WALKER,MARY A	1030 NW JOHNSON ST #417	PORTLAND OR	97209
1S1E03CB 80129	WALKER,RICHARD T & SPATRISANO,AMY	11009 SE KRIEGER LN	PORTLAND OR	97266

1N1E28D 80080	WALKER,TRAVIS	1830 NW RIVERSCAPE ST #105	PORTLAND OR	97209
1N1E34CB 60026	WALL,PATRICIA J TR	420 NW 11TH AVE #603	PORTLAND OR	97209-2961
1S1E10DB 80679	WALLACE,DENNIS M & ROSE,PATRICIA A	0841 SW GAINES ST #409	PORTLAND OR	97239
1S1E03CC 90410	WALLACE,DWIGHT T & CAROL S	2221 SW 1ST AVE #1024	PORTLAND OR	97201
1S1E03CC 90363	WALLACE,HARRY & LAURA	PO BOX 506	SHERIDAN OR	97378-0506
1S1E04AA 80046	WALLACE,RICHARD S TR & WHITE,PATRICIA L TR	PO BOX 785	CORVALLIS OR	97339
1S1E04AD 60239	WALLACE,RITA D	1500 SW 11TH AVE #204	PORTLAND OR	97201-3532
1N1E33DA 50030	WALLACE,WILLIAM K & SEXTON,MARK M	622 GREENWICH ST #2C	NEW YORK NY	10014
1N1E33AD 40019	WALLEN,HERSCHEL D	3040 NW AUTUMN ST	CORVALLIS OR	97330-3802
1N1E34BC 60278	WALLIS,W MERLE & WALLIS,SUZANNE C	821 NW 11TH AVE #217	PORTLAND OR	97209-3229
1S1E04AA 70485	WALLS,BRYAN D	1221 SW 10TH AVE #411	PORTLAND OR	97205
1S1E04AA 70060	WALLS,DAVID M & JULIE A	1830 NW RIVERSCAPE ST APT 102	PORTLAND OR	97209-1839
1N1E28D 80003	WALLS,DAVID M & WALLS,JULIE A	1830 NW RIVERSCAPE ST #102	PORTLAND OR	97209
1N1E34CB 99177	WALPOLE,DICK	333 NW 9TH AVE #1305	PORTLAND OR	97209
1S1E10AC 90017	WALSH,EDWARD J & MICHELLE H	0836 SW CURRY ST #402	PORTLAND OR	97239
1S1E04BA 80078	WALSH,ROBERT S & MARCIA S	5064 SW HILLTOP LN	PORTLAND OR	97221-2304
1N1E34BB 90210	WALTA,MAREN	1030 NW 12TH AVE #227	PORTLAND OR	97209
1N1E33CD 80043	WALTER,WALTER A TR & WALTER,BERNICE E TR	19504 E ASCHOFF RD	RHODODENDRON OR	97049-9707
1S1E03CB 80304	WALTERS,HEATHER R & DYLAN V	JAGERGARDSGADE 29 2	DK-8000 ARHUS C	DENMARK
1N1E34CB 99500	WALTERS,MARC H	333 NW 9TH AVE #1502	PORTLAND OR	97209
1S1E03BC 90011	WALTON,DIANE	1410 TAYLOR ST APT 9	SAN FRANCISCO CA	94133-4769
1S1E04AD 60090	WALTON,LYNN F	1500 SW 11TH AVE #1601	PORTLAND OR	97201
1N1E34CB 60071	WALTY,SHEILA	420 NW 11TH AVE #806	PORTLAND OR	97209
1S1E04BA 80026	WAMACKS,CLIFFORD C TR & WAMACKS,NAOMI W TR	1900 SW RIVER DR #304	PORTLAND OR	97201
1S1E03CD 90098	WAMACKS,NAOMI W TR	1900 SW RIVER DR #N304	PORTLAND OR	97201
1N1E34BB 50196	WAN,ERIC A & GOODMAN,MICHELE A	1001 NW LOVEJOY ST #1510	PORTLAND OR	97209
1S1E03CA 90466	WANDERSCHEID,RICHARD J & NOTRICA,JACQUELINE L	1280 KIRK LN	ASHLAND OR	97520-7317
1S1E03CC 90243	WANG,CHANG-HAO	2221 SW 1ST AVE #825	PORTLAND OR	97201
1S1E03CC 90659	WANG,DAVID D W	83 CAMBRIDGE PKWY #W803	CAMBRIDGE MA	2142
1S1E10AC 90617	WANG,HENRY C	1000 N POINT ST APT 205	SAN FRANCISCO CA	94109-1059
1S1E03CD 90336	WANG,JIANSHENG & ZHANG,YAN	5624 SW MERIDIAN WAY	TUALATIN OR	97062
1S1E03CB 70178	WANG,JIAYUE	111 SW HARRISON ST UNIT 3D	PORTLAND OR	97201
1N1E33DC 70596	WANG,JOVITA	1926 W BURNSIDE ST #707	PORTLAND OR	97209-2073
1N1E33CB 50112	WANG,LEI & LI,CHUNSHENG	2351 NW WESTOVER RD #312	PORTLAND OR	97210
1S1E03CB 70030	WANG,LIN & QIANG,GUOXING	111 SW HARRISON ST #5B	PORTLAND OR	97201
1N1E34BB 40067	WANG,LORRAINE C	949 NW OVERTON ST #808	PORTLAND OR	97209
1N1E34BC 70042	WANG,MICHELLE HSIAO-FAWN	618 NW 12TH AVE #406	PORTLAND OR	97209
1S1E10DB 90005	WANG,NICHOLAS JEN & ZHENG,CHRISTINA	3601 SW RIVER PKWY #209	PORTLAND OR	97239
1S1E10DB 90579	WANG,RENWEI & LI,SHUYANG	4637 NW MORETTI TER	PORTLAND OR	97229-9402
1N1E34BB 50344	WANG,YIH & HUANG,CHIAYI	5671 NW 135TH AVE	PORTLAND OR	97229
1S1E03CB 70007	WARAICH,SARABJEET SINGH	14933 SE JACKSON HILLS DR	HAPPY VALLEY OR	97086-7337
1N1E34BC 40097	WARD,ANDREW C & HALE,DEBRA L	1858 43RD AVE	CAPITOLA CA	95010-3512
1N1E34BB 80384	WARD,DENISE	555 EASTSIDE RD	HOOD RIVER OR	97031
1S1E03CD 90537	WARD,GLADYS L TR	1930 SW RIVER DR #W304	PORTLAND OR	97201-8066
1S1E03CD 90342	WARD,WILLIAM A	1900 SW RIVER DR #N306	PORTLAND OR	97201
1N1E34CB 99235	WARDEN,CHARLES G & JANET E	10108 PAWNEE LN	LEAWOOD KS	66206
1S1E03CB 80212	WARFEL,ANDREW L & WARFEL,SONIA K	255 SW HARRISON ST #TH05	PORTLAND OR	97201-5338

1N1E34BB 90330	WARK,LAURIE & SPARKS,CYNTHIA	33110 RHINE AVE	TEMECULA CA	92592-1318
1S1E03CB 70252	WARKEL,GREGORY L & WARKEL,MAYUMI S	1650 NE TERRACE DR	GRANTS PASS OR	97526
1S1E04AB 70027	WARKENTIN,MATTHEW	1535 SW CLAY ST #240	PORTLAND OR	97201
1N1E34CA 80091	WARNCKE,SUSAN R	411 NW FLANDERS ST #403	PORTLAND OR	97209
1S1E04AA 70576	WARNER,MARLIN R	1221 SW 10TH AVE #804	PORTLAND OR	97205
1S1E04AB 90021	WARNER,RUTH M	324 E 66TH ST #13	NEW YORK NY	10065-6869
1N1E26CD 90019	WARNHOLTZ,LINDA	1718 NE 11TH AVE #214	PORTLAND OR	97212
1N1E34BC 60219	WARREN,CAMERON J JR & FERNANDO,RAMYA A	821 NW 11TH AVE #605	PORTLAND OR	97209-3232
1N1E26CD 90044	WARREN,ELAINE L TR	PO BOX 603	WINCHESTER OR	97495
1N1E27DB 9600	WARREN,FRANK M JR TR (FRANK M WARREN JR REVOCABLE LIVING TRUST)	2310 N KERBY AVE	PORTLAND OR	97227
1N1E28D 80098	WARREN,WENDY W	1792 N 595 W	WASHINGTON UT	84780
1S1E03CB 80173	WASHBURN,DONALD A TR WASHBURN,CHRISTINE C TR	255 SW HARRISON ST #24B	PORTLAND OR	97201
1N1E33DD 1800	WASHINGTON PLAZA INVEST LLC	2455 NW MARSHALL ST #1	PORTLAND OR	97210
1S1E04AA 70346	WASHINGTON TRUST BANK TR %ANGELUZZI,JAY D	1221 SW 10TH AVE #1304	PORTLAND OR	97205-2479
1N1E26CC 14400	WASHMAN LLC	PO BOX 4124	PORTLAND OR	97208
1N1E28D 90033	WASILEWSKI,JAN A	3485 WINDMILL RANCH RD	WESTON FL	33331-3049
1S1E03AA 1100	WASINGTON STREET BUILDING LLC	6140 SW MACADAM AVE	PORTLAND OR	97239
1S1E03AD 6600	WATER AVE LLC	45 WALDRON VIEW LN	EASTSOUND WA	98245
1S1E03DA 1702	WATER AVENUE ASSOC LLC	7925 SE 140TH DR	PORTLAND OR	97236
1S1E03AD 1000	WATER AVENUE PROPERTIES LLC	75 SE YAMHILL ST #201	PORTLAND OR	97214
1S1E03AD 1200	WATER AVENUE PROPERTIES LLC % MALSIN,BRADLEY A	421 SW HALL ST	PORTLAND OR	97201
1N1E33DC 5400	WATER RECLAMATION SERV INC	910 SW 18TH AVE	PORTLAND OR	97205-1727
1N1E34BB 88000	WATERFRONT PEARL CONDOMINIUM OWNERS ASSOCIATION % PEMCOR INVESTMENT CORP	APT 200 1111 HASTINGS ST W	VANCOUVER BC	V6E 2J3 CA
1S1E03CC 90310	WATKINS,EDWARD C	2221 SW 1ST AVE #2123	PORTLAND OR	97201-5023
1S1E10DB 90125	WATKINS,LINDA G TR (LINDA G WATKINS TRUST)	1360 NW FOREST DR	CORVALLIS OR	97330
1N1E34BB 70277	WATKIS,CLINTON J JR	335 NW 76TH ST	SEATTLE WA	98117
1S1E03CD 90229	WATSON,DAVID P TR	3000 THE STRAND	MANHATTAN BEACH CA	90266-3952
1N1E34BD 90254	WATSON,EMILY E (EMILY E WATSON REVOCABLE LIVING TRUST)	910 NW NAITO PKWY #I-9	PORTLAND OR	97209
1S1E04DA 2100	WATSON,JAMES K & JENNY L	1974 SW 5TH AVE	PORTLAND OR	97201
1N1E33AD 70348	WATSON,KENDRA J	22115 SW HINES PL	SHERWOOD OR	97140-8057
1S1E04AA2 80015	WATSON,LEE J	301 SW LINCOLN #415	PORTLAND OR	97201
1S1E04AA 80013	WATSON,LEE J SR TR (LEE J WATSON REVOCABLE TRUST)	1005 SW PARK AVE #307	PORTLAND OR	97205-2467
1S1E10DB 90467	WATSON,STEVE M	3337 NE ALAMEDA ST	PORTLAND OR	97212
1N1E28D 90056	WATSON,TOM & COOPER,DAVID A	1650 NW RIVERSCAPE ST	PORTLAND OR	97209-1834
1N1E34BC 4300	WATSON,WAYNE B & WATSON,ALICE M	621 NW 11TH AVE	PORTLAND OR	97209-3235
1N1E34BB 70472	WATT,JOE	1255 NW 9TH AVE #604	PORTLAND OR	97209
1N1E34BB 70064	WATTERS,ALLAN E & FARFAN-WATTERS,CECILIA	1255 NW 9TH AVE #202	PORTLAND OR	97209
1N1E34BC 88035	WATTERS,JAMES D & WATTERS,BELIND J	937 NW GLISAN ST #537	PORTLAND OR	97229-2397
1S1E04AB 1000	WATUMULL 1717 MADISON LLC	307 LEWERS ST 6TH FLR	HONOLULU HI	96815
1S1E04AB 1600	WATUMULL GOOSE HOLLOW LLC % WATUMULL,J D	307 LEWERS ST 6TH FL	HONOLULU HI	96815
1S1E11BB 100	WATUMULL PROPERTIES CORP	307 LEWERS ST #600	HONOLULU HI	96815-2364
1S1E04AB 90020	WAYMIRE,NONA J	17548 S PALMER RD	OREGON CITY OR	97045-7650
1N1E34CC 90003	WB SUNSTONE-PORTLAND LLC % SUNSTONE HOTEL INVESTORS INC	120 VANTIS STE 350	ALISO VIEJO CA	92656-2686
1N1E33DC 70213	WCISLAK,KRYSTYNA	548 RIDGEMOOR DR	WILLOWBROOK IL	60527
1S1E02BC 4900	WEATHERLY CREAMERY BULDING	2045 NE M L KING BLVD	PORTLAND OR	97212
1S1E04BA 80008	WEAVER,DELBERT A & JEANNE C	PO BOX 1447	CANNON BEACH OR	97110
1N1E34BC 60384	WEAVER,MARILYN J TR (MARILYN J WEAVER TRUST)	820 NW 12TH AVE #504	PORTLAND OR	97209

1N1E33DD 8000	WEBB PROPERTIES L L C	1419 SW ALDER ST	PORTLAND OR	97205
1N1E34CA 80076	WEBB,ROY F TR & WEBB,JILL TR	2094 VISTA DEL MAR DR	VENTURA CA	93001
1N1E34BD 90572	WEBER,BAXTER & MONICA	210 FULTON ST SE	ALBANY OR	97321-5055
1S1E04AB 60071	WEBER,CLIFFORD W & WEBER,KUNIKO A	1234 SW 18TH AVE #503	PORTLAND OR	97205
1N1E33DC 70402	WEBER,EMILY K	1926 W BURNSIDE ST #519	PORTLAND OR	97209
1S1E04BA 80071	WEBER,MARILYNN L TR (MARILYNN L WEBER REVOCABLE TRUST DTD 10/31/07)	1132 SW 19TH AVE #805	PORTLAND OR	97205
1N1E33AD 80072	WEBER,PHILIP & CHERYL	1314 NW IRVING ST #301	PORTLAND OR	97209
1N1E28D 80015	WEBER,STEPHEN J	2175 NW DAVIS ST #103	PORTLAND OR	97210-3583
1N1E33DA 70043	WEBER,SUSAN M	889 E GRANDVIEW AVE	SIERRA MADRE CA	91024-1525
1N1E35CC 4500	WEBSTER FAMILY LLC	PO BOX 11229	PORTLAND OR	97211-0229
1N1E33CD 99010	WEBSTER,CAROL A & WEBSTER,JAY V	3939 CORTEZ LOOP SW	OLYMPIA WA	98512
1N1E33DA 60048	WEBSTER,KATHERINE & MOLESWORTH,KEITH	20 NW 16TH AVE #303	PORTLAND OR	97209
1N1E34CB 60080	WEBSTER,SANDRA B & DAN M	3145 GEARY BLVD	SAN FRANCISCO CA	94118-3316
1N1E34BB 60388	WECHT,JOANNA L	1125 NW 9TH AVE #426	PORTLAND OR	97209
1N1E34BB 60020	WEE,DUANE L	1125 NW 9TH AVE #518	PORTLAND OR	97209-2871
1S1E04AD 80073	WEGHORST,GEORGE	1500 SW PARK AVE #328	PORTLAND OR	97201
1N1E34BB 40498	WEGRZYNIAK,JASON E	949 NW OVERTON ST #1407	PORTLAND OR	97209-3277
1S1E10DB 90214	WEHRLEY,THOMAS G & WEHRLEY,DONNA J	3601 SW RIVER PKWY #1904	PORTLAND OR	97239-4562
1N1E27DD 10900	WEIDLER BUILDING LLC	11721 SW RIVERWOOD RD	PORTLAND OR	97219
1N1E26DC 15700	WEIDLER COURT ANNEX LLC	PO BOX 82464	PORTLAND OR	97282
1N1E26DC 15600	WEIDLER COURT APARTMENTS LLC % SECOLO,ROBERT L & SECOLO,MARGARET M	PO BOX 82464	PORTLAND OR	97282
1N1E33AD 80111	WEIDNER,KRISTINE N	1314 NW IRVING ST #708	PORTLAND OR	97209
1S1E04AD 80176	WEIGHT,JULIANNE	19800 HENSHAW ST	WOODLAND HILLS CA	91364
1S1E10AC 90331	WEIJO,RICHARD W TR & WEIJO,SHARON K TR	3570 SW RIVER PKWY #303	PORTLAND OR	97239
1S1E03CD 90286	WEIL,JEFFREY S & WEIL,NANCY K	1930 SW RIVER DR #W904	PORTLAND OR	97201
1S1E04AD 80300	WEIL,ROBERT L & MARGARET S	1500 SW PARK AVE #404	PORTLAND OR	97201
1S1E02CB 8500	WEILER,MICHAEL J	1611 SE 6TH AVE	PORTLAND OR	97214
1N1E34CB 99347	WEINER BOYS LLC	3550 SW BOND AVE #1502	PORTLAND OR	97239
1S1E03BA 5200	WEINER INVESTMENT CO	7215 SW MONTCLAIR DR	PORTLAND OR	97225-1517
1N1E34DC 2400	WEINER INVESTMENT CO-40% & B&BW PROPERTIES LLC-60%	7215 SW MONTCLAIR DR	PORTLAND OR	97225-1517
1N1E33CB 50009	WEINER,JASON B	PO BOX 4415	HILLSBORO OR	97123-1959
1N1E34BB 60235	WEINRICH,MARY LOU	1125 NW 9TH AVE #318	PORTLAND OR	97209
1N1E34CB 40104	WEINSTEIN,BRUCE A	1025 NW COUCH ST #912	PORTLAND OR	97209
1S1E04BA 90005	WEINSTEIN,SANFORD J TR-50% & WEINSTEIN,ELAINE TR-50%	2020 SW MARKET STREET DR #304	PORTLAND OR	97201
1S1E04AB 60095	WEINSTOCK,MICHAEL W TR	999 HOFFMAN RD	WEST LINN OR	97068
1N1E34BD 90101	WEIR,SHELLEE	930 NW NAITO PKWY #K-18	PORTLAND OR	97209
1N1E34BB 88076	WEISS,STEPHEN & WEISS,MADELINE	5711 BENT BRANCH RD	BETHESDA MD	20816
1N1E34BB 88467	WEISS,WENDY S TR	1260 NW NAITO PKWY #705	PORTLAND OR	97209
1N1E33DC 70124	WEISSHAAR,BARRETT A	1926 W BURNSIDE ST #816	PORTLAND OR	97209
1S1E10AC 90126	WEISSMAN,CAROL A TR (CAROL ANN WEISSMAN REVOCABLE LIVING TRUST)	6592 VILLA SONRISA #1012	BOCA RATON FL	33433
1S1E04AD 60367	WELBORN,GORDON L TR & WELBORN,DINA M TR	700 SOLITAIRE CT	REDMOND OR	97756-3899
1S1E04AA 70542	WELCH,CAROL L	20253 SW INGLIS DR	BEAVERTON OR	97007
1N1E34BB 40028	WELCH,JOSEPH	949 NW OVERTON ST #511	PORTLAND OR	97209
1N1E33AD 70404	WELCH,LANCE	1243 24TH AVE	LONGVIEW WA	98632-2726
1S1E03CA 90409	WELCH,ROBERT L JR TR & WELCH,CHARLENE V TR	0841 SW GAINES ST #710	PORTLAND OR	97239-3101
1S1E10AC 90712	WELLMAN,ANN L TR (ANN L WELLMAN TRUST)	3570 SW RIVER PKWY #2405	PORTLAND OR	97239-4549
1S1E10AC 90335	WELLMAN,NORBERT J & WELLMAN,ANN L	3570 SW RIVER PKWY #2405	PORTLAND OR	97239-4549

1N1E34BC 99192	WELLS FARGO HOME MORTGAGE	PO BOX 30427	LOS ANGELES CA	90030-0427
1S1E04AD 70006	WELLS,JEAN & NEWMAN,JEFFREY	402 WATSON ST #3	MONTEREY CA	93940
1N1E28D 80084	WELLS,KENNETH J	1201 MC DUFFIE ST #135	HOUSTON TX	77019-3619
1N1E34BC 60381	WELLS,LAURIE A	820 NW 12TH AVE #506	PORTLAND OR	97209-3050
1N1E27DB 8300	WELLS,MARJORIE F TR BY WELLS,IRVING L	16136 NW CANTERWOOD WAY	PORTLAND OR	97229-7849
1S1E03CB 80251	WELTIN,ELISABETH	255 SW HARRISON ST #18H	PORTLAND OR	97201-5340
1S1E03CB 70156	WEN,YU-CHANG NO 5-2 LANE,SHUI CHING	PING HO VILLAGE,SHE-TOU	CHANG-HWA TAIWAN	ROC
1N1E34CB 60045	WENDELL,THEODORE R & CROWLEY,RACHEL	420 NW 11TH AVE #622	PORTLAND OR	97209
1N1E33DC 90038	WENHAM,CHRISTOPHER N	709 SW 16TH AVE #405	PORTLAND OR	97205-1836
1N1E33CB 50377	WENNERHOLM,TRACI E & STREIFER,ROBERT N	2351 NW WESTOVER RD #703	PORTLAND OR	97210
1N1E35CC 4200	WENTWORTH LAND CO	107 SE GRAND AVE	PORTLAND OR	97214-1113
1N1E34BB 40480	WENTWORTH,BRANDON TR WENTWORTH,BETTY J TR (BRANDON WENTWORTH 2014 TRUST)	949 NW OVERTON ST #1601	PORTLAND OR	97209
1S1E04AB 70032	WERNER,GREGORY L & DUTRA,KELLY	16236 W SCARLET CANYON DR	SURPRISE AZ	85374
1N1E33DC 70511	WERNER,TROY M & WERNER,VICTORIA R	PO BOX 19697	PORTLAND OR	97280
1N1E34BB 88192	WERTZLER,JOHN D TR & BRADLEY,GAIL M (1997 WERTZLER/BRADLEY TRUST)	1310 NW NAITO PKWY #1007	PORTLAND OR	97209
1S1E10DB 80383	WESLEY,DOUGLAS & DORLAND,ARIANN	841 SW GAINES ST #337	PORTLAND OR	97239
1S1E04BA 80022	WESSON,MALIA H TR	1132 SW 19TH AVE #305	PORTLAND OR	97205
1N1E33CD 1900	WEST 21 LLC	2108 W BURNSIDE ST	PORTLAND OR	97210-3520
1N1E33DD 2500	WEST ALDER LLC	920 SW 6TH AVE #223	PORTLAND OR	97204-1207
1N1E35CC 6700	WEST LINN INVESTORS LLC % AMES,ROBERT R	1136 NW HOYT ST #200	PORTLAND OR	97209-3007
1N1E34CC 9700	WEST PARK AVENUE LLC	805 SW BROADWAY #2020	PORTLAND OR	97205-3360
1S1E04AD 3100	WEST PARK PLACE APARTMENTS LLC % JAMES BREEDLOVE	3510 SW MT ADAMS DR	PORTLAND OR	97239
1N1E34CB 99129	WEST TENTH LLC % THE EMPIRE GROUP ATTN BROWN,MARTIN E	155 SANSOME ST #850	SAN FRANCISCO CA	94104-3610
1N1E34BB 40081	WEST,DIANE H	949 NW OVERTON ST #908	PORTLAND OR	97209-3272
1S1E03CA 90414	WEST,HAROLD E TR & WEST,SUSAN S TR	1730 SW HARBOR WAY #308	PORTLAND OR	97201
1S1E04BA 80019	WEST,MARK C & WEST,SUZANNE L	1132 SW 19TH AVE #301	PORTLAND OR	97205
1S1E10DB 80183	WEST,REED & WEST,BRETT M	0841 SW GAINES ST #1804	PORTLAND OR	97239-3104
1N1E34BB 80093	WEST,RICHARD T TR	1133 NW 11TH AVE #419	PORTLAND OR	97209
1N1E34CC 3500	WESTCOAST BENSON HOTEL	309 SW BROADWAY	PORTLAND OR	97205-3725
1N1E34CC 3500	WESTCOAST BENSON HOTEL LIMITED	309 SW BROADWAY	PORTLAND OR	97205-3725
1N1E34BB 88489	WESTENBERG,HARLAN & WESTENBERG,EILEEN	1310 NW NAITO PKWY #807A	PORTLAND OR	97209-3162
1S1E04AA 70051	WESTERBAND,RUDOLPH TR & VERANTH,AMY TR (A & R TRUST)	1221 SW 10TH AVE #401	PORTLAND OR	97205
1N1E33CB 50094	WESTERLY VENTURES LLC	PO BOX 184	HARRODS CREEK KY	40027
1S1E03CC 90044	WESTERMAN,CLAIRE S	2211 SW 1ST AVE #805	PORTLAND OR	97201-5013
1S1E03CB 3000	WESTFAL LLC % OREGON PACIFIC INVESTMENT ATTN: JULIE LEUVREY	1800 SW 1ST AVE #600	PORTLAND OR	97201
1S1E10DB 90036	WESTHAVER PROPERTIES LLC %MONA L WESTHAVER REVOCABLE TRUST	0841 SW GAINES ST #1412	PORTLAND OR	97239-3103
1S1E10DB 80159	WESTHAVER,MONA L TR	0841 SW GAINES ST #1412	PORTLAND OR	97239-3103
1S1E03BC 3700	WESTON INVESTMENT CO LLC	2154 NE BROADWAY #200	PORTLAND OR	97232-1561
1N1E34CC 8100	WESTON INVESTMENT CO LLC-7/9 & THE GRAY CO REALTY INC-1/9	2154 NE BROADWAY RM 200	PORTLAND OR	97232-1590
1N1E34CC 8100	WESTON INVESTMENT CO LLC-8/9	2154 NE BROADWAY RM 200	PORTLAND OR	97232-1590
1S1E04AD 80303	WESTON,CRAIG & MELANIE	3163 WILDWOOD DR	LONGVIEW WA	98632
1N1E34BB 88193	WESTON,ELLEN D	1310 NW NAITO PKWY #1008	PORTLAND OR	97209
1N1E34BB 70043	WESTON,JEFFREY J	1255 NW 9TH AVE #301	PORTLAND OR	97209-2887
1N1E34CA 2300	WESTWIND BUILDING LLC	21035 NE SUNNYCREST RD	NEWBERG OR	97132
1N1E33AD 70126	WESTWOOD,BRIAN L TR	1420 NW LOVEJOY ST #513	PORTLAND OR	97209
1N1E34BB 60361	WESTWOOD,WAYNE W & JUDY G	2532 SUMMIT DR	LAKE OSWEGO OR	97034
1N1E26CD 50026	WETHERBEE,WENDY R	1509 NE 10TH AVE #307	PORTLAND OR	97232

1S1E04AA 70430	WEYLER,NANCY H & WEYLER,WALTER E	1221 SW 10TH AVE #805	PORTLAND OR	97205
1S1E04AB 60036	WHALEN,CRAIG M & WHALEN,NEICHA	1234 SW 18TH AVE #407	PORTLAND OR	97205
1N1E33DA 80054	WHEATLEY,CAROLYN TR (CAROLYN WHEATLEY REVOC TRUST)	408 NW 12TH AVE #413	PORTLAND OR	97209
1S1E04AD 80093	WHEATON,JOHN H & KIMBALL M	582 POTATO HILL RD	MOSES LAKE WA	98837
1N1E34BB 40437	WHEATON,MARK	949 NW OVERTON ST #704	PORTLAND OR	97209
1S1E03BB 4100	WHEELDON ADMIRAL LLC ATTN: SAHLI,RIAD	4150 SW MOODY AVE	PORTLAND OR	97239-4417
1N1E33DC 70200	WHEELER,DAVID T & MURRAY,SARAH J	1926 W BURNSIDE ST #1302	PORTLAND OR	97209
1N1E33AD 40055	WHEELER,DIANE & ARNOLD	3550 SW BOND AVE #807	PORTLAND OR	97239-4715
1S1E03CB 80120	WHEELER,JACK D	1234 ROMANY RD	KANSAS CITY MO	64113-2017
1S1E03CC 90267	WHEELER,TODD S	2221 SW 1ST AVE #1321	PORTLAND OR	97201
1S1E03BC 80086	WHELAN,ROBERT M	1500 SW 5TH AVE #904	PORTLAND OR	97201-5423
1S1E03CB 70159	WHEREAT,SUSAN S	111 SW HARRISON ST #12F	PORTLAND OR	97201-5382
1N1E33AD 80119	WHINSTON,JAMES	1314 NW IRVING ST #702	PORTLAND OR	97209-2727
1N1E33AD 80017	WHINSTON,JAMES P	1314 NW IRVING ST #702	PORTLAND OR	97209
1S1E02CD 14600	WHIPPLE,ANNA L & WHIPPLE,AUSTIN P	925 SE GRANT ST	PORTLAND OR	97214-4632
1S1E03CD 90534	WHITBECK,JEANNE H	1930 SW RIVER DR #W301	PORTLAND OR	97201-8066
1N1E34BB 70058	WHITCHER,ERIK & WHITCHER,JOAN	1255 NW 9TH AVE #204	PORTLAND OR	97209-2886
1S1E03CC 90171	WHITE FISH LLC	3570 SW RIVER PKWY #1701	PORTLAND OR	97239-4544
1S1E02BC 5600	WHITE HORSE LLC % HOLZMAN,LINDA	3216 NE SKIDMORE ST	PORTLAND OR	97211-7748
1S1E04AB 70074	WHITE LIVING TRUST	9433 SE SCOTTS RIDGE CT	HAPPY VALLEY OR	97086
1N1E34BB 50028	WHITE,D'ALENE K & WHITE,JOHN D	1001 NW LOVEJOY ST #312	PORTLAND OR	97209
1S1E10DB 80101	WHITE,DAVID L & WHITE,CONSTANCE E	0841 SW GAINES ST UNIT 702	PORTLAND OR	97239-3101
1N1E34BB 70230	WHITE,EDMUND H & WHITE,VALERIE M	1255 NW 9TH AVE #1307	PORTLAND OR	97209
1S1E03CC 90058	WHITE,FRANCIA K	2211 SW 1ST AVE #1103	PORTLAND OR	97201-5067
1S1E10AC 90152	WHITE,GENEVIEVE K	3570 SW RIVER PKWY #905	PORTLAND OR	97239
1N1E33DA 60069	WHITE,JILL	20 NW 16TH AVE #407	PORTLAND OR	97209
1N1E33DC 70725	WHITE,LINDA D	1926 W BURNSIDE ST #1103	PORTLAND OR	97209
1N1E33DA 70087	WHITE,MARTIN W & TRAPP,NANCY J	416 NW 13TH AVE #413	PORTLAND OR	97209-2938
1N1E34BD 90018	WHITE,RICHARD & GUNAWARDENA,YOSHINI	1010 NW NAITO PKWY #M-2	PORTLAND OR	97209
1S1E10AC 90642	WHITE,RICHARD M TR	350 PANORAMIC WAY	BERKELEY CA	94704
1S1E10DB 90347	WHITE,SETH	3601 SW RIVER PKWY #1216	PORTLAND OR	97239-4557
1S1E04BA 90019	WHITELEY,BENJAMIN R & ELAINE M	2020 SW MARKET ST DR #401&3	PORTLAND OR	97201
1S1E02BC 4600	WHITFORD REAL ESTATE LLC	47555 MCKENZIE HWY	VIDA OR	97488
1S1E10DB 90383	WHITLATCH,NORMAN L & JUDITH M	3601 SW RIVER PKWY #429	PORTLAND OR	97239
1N1E34CB 60010	WHITLOW,MARK D	420 NW 11TH AVE #508	PORTLAND OR	97209-2958
1N1E34BC 60053	WHITMORE,MOLLY J	820 NW 12TH AVE #418	PORTLAND OR	97209
1S1E03CD 90438	WHITNEY,CAROLINE	1920 SW RIVER DR #E504	PORTLAND OR	97201
1N1E33AD 40365	WHITTAM,CHRISTOPHER	1400 NW IRVING ST #521	PORTLAND OR	97209
1S1E02CA 17000	WHOLESALE FOUNTAIN SUPPLY REALTY LLC	1313 NW 17TH AVE	PORTLAND OR	97209-2412
1S1E04AB 300	WHOOP! WHOOP! LLC % CLARK,JOHN E	1225 SW 19TH AVE	PORTLAND OR	97205
1S1E04AB 600	WHOOP! WHOOP!! LLC	1225 SW 19TH AVE	PORTLAND OR	97205
1N1E33DC 70458	WIBORG,JAMES C & WIBORG,CHERYL A	2699 EAGLE WATCH LOOP	RICHLAND WA	99354
1N1E33DC 70041	WICKLUND,JASON T	7320 179TH ST SW	EDMONDS WA	98026-5534
1S1E03CB 70277	WIDMAYER,RICHARD A TR & WIDMAYER,JAYNE A TR	111 SW HARRISON ST #20B	PORTLAND OR	97201
1N1E27CA 3500	WIDMER BROTHER LLC	929 N RUSSELL ST	PORTLAND OR	97227
1N1E27CA 4300	WIDMER BROTHERS BREWING CO % PETRIE,TOM	929 N RUSSELL ST	PORTLAND OR	97227
1N1E27CA 4000	WIDMER BROTHERS BREWING CO ATTN: WIDMER,KURT	929 N RUSSELL ST	PORTLAND OR	97227

1N1E27CA 4300	WIDMER BROTHERS BREWING CO INC	929 N RUSSELL ST	PORTLAND OR	97227
1N1E27BD 5100	WIDMER BROTHERS LLC	5531 SW CORBETT AVE	PORTLAND OR	97239-3701
1N1E34BC 60378	WIECHERT,BRUCE W & JOANNE G	3073 SKYVIEW LN	EUGENE OR	97405-6247
1S1E04AB 90023	WIEDENHOFT,LARRY M	1441 SW CLAY ST #303	PORTLAND OR	97201
1S1E04BA 90018	WIEDERHORN,PEGGY	1540 SW VISTA AVE #1000	PORTLAND OR	97201
1N1E34BB 80212	WIEGE,JESSICA	1133 NW 11TH AVE #507	PORTLAND OR	97209
1N1E33DA 70091	WIELAND,CHRISTOPHER	416 NW 13TH AVE #401	PORTLAND OR	97209
1N1E33DA 70093	WIELAND,CHRISTOPHER F	416 NW 13TH AVE #403	PORTLAND OR	97209
1N1E33AD 40283	WILBURN,ELIZABETH N TR	227 E OAK AVE #302	EL SEGUNDO CA	90245-2387
1S1E04AA 70550	WILCOX,BRIAN & WILCOX,DEBRA	1221 SW 10TH AVE #219	PORTLAND OR	97205-2429
1S1E04AA 70380	WILCOX,BRIAN M & WILCOX,DEBRA L	1221 SW 10TH AVE #219	PORTLAND OR	97205-2429
1N1E34BB 50233	WILD,GEOFFREY TR	1001 NW LOVEJOY ST #804	PORTLAND OR	97209
1S1E10DB 80362	WILEY,BONITA W & WILEY,KENNETH B	0841 SW GAINES ST #117	PORTLAND OR	97239-3062
1S1E10AC 90341	WILEY,EDWIN B & NANCY H	3570 SW RIVER PKWY #1301	PORTLAND OR	97239
1N1E33AD 70078	WILHELM,GRETCHEN	817 HOODVIEW LN	LAKE OSWEGO OR	97034-1648
1S1E03CA 90234	WILKES,JACKIE	1616 SW HARBOR WAY #602	PORTLAND OR	97201
1S1E04AA 90029	WILKEY,ELLEN & WILKEY,ZACHARY W	9405 SW BUCKINGHAM PL	BEAVERTON OR	97007
1N1E33DC 70064	WILKINSON,GAVIN B & WILKINSON,HEATHER	3662 SE GLENWOOD ST	PORTLAND OR	97202-8256
1N1E33DC 90016	WILKINSON,MELINDA M	1689 COUNTY RD 83	BOULDER CO	80302
1N1E34BB 88359	WILKS,JEFFREY N-50% & COUGHLIN,JOHN T-50%	125 QUINCY ST	CHEVY CHASE MD	20815-3320
1N1E33DC 1300	WILLAMETTE WATERFRONT LIMITED PARTNERSHIP	10151 SW WASHINGTON ST	PORTLAND OR	97225-6947
1N1E34BC 60241	WILLEFORD,VINCE A	818 SW 3RD AVE #221-6243	PORTLAND OR	97204
1N1E33DC 90047	WILLEMSE,JAN C	5621 SW EDGEMONT PL	PORTLAND OR	97239
1S1E03CA 90171	WILLER,MARGARET M	1616 SW HARBOR WAY #409	PORTLAND OR	97201-5165
1S1E04AB 70014	WILLIAM DOUGLAS BRANDT TRUST % BRANDT,WILLIAM D	3455 EL DORADO CT S	SALEM OR	97302-9722
1S1E02CB 2900	WILLIAMS 1 LLC % ANCTIL,THOMAS W	12806 NW LORRAINE DR	PORTLAND OR	97229-8348
1N1E34BB 50396	WILLIAMS,ALAN & WILLIAMS,DIANE	1310 NW NAITO PKWY #901	PORTLAND OR	97209
1N1E34BB 88454	WILLIAMS,ALAN L & WILLIAMS,DIANE H	1310 NW NAITO PKWY #901	PORTLAND OR	97209-3162
1N1E34BC 40140	WILLIAMS,CAROL P TR	1115 GALLOWAY ST	PACIFIC PALISADES CA	90272
1S1E03CC 90286	WILLIAMS,CHARLES B TR & WILLIAMS,LINDA D TR	2221 SW 1ST AVE #1624	PORTLAND OR	97201
1S1E10DB 90720	WILLIAMS,CHRISTOPHER D	3601 SW RIVER PKWY #2805	PORTLAND OR	97239
1N1E33AD 99008	WILLIAMS,CURTIS B & ARDINE	120 WESTLAKE AVE N #523	SEATTLE WA	98109
1N1E34BB 88120	WILLIAMS,DANIEL S & WILLIAMS,DEBORAH O	1310 NW NAITO PKWY #606	PORTLAND OR	97209
1N1E34BB 90271	WILLIAMS,DARREN P	1030 NW 12TH AVE #130	PORTLAND OR	97209-2840
1N1E34BB 60421	WILLIAMS,ELDEN & JOHNSON,APRIL	1125 NW 9TH AVE #527	PORTLAND OR	97209
1N1E34BB 70076	WILLIAMS,ERIC P & WILLIAMS,ANGELA	1255 NW 9TH AVE #410	PORTLAND OR	97209
1S1E03CB 80100	WILLIAMS,FORREST	255 SW HARRISON ST #15A	PORTLAND OR	97201
1N1E34BC 40196	WILLIAMS,JAMES A & WILLIAMS,CAROLE L	8970 SW PACER DR	BEAVERTON OR	97008-6912
1N1E34BC 40247	WILLIAMS,JOHN E TR & WILLIAMS,KATHLEEN C TR	25 LONG POND DR	NANTUCKET MA	02554-2536
1N1E35BB 80049	WILLIAMS,JOHN H	3026 NE 20TH AVE	PORTLAND OR	97212
1N1E34BB 70093	WILLIAMS,KATHLEEN	1255 NW 9TH AVE #803	PORTLAND OR	97209-2896
1N1E34BB 40026	WILLIAMS,MARK K	949 NW OVERTON ST #509	PORTLAND OR	97209
1S1E03CB 70057	WILLIAMS,MAUREEN & WILLIAMS,RYAN	1730 SW PARKVIEW CT	PORTLAND OR	97221
1N1E34CB 6800	WILLIAMS,MAURICE R-1/4 & OTIS THREE LLC-3/4	230 NW 10TH AVE	PORTLAND OR	97209-3109
1S1E03BC 80116	WILLIAMS,NANETTE G	1500 SW 5TH AVE #2205	PORTLAND OR	97201-5435
1S1E10AC 90100	WILLIAMS,NICHOLAS	0839 SW PENNOYER ST	PORTLAND OR	97239-4401
1N1E33DA 70080	WILLIAMS,PAMELLA K TR	416 NW 13TH AVE #306	PORTLAND OR	97209-2936

1N1E34CB 99233	WILLIAMS,PAUL L TR	9017 ALCOTT ST #304	LOS ANGELES CA	90035-3383
1N1E27DC 1400	WILLIAMS,RICHARD C & WILLIAMS,JUDITH C	3105 SW 100TH AVE	PORTLAND OR	97225-2935
1N1E34BB 60108	WILLIAMS,ROBERT L & JEANETTE L	3945 WILLOW FLAT RD	HOOD RIVER OR	97031-7435
1S1E03CD 90639	WILLIAMS,RUSSELL C	1930 SW RIVER DR #W402	PORTLAND OR	97201
1N1E26CD 50014	WILLIAMS,SARAH	8410 SE TAYLOR CT	PORTLAND OR	97216-1362
1N1E28D 90013	WILLIAMS,SCOT A	2104 NW 16TH AVE	PORTLAND OR	97209
1N1E34BB 50072	WILLIAMS,SCOTT A & WILLIAMS,KATHLEEN A	5189 SOLAR HEIGHTS DR	EUGENE OR	97405-9580
1N1E34CB 60056	WILLIAMS,SCOTT M	9999 SW WILSHIRE ST #222	PORTLAND OR	97225
1S1E03CB 80356	WILLIAMS,SHARI A & MARK A	2001 SW TAYLORS FERRY RD	PORTLAND OR	97219
1N1E34BC 60090	WILLIAMS,STEPHEN A & WILLIAMS,SUSAN L	820 NW 12TH AVE #224	PORTLAND OR	97209-3045
1N1E34BB 70098	WILLIAMS,TERRI D	1255 NW 9TH AVE #1207	PORTLAND OR	97209-2885
1N1E33DA 60053	WILLIAMS,THEOPOLIS & TAYLOR-WILLIAMS,DIANA	12908 NW 42ND CT	VANCOUVER WA	98685
1S1E04AD 80273	WILLIAMS,VERN E	1500 SW PARK AVE #423	PORTLAND OR	97201
1S1E03BC 80093	WILLIAMSON,NEVA C	1500 SW 5TH AVE UN 1904	PORTLAND OR	97201-5432
1S1E03BC 4100	WILLING CO	1470 SW WOODWARD WAY	PORTLAND OR	97225
1S1E04BA 80069	WILLIS,ALAN R	1132 SW 19TH AVE #801	PORTLAND OR	97205
1N1E34CB 80066	WILLMAN,BRIAN M	18740 SW BOONES FERRY RD	TUALATIN OR	97062
1N1E34CA 5600	WILLSING LLC	13886 RD 20	MADERA CA	93637
1N1E34BC 88040	WILMERDING,ALEXANDER W	912 NE HAZELFERN PL	PORTLAND OR	97232-2628
1N1E34BD 90048	WILMOTH,DAVID F	1020 NW NAITO PKWY #N-8	PORTLAND OR	97209
1S1E04AB 90015	WILSON,ALVA	1441 SW CLAY ST #205	PORTLAND OR	97201-6087
1N1E35BB 80032	WILSON,BRIAN K & WILSON,LISA B	533 NE HOLLADAY ST #303	PORTLAND OR	97232
1N1E33DC 70069	WILSON,DANIEL	1926 W BURNSIDE ST #515	PORTLAND OR	97209
1N1E34BC 99233	WILSON,FRANK R & WILSON,PATRICIA L	922 NW 11TH AVE #313	PORTLAND OR	97209-2777
1N1E34BC 99202	WILSON,FRANK R TR & WILSON,PATRICIA L TR	922 NW 11TH AVE #313	PORTLAND OR	97209-2777
1N1E27BD 5900	WILSON,JAMES S & WOLFE,LOIS B	3035 SW 12TH AVE	PORTLAND OR	97239
1N1E34BD 90444	WILSON,JAY R	3337 NW CHAPIN DR	PORTLAND OR	97229
1N1E34BD 90191	WILSON,JAY R & WILSON,NANETTE G	3337 NW CHAPIN DR	PORTLAND OR	97229
1N1E33AD 40296	WILSON,JENNIFER M	1400 NW IRVING ST #314	PORTLAND OR	97209
1N1E34BD 90508	WILSON,NANCY E TR & WILSON,CHARLES E TR	1220 HANSEN AVE SOUTH	SALEM OR	97302
1N1E33AD 70417	WILSON,NICHOLAS O	1420 NW LOVEJOY ST #613	PORTLAND OR	97209
1N1E28D 80097	WILSON,PAULA J	1830 NW RIVERSCAPE DR #104	PORTLAND OR	97209
1N1E34BC 5000	WILSON,RAYMOND C TR & WILSON,SHIRLEY E TR TO MONKEY MOUNTAIN REAL ESTATE	1036 NW HOYT ST	PORTLAND OR	97209
1N1E35CD 8800	WILSON,ROBERT S TR & WILSON,LAUREN J TR	9204 NW MCKENNA DR	PORTLAND OR	97229-8037
1N1E33AD 40176	WILSON,SAMUEL A	1400 NW IRVING ST #108	PORTLAND OR	97209-2212
1S1E04AB 5700	WILSON,STEVEN S	3326 NW FRANKLIN CT	PORTLAND OR	97210-1924
1N1E33CD 99021	WINCHESTER,DAVID K TR & GALLISON,CLAUDIA J TR	510 NW 86TH CT	PORTLAND OR	97229-6417
1S1E03CD 90062	WINE,DENNIS J	301 MAIN AVE	TILLAMOOK OR	97141
1N1E34CC 6800	WINEMA LAND CO LLC % DOUG BEAN & ASSOC	1650 NW NAITO PKWY #302	PORTLAND OR	97209
1N1E34BB 50439	WINEMILLER,JOHN T & WINEMILLER,NORMA L	1001 NW LOVEJOY ST #504	PORTLAND OR	97209
1S1E02BA 7600	WINGNUT INVESTMENTS LLC	3741 SE 21ST AVE	PORTLAND OR	97202
1N1E34BC 40374	WINKELMAN,AMY N TR	725 NW 10TH AVE #405	PORTLAND OR	97209-3242
1S1E04AD 60346	WINN,RODGER L & DIANE G	1500 SW 11TH AVE #401	PORTLAND OR	97201-3532
1N1E33CD 80026	WINNER,BRIAN	2021 SW MAIL ST #45	PORTLAND OR	97205-1544
1N1E33DC 1200	WINSTON PARTNERS LLC % DE LORENZO,JOHN	1300 SW 5TH AVE #2300	PORTLAND OR	97201
1N1E34BC 3200	WINTER,DOUGLAS	PO BOX 4383	PORTLAND OR	97208
1N1E34CB 60083	WINTER,DOUGLAS A & KANE,IRMA	PO BOX 4383	PORTLAND OR	97208

1N1E34CB 80105	WINTER,DOUGLAS A & MARY	PO BOX 4383	PORTLAND OR	97208
1S1E04AA 80006	WINTERS,ELAINE TR	2545 SW TERWILLIGER BLVD #617	PORTLAND OR	97201-6307
1N1E33DC 70552	WINTERS,WILLIAM F	1926 W BURNSIDE ST #1210	PORTLAND OR	97209
1N1E33CB 50343	WINTERSTEIN,CARL W & WINTERSTEIN,HELEN L	2351 NW WESTOVER RD #502	PORTLAND OR	97210
1S1E10DB 80628	WINTHROP,BRUCE & WINTHROP,SUSAN	0841 SW GAINES ST #2306	PORTLAND OR	97239
1N1E34BB 80140	WINTHROP,LORING H TR & WINTHROP,MARGARET E TR	3281 INLAND DR S	SALEM OR	97302
1S1E04AB 70046	WIRKKALA,DOUGLAS G & WIRKKALA,TERESA M	2798 SW OLD ORCHARD RD	PORTLAND OR	97201-1637
1N1E34BB 70131	WISE,DANIEL & WISE,MEGAN K	1255 NW 9TH AVE #1205	PORTLAND OR	97209
1S1E02CB 7200	WISE,GEORGE PMB 162	10350 N VANCOUVER WAY	PORTLAND OR	97217
1N1E34BB 90198	WISE,JUDITH	1030 NW 12TH AVE #431	PORTLAND OR	97209-2848
1S1E03CC 90441	WISH, MARY ANN S TR	2221 SW 1ST AVE #1522	PORTLAND OR	97201
1S1E04AB 60024	WISMER,BRENT R	1234 SW 18TH AVE #307	PORTLAND OR	97205
1N1E34CA 80103	WITHERS,CHERICE	411 NW FLANDERS ST #503	PORTLAND OR	97209-3855
1S1E04AA 70442	WITT,GERALD L TR & BLISS,SUSAN D TR	1221 SW 10TH AVE #705	PORTLAND OR	97205
1N1E34BB 88006	WITT,HANS & WITT,LINDA	1133 NW 11TH AVE #707	PORTLAND OR	97209-3089
1N1E34BB 80117	WITT,HANS J & WITT,LINDA A	1133 NW 11TH AVE #707	PORTLAND OR	97209
1S1E04AB 60026	WITTEN,STEVEN P & WITTEN,DINAH L	1234 SW 18TH AVE #309	PORTLAND OR	97205-1754
1N1E35CC 2600	WL II LLC	107 SE GRAND AVE	PORTLAND OR	97214-1113
1N1E35BA 300	WMK PORTLAND LLC % EASLEY MCCALEB & ASSOC	PO BOX 190700	SAN FRANCISCO CA	94119
1S1E03CD 90094	WOBBROCK,NICHOLAS J	1900 SW RIVER DR #201	PORTLAND OR	97201
1S1E03BC 80059	WOELFER,LAWRENCE W TR	1500 SW 5TH AVE #2102	PORTLAND OR	97201-5434
1S1E04AD 60358	WOLDRICH,JOHN D TR & WOLDRICH,KATHLEEN F TR	256 SAN RAMON WAY	NOVATO CA	94945-1132
1S1E10AC 90103	WOLF,BRIAN D & BARBARA K	0827 SW PENNOYER ST	PORTLAND OR	97239
1S1E04BA 80032	WOLF,DENISE L	1132 SW 19TH AVE #405	PORTLAND OR	97205
1S1E03CA 90162	WOLF,GREGORY W	1710 SW HARBOR WAY APT 202	PORTLAND OR	97201-5154
1N1E33AD 70165	WOLFE,KARI L	3285 N ARLINGTON PL	PORTLAND OR	97217-7201
1N1E33DA 70057	WOLFE,RYAN NW	416 NW 13TH AVE #214	PORTLAND OR	97209-2934
1N1E28D 70001	WOLFE,THOMAS & MORRIS-WOLFE,PATRICIA	1700 NW RIVERSCAPE ST #78	PORTLAND OR	97209
1N1E34CB 99261	WOLODZKO,GEORGE P	333 NW 9TH AVE #710	PORTLAND OR	97209
1S1E04AA 70604	WOLPER,HOMAIRA	1221 SW 10TH AVE #1405	PORTLAND OR	97205
1N1E33DC 70101	WOLTERS,ROBERT A	1926 W BURNSIDE ST #711	PORTLAND OR	97209
1S1E02CA 15700	WONG,BENTAL & WONG,REBEKAH	5204 NW 17TH CIRCLE	CAMAS WA	98607
1S1E03CB 70265	WONG,BONNIE M TR	111 SW HARRISON ST #7G	PORTLAND OR	97201
1S1E10DB 90010	WONG,CECILIA	716 MILLER AVE	S SAN FRAN CA	94080-2527
1S1E10DB 90322	WONG,CHAD & NGUYEN,DIEM Q	12845 SE 93RD AVE	CLACKAMAS OR	97015
1N1E34BB 60379	WONG,CHRISTIE C	1125 NW 9TH AVE #417	PORTLAND OR	97209
1N1E27DD 11800	WONG,DEBRA T TR TO 35 NE WEIDLER LLC	35 NE WEIDLER ST	PORTLAND OR	97232-1118
1N1E35CB 5100	WONG,JEFFREY	117 NE 8TH AVE	PORTLAND OR	97232
1N1E33AD 70110	WONG,JENNIFER M & BENTON W	1420 NW LOVEJOY ST #512	PORTLAND OR	97209
1S1E04AA 70071	WONG,PETER & PEGGY	1221 SW 10TH AVE #507	PORTLAND OR	97205
1N1E34CB 40187	WONG,RICHARD M TR & WONG,LESLIE S TR	1025 NW COUCH ST #612	PORTLAND OR	97209
1N1E34BB 60155	WONG,ROBERT H JR	1125 NW 9TH AVE #526	PORTLAND OR	97209
1S1E03CB 80048	WONG,STEVEN Y & WONG,SHARI Y	17555 ERIN CT	LAKE OSWEGO OR	97035
1S1E10AC 90173	WONG,VICTORIA	3570 SW RIVER PKWY #1205	PORTLAND OR	97239
1N1E34CB 99385	WOO,TAUNYA	333 NW 9TH AVE #912	PORTLAND OR	97209-3342
1N1E34BD 90483	WOOD,DANIEL G & WOOD,WENDY	2056 5TH AVE #6C	NEW YORK NY	10035
1N1E27CA 2700	WOOD,DONNA L	16446 NE SAN RAFAEL DR	PORTLAND OR	97230

1N1E28D 90020	WOOD,GARY M & FULLER,FARRALEE	2910 SW 66TH AVE	PORTLAND OR	97225-3107
1S1E03CB 80175	WOOD,J WALTER TR & WOOD,JEAN S TR	3448 CANOGA PL	CAMARILLO CA	93010
1N1E34BC 99290	WOOD,JOHN A & JANET M	81280 VICTORIA LN	LA QUINTA CA	92253
1S1E10DB 80121	WOOD,LOUIS A & WOOD,JUDY L	0841 SW GAINES ST #906	PORTLAND OR	97239
1S1E03BC 80112	WOOD,STEVEN S & WOOD,DOREEN A	1500 SW 5TH AVE #1805	PORTLAND OR	97201
1S1E03CC 90022	WOODALL,MELANIE D & WOODALL,DAVID L	2211 SW 1ST AVE #501	PORTLAND OR	97201
1S1E04AA 70047	WOODARD,TOD C & CYD W	1221 SW 10TH AVE #315	PORTLAND OR	97205
1S1E03CC 90248	WOODBURY,ANNE TR	2221 SW 1ST AVE #924	PORTLAND OR	97201
1N1E34BB 88594	WOODBURY,SID TR & WOODBURY,JUDEE TR	860 SNOW CREEK CANYON	PALM DESERT CA	92211
1N1E33DC 90019	WOODBURY,STEPHANIE J TR	3165 SHEFFIELD AVE	OAKLAND CA	94602-1543
1N1E34BD 90240	WOODBURY,ZACHARY J	910 NW NAITO PKWY #I15	PORTLAND OR	97209-3740
1N1E34BC 60066	WOODCOCK,ROLAND P & WOODCOCK,ERICA E	105 NW 45TH ST #2	NEWPORT OR	97365-1499
1N1E34CB 60128	WOODELL,ROBERT L TR & WOODELL,MARY A TR	PO BOX 966	SISTERS OR	97759-0966
1S1E04AD 60178	WOODHALL,BARRETT	2665 NW STRATH WAY	BEND OR	97701-8690
1S1E02CD 18600	WOODHOLE LLC	1020 SE HARRISON ST	PORTLAND OR	97214
1N1E33AD 70307	WOODLOCK,DAVID C	1420 NW LOVEJOY ST #326	PORTLAND OR	97209
1S1E10DB 90739	WOODRUFF,RUSSELL T & WOODRUFF,KAREN B	14525 SW BELL RD	SHERWOOD OR	97140
1N1E33DA 60004	WOODS,MARCUS E & WOODS,ALAHNNA D	14090 SE ALTA VISTA DR	HAPPY VALLEY OR	97086
1N1E34BC 40126	WOODS,STEVEN E & WOODS,JEANNE E	1030 NW JOHNSON ST #402	PORTLAND OR	97209-3075
1N1E34BC 40275	WOODWARD,BARTON C & WOODWARD,LAURIE & WOODWARD,MARK C	726 NW 11TH AVE #508	PORTLAND OR	97209-3239
1N1E34CB 99034	WOOLAWAY,JAMES T	PO BOX 1777	CARBONDALE CO	81623
1S1E03CB 80333	WOOLWORTH,PATRICIA A TR (PATRICIA ADELE WOOLWORTH TRUST)	20 SETON RD	IRVINE CA	92612-2132
1S1E03CB 80249	WOOSTER,MICHAEL R & ROSSITZA B	255 SW HARRISON ST #25-B	PORTLAND OR	97201
1N1E27CA 6000	WORCHESTER BUILDING LLC % TINKER,GARY & JULIE	31020 SW PEACH COVE RD	WEST LINN OR	97068-9436
1N1E33CB 50066	WORKMAN,SUSAN R	2351 NW WESTOVER RD #801	PORTLAND OR	97210-3783
1S1E02BC 2900	WORKSHOPS PORTLAND CARSON L L	819 N 49TH ST #400	SEATTLE WA	98103-6517
1N1E34BC 99055	WORTH,R BRUCE & BETTE P % ROBERT WORTH	1103 N L ST	ABERDEEN WA	98520
1N1E34BB 70378	WORTHINGTON,WILLIAM J & DE NEICE W	1808 SW LAUREL ST	PORTLAND OR	97201-2362
1N1E33AD 40251	WORTMAN,KATHLEEN B & ABBASI,RAHIM	500 E 24TH ST	VANCOUVER WA	98663-3216
1S1E02CB 4400	WOUGHTER,KAREN TR ET AL % DICKEY,ROBERT R TR	829 BESWICK WAY	ASHLAND OR	97520-3501
1S1E10DC 300	WPC BANCROFT LLC ATTN WATUMULL,JD	307 LEWERS ST 6TH FLOOR	HONOLULU HI	96815
1N1E34CA 4400	WREH PORTLAND LLC(LEASED ERIC YOUEL,SPRING HOLLOW CAFE ATTN LOWER,BRENT	600 UNIVERSITY ST #2820	SEATTLE WA	98101-1184
1S1E04AA 70642	WREN,GEOFFREY G & DE MOSS,DAVID J	1221 SW 10TH AVE #1204	PORTLAND OR	97205
1N1E34BB 80050	WRENN,ERIKA W & FARRENS,THERESA R & FARRENS,WILLIAM C	821 NW 11TH AVE #611	PORTLAND OR	97209-3233
1S1E03CB 70033	WRIGHT,CHELSEA & REYES,JOSHUA	111 SW HARRISON ST #5E	PORTLAND OR	97201
1S1E10DB 80599	WRIGHT,CRAIG L & FISCHER-WRIGHT,RUTH A	0841 SW GAINES ST #610	PORTLAND OR	97239-3101
1N1E34CB 40151	WRIGHT,GARY K & WRIGHT,SANDRA Z	3 OUR LANE CT	HOUSTON TX	77024
1N1E28D 90016	WRIGHT,JILL A-50% & WRIGHT,WESLEY L-50%	24605 8TH AVE S	DES MOINES WA	98198-3854
1N1E33DA 70098	WRIGHT,RANDY L	416 NW 13TH AVE #409	PORTLAND OR	97209
1S1E03CD 90016	WRIGHT,RICHARD L JR	2783 SUNCREST AVE	EUGENE OR	97405
1S1E03CD 90132	WRIGHT,RICHARD L TR & WRIGHT,MARSHA A TR	2430 LASATER BLVD	EUGENE OR	97405
1S1E04AA 70446	WRIGHT,ROBERT P TR & WRIGHT,JANICE C TR	1221 SW 10TH AVE #505	PORTLAND OR	97205
1N1E34BB 60116	WRIGHT,SUSAN A TR	1125 NW 9TH AVE #502	PORTLAND OR	97209-2870
1N1E33DC 70509	WRIGHT,WILLIAM G	658 N 15TH ST FL 1	PHILADELPHIA PA	19130-2927
1N1E27CA 2900	WRIGHT,WILLIAM S TR & WRIGHT,JANET C TR	809 N RUSSELL ST #201	PORTLAND OR	97227-1731
1N1E35CC 12000	WRIGHT,WILLIAM TR ET AL	PO BOX 69627	PORTLAND OR	97239-0627
1N1E34BC 60220	WRINN,MICHAEL	821 NW 11TH AVE #613	PORTLAND OR	97209

1N1E34BC 60262	WRINN,MICHAEL & WRINN,VIVIAN	821 NW 11TH AVE #613	PORTLAND OR	97209
1N1E35AB 6200	WRPV XI AXCESS PORTLAND LLC % WATERTON ASSOCIATES LLC	30 S WACKER DR #3600	CHICAGO IL	60606-7462
1S1E04AA 60001	WU ZHONG (AMERICA) SERVICE FOR CULTURAL EDUCATION AND COMMUNICATION LTD	625 NW LOST SPRINGS TER #104-1	PORTLAND OR	97229
1S1E10DB 90611	WU,CARSON PININ-50% & WU,FRANKIE KWONG CHIU-25% & CHENG,BAKKE PIT KIT-25%	1488 SKYE PKWY	WEST LINN OR	97068
1N1E34BC 88316	WU,CHIEN-LUNG	2425 SW ROXBURY AVE	PORTLAND OR	97225
1S1E10DB 90659	WU,HUI XUE	3601 SW RIVER PKWY #604	PORTLAND OR	97239
1N1E34BC 70004	WU,JACKIE CHI & KAR WAI	1616 NW FOLEY CT	PORTLAND OR	97229
1N1E33DD 4700	WU,VICTOR	126 POST ST #616	SAN FRANCISCO CA	94108
1S1E04AA 70661	WUNDER,CHERYL	1221 SW 10TH AVE #810	PORTLAND OR	97205
1S1E04AD 5100	WV MARKET VIEW LLC	1075 ARROWSMITH ST	EUGENE OR	97402-9121
1N1E26CC 10800	WWJACK LLC %WAYNE JACKSON	628 NE BROADWAY #100	PORTLAND OR	97232-1324
1S1E04AB 70108	WXY VENTURES LLC	765 NE JEFFRIES PL	NEWPORT OR	97365-2517
1N1E34CB 99306	WYATT,ADAM J	333 NW 9TH AVE #511	PORTLAND OR	97209
1S1E04AA 70335	WYATT,BEN E	4841 NE CAMPAIGN ST	PORTLAND OR	97218-1732
1S1E04AD 90016	WYATT,LEE A & BAUR,PETER C	1410 SW 11TH AVE #306	PORTLAND OR	97201
1N1E34BD 90410	WYBORNEY,SAMANTHA A	840 NW NAITO PKWY #H-2	PORTLAND OR	97209
1N1E34BB 40338	WYLIE,ANN F & SMITH,PHILLIP R	949 NW OVERTON ST UNIT 1102	PORTLAND OR	97209-3274
1N1E33DA 60013	WYLLIE,JULIUS	20 NW 16TH AVE #102	PORTLAND OR	97209
1N1E34DC 3200	WYNDHAM RESORT DEVELOPMENT CORP	6277 SEA HARBOR DR	ORLANDO FL	32821
1N1E33DC 90054	WYSOCKI,BYRON J	404 SE DORION AVE #205	PENDLETON OR	97801
1S1E04AD 90002	WYSUPH,THOMAS D	1410 SW 11TH AVE #L02	PORTLAND OR	97201-3306
1S1E04AB 5600	WYSZYNSKI,L RANDALL TR & WYSZYNSKI,M CHRISTINA TR	1711 SW CLAY ST	PORTLAND OR	97201-2528
1S1E03CA 400	XHR PORTLAND LLC %XENIA HOTELS & RESORTS INC ATTN PHILIP A WADE	200 S ORANGE AVE #1200	ORLANDO FL	32801
1N1E34BD 90133	XIAO,LEPING L & OLIVER,NELSON H	17870 SW AUGUSTA LN	BEAVERTON OR	97006-3855
1S1E10AC 90167	XING,SONGNAN & WANG,YINGDI	4516 DARCELLE DR	UNION CITY CA	94587
1S1E03AA 4900	XLAO LLC	831 SE M L KING BLVD	PORTLAND OR	97214
1N1E34BD 90445	XU,DAN HUA & XI,DE QIONG	2742 124TH SE	BELLEVUE WA	98005
1N1E34BC 40204	XU,YONGWEN & HUANG,WEN	6370 HAWAII KAI DR #62	HONOLULU HI	96825-5214
1N1E34BD 90257	XY LLC	PO BOX 1122	MARCOLA OR	97454-1122
1N1E34BB 50213	YADAV,SHERI A	1001 NW LOVEJOY ST #708	PORTLAND OR	97209
1N1E33CD 80007	YAGLE,RICHARD J & DELK,WAYNE A	2021 SW MAIN ST #17	PORTLAND OR	97205-1542
1N1E34CB 40210	YAHNG,DAVID A	1025 NW COUCH ST #722	PORTLAND OR	97209-4131
1S1E03CA 90198	YAKAS,JOYCE M	1616 SW HARBOR WAY #302	PORTLAND OR	97201-5165
1N1E34BB 50383	YAKER,BERNARD	1001 NW LOVEJOY ST #413	PORTLAND OR	97209
1N1E34BB 70431	YAMAGUCHI,KYLE & YAMAGUCHI,SHU-CHU	1255 NW 9TH AVE #403	PORTLAND OR	97209
1S1E04AA 70582	YAMALOVA,LUDMILA	11828 SW RIVERWOOD RD	PORTLAND OR	97219
1S1E04AA 70313	YAMALOVA,SVETLANA	1221 SW 10TH AVE #1501	PORTLAND OR	97205-2481
1S1E04AA 70201	YAMALOVA,SVETLANA TR	1221 SW 10TH AVE #1501	PORTLAND OR	97205-2481
1N1E33AD 70268	YAMANOUCHI,KEIKO	1420 NW LOVEJOY ST #723	PORTLAND OR	97209
1S1E03CA 90175	YAMASHITA,TAKASHI & JEWETT,CHARLES W JR	8201 16TH ST APT 724	SILVER SPRING MD	20910-3250
1N1E34CB 40047	YAMAUCHI,JUDITH M TR (YAMAUCHI FAMILY REVOC TRUST)	4523 SE 84TH AVE	PORTLAND OR	97266
1S1E03BA 1400	YAMHILL GROUP LLC	PO BOX 1862	LAKE OSWEGO OR	97035-0609
1S1E03BA 2200	YAMHILL PARTNERS LLC	117 SW TAYLOR ST #200	PORTLAND OR	97204-3029
1S1E03CB 80143	YAMIN,HADI TR	818 SW 3RD AVE #221-4335	PORTLAND OR	97204
1N1E34BD 90147	YAN,WAI LAN FION	12450 SE 117TH AVE	HAPPY VALLEY OR	97086-8431
1S1E02CB 1700	YANCEY,RAYMOND R & DOLAN,LEANN M	5105 SW VIEW POINT TER	PORTLAND OR	97201
1N1E34BB 60104	YANG,ALBERT	1125 NW 9TH AVE #102	PORTLAND OR	97209

1N1E33DC 70022	YANG,BEI & YUAN,ZHI & YANG,MENG-WEI	14255 SW 114TH AVE	TIGARD OR	97224-3710
1S1E10DB 80176	YANG,JENNIFER-1/3 & YANG,KUANG-MIN-1/3 & YANG,GRACE J-1/3	2837 NW LACAMAS DR	CAMAS WA	98607
1N1E34CB 60098	YANG,MICHAEL Y	420 NW 11TH AVE UNIT 913	PORTLAND OR	97209-2970
1N1E33DA 50034	YANG,PAUL	311 NW 12TH AVE #901	PORTLAND OR	97209
1S1E10AC 90314	YANG,QIGANG & JIN,SHUPING	14081 NW EAGLERIDGE LN	PORTLAND OR	97229-2447
1N1E34BC 88190	YANG,RENATA	5060 SE 33RD PL	PORTLAND OR	97202-4324
1N1E34BD 90573	YANG,YAOHUA & ZHOU,JIAMEI	2412 REMINGTON DR	WEST LINN OR	97068-4150
1S1E10DB 90708	YANG,YUFEI	3601 SW RIVER PKWY #329	PORTLAND OR	97239
1N1E34BB 60026	YANO,BRUCE S	2027 NE BLUE HERON DR	PORTLAND OR	97211
1N1E34BB 70168	YANO,SEIJI TR	10020 SW 141ST AVE	BEAVERTON OR	97008
1S1E10DB 90535	YAP,ALISSA & WICKS,ALAN	34615 9TH CT SW	FEDERAL WAY WA	98023
1S1E03CD 90466	YATES,JANE M	1900 SW RIVER DR #N303	PORTLAND OR	97201
1S1E03CD 90035	YAZDANIKHORRAM,AMIR & YAZDANIKHORRAM,HAMIDAH	2221 NW CRESTVIEW WAY	PORTLAND OR	97229
1S1E10DB 90147	YEAGER,LUKE & YEAGER,RICHARD & MELUM-YEAGER,PATRICIA	3601 SW RIVER PKWY, UN 1302	PORTLAND OR	97239
1N1E34CA 5400	YEE ONE LLC	8800 N LOMBARD ST	PORTLAND OR	97203-3735
1N1E34CB 80133	YEE,DARREN H	300 NW 8TH AVE #903	PORTLAND OR	97209-3562
1N1E34BC 99384	YEE,PHILIP B & SUSAN B	922 NW 11TH AVE #1204	PORTLAND OR	97209
1N1E34CB 60007	YEH,THERESSA CHIN-CHIN	17788 NW GILBERT LN	PORTLAND OR	97229-8532
1S1E03CB 70099	YEH,YARU	9370 SW GALENA WAY	BEAVERTON OR	97007-7557
1N1E34BC 88266	YEHUDAI,LORAN	937 NW GLISAN ST #933	PORTLAND OR	97209-3262
1N1E34BC 60060	YEITER,PAUL A TR	PO BOX 879	PACIFIC CITY OR	97135-0879
1N1E33DC 70010	YEMELYANOV,VLADIMIR N & YEMELYANOVA,NATALYA A	1926 W BURNSIDE ST #210	PORTLAND OR	97209
1N1E33CB 50290	YEO,JUNG K & YEO,SHIN D	2351 NW WESTOVER RD #806	PORTLAND OR	97210-3784
1S1E04AA 90044	YERKE,JACOB P	2200 N BEACHWOOD DR #303	LOS ANGELES CA	90068-2946
1N1E33AD 40349	YEUROUKIS,JENIFER	1400 NW IRVING ST #505	PORTLAND OR	97209
1N1E34BB 40025	YEWMAN,DAVID A TR & YEWMAN,HEIDI C TR	2712 NW 142ND CIR	VANCOUVER WA	98685
1N1E34BB 90209	YING,MELANIE	5912 SE 47TH AVE	PORTLAND OR	97206-6237
1S1E03CC 90003	YING,STEPHEN & YING,HELEN	2211 SW 1ST AVE	PORTLAND OR	97201
1N1E34BB 90056	YING,STEPHEN S & YING,HELEN L	2211 SW 1ST AVE #103	PORTLAND OR	97201-5066
1S1E03CB 80344	YIOULOS,DEAN & ANN & YIOULOS,GEORGE	255 SW HARRISON ST #10D	PORTLAND OR	97201
1N1E34BC 99178	YMERT BEHEER N.V. ATTN: RUITER,HANS	922 NW 11TH AVE #705	PORTLAND OR	97209
1N1E34BC 70018	YOCKEY,JAMES F	618 NW 12TH AVE #209	PORTLAND OR	97209
1S1E10DB 90743	YODER,SUSAN	3601 SW RIVER PKWY #2807	PORTLAND OR	97239
1N1E34BB 90308	YONKOVICH,BRENT D	1030 NW 12TH AVE #224	PORTLAND OR	97209
1S1E04BA 200	YOO,MELANIE H	545 ASHBURY ST #2	SAN FRANCISCO CA	94117-4705
1N1E28DD 1300	YOSHIDA REAL ESTATE HOLDINGS XII LLC	8440 NE ALDERWOOD RD #A	PORTLAND OR	97220-1471
1N1E33DC 70059	YOSHIDA,ERIKA	4239 NE 79TH AVE	PORTLAND OR	97218-4203
1N1E33DC 70412	YOSWICK,JOHN V	PO BOX 6091	PORTLAND OR	97228
1N1E34BC 40141	YOUNG,DONALD E & ANN G	725 NW 10TH AVE #205	PORTLAND OR	97209
1N1E33CB 50131	YOUNG,GUOYING K	2351 NW WESTOVER RD #402	PORTLAND OR	97210-3781
1N1E33CB 50390	YOUNG,IAN A TR & YOUNG,KAZUYO TR	3181 NW 114TH TER	PORTLAND OR	97229
1S1E10DB 80285	YOUNG,JEFFERY T & YOUNG,LAURETTA L & YOUNG,ANDREW T	0841 SW GAINES ST #341	PORTLAND OR	97239
1N1E34BB 70538	YOUNG,KWAI S & YOUNG,NORMA F	98-638 KUINI ST	AIEA HI	96701
1N1E34BB 90273	YOUNG,LORI J	1030 NW 12TH AVE #126	PORTLAND OR	97209
1S1E03CC 90704	YOUNG,PATRICIA	2309 SW 1ST AVE #743	PORTLAND OR	97201-5008
1N1E34BC 70007	YOUNG,ROY P JR	3522 PARK VILLA DR	SAN DIEGO CA	92104-3450
1S1E03CA 90205	YOUNG,SAMUEL R JR & SUZANNE C	1616 SW HARBOR WAY #A-601	PORTLAND OR	97201

1N1E34BB 88091	YOUNG,STEPHEN R	1260 NW NAITO PKWY #407	PORTLAND OR	97209
1N1E34BB 60398	YOUNG,STEVEN A	5115 ISABELLA CANNON DR	RALEIGH NC	27612-4813
1N1E34BB 50043	YOUNG,WILLIAM E & YOUNG,JULIE S	1001 NW LOVEJOY ST #410	PORTLAND OR	97209-3568
1S1E02CC 4000	YOUNGREN,MARK A TR	4041 SW HILLSDALE AVE	PORTLAND OR	97239-1546
1S1E04BA 70032	YOUNIE,SUSAN A	2024 SW HOWARDS WAY #103	PORTLAND OR	97201
1S1E02CD 12800	YOUTH PROGRESS PROPTS INC	2020 SE POWELL BLVD	PORTLAND OR	97202-2345
1S1E02BA 4900	YU CONTEMPORARY INC	800 SE 10TH AVE	PORTLAND OR	97214-2548
1N1E34CB 99217	YU,AARON	208 S WINSTON LN	SAN ANTONIO TX	78213-1829
1S1E04AA 70257	YU,CHIUNG-CHEN TR-50% & TEIBEL,DANIEL A TR-50%	1221 SW 10TH AVE #1210	PORTLAND OR	97205-2478
1S1E04AB 70010	YU,HUA & FAN,JINGRUN	500 CENTRAL PARK AVE #234	SCARSDALE NY	10583
1N1E35CC 1100	YU,KEUN S & YU,CHONG Y	11179 SE LENORE ST	HAPPY VALLEY OR	97086-8791
1S1E10DB 90130	YU,MICHELLE N & HSIEH,ALLEN	8 NORWOOD CT	MORRISTOWN NJ	07960-6332
1S1E10DB 90574	YU,PEARL	14000 STAMPHER RD	LAKE OSWEGO OR	97034
1S1E03CC 90425	YU,PETER C	6180 VIA TIERRA	BOCA RATON FL	33433
1S1E03CC 90203	YU,PETER C TR	6180 VIA TIERRA DR	BOCA RATON FL	33433
1N1E34BB 40449	YUAN,PEIXI	949 NW OVERTON ST #1513	PORTLAND OR	97209
1S1E04AB 90011	YUEN,DAVID	1441 SW CLAY ST #201	PORTLAND OR	97201-6087
1S1E03CB 80085	YUEN,KITTY M	255 SW HARRISON ST #12B	PORTLAND OR	97201-5387
1S1E04AD 80097	YUEN,LAWRENCE M	11301 SE 10TH ST #133	VANCOUVER WA	98664-6124
1S1E03CD 90548	YUN,JOANNE ET AL	1483 BALBOA AVE	BURLINGAME CA	94010
1N1E35BB 80019	YUN,SUZY	533 NE HOLLADAY ST #208	PORTLAND OR	97232
1N1E34CB 80002	YUVIENCO,RICHARD F	300 NW 8TH AVE #702	PORTLAND OR	97209
1S1E10AC 200	Z R Z REALTY COMPANY	3121 SW MOODY AVE	PORTLAND OR	97239-4505
1N1E34CA 80068	ZABETIAN,MORTEZA	922 NW 11TH AVE #407	PORTLAND OR	97209
1S1E10DB 90400	ZAFAR,SHAZIA & JONES,WILLIAM	P O BOX 3105	TUALATIN OR	97062
1S1E03CB 70086	ZAFFARANA,GRACIELA B	2934 SE SALMON ST	PORTLAND OR	97214-4138
1N1E33CD 99007	ZAGAROLA,MYRIAM R	2853 SW CHAMPLAIN DR	PORTLAND OR	97205-5833
1S1E10DB 80049	ZAGUNIS,MARTEN R	0841 SW GAINES ST #331	PORTLAND OR	97239
1S1E02CA 9700	ZAHARAKIS,CHARLENE M	1122 SE STEPHENS ST	PORTLAND OR	97214
1N1E34BB 50445	ZAHN,EMMETT H & DAVIDGE-ZAHN,SUSAN C % 1ST AMERICAN R EST TAX SERV	11901 BURNET RD	AUSTIN TX	78758
1S1E10DB 90496	ZAK,JENNA A	3601 SW RIVER PKWY #503	PORTLAND OR	97239
1N1E34BB 80192	ZALKOW,LEON H & ZALKOW,TZIONA	1130 NW 12TH AVE #312	PORTLAND OR	97209-2856
1N1E34CD 8100	ZALUTSKY,MORTON H ET AL THE WALDO BLOCK % ZALUTSKY & KLARQUIST PC	215 SW WASHINGTON ST	PORTLAND OR	97204-2636
1S1E10AC 90353	ZAMIRI,MORTEZA & FERESHTEHNEJAD,NAHID	16018 NE 26TH ST	VANCOUVER WA	98684-8684
1N1E34BB 50201	ZAMORA,JACOB J & ZAMORA,RHONDA R	1001 NW LOVEJOY ST #704	PORTLAND OR	97209
1N1E33DC 70239	ZARDINEJAD,ELEANOR & ZARDINEJAD,GHAZANFAR	19597 SW INGLIS DR	BEAVERTON OR	97007-6088
1S1E10DB 80453	ZARDINEJAD,JORDON D & ZARDINEJAD,GHAZANFAR	0841 SW GAINES ST #307	PORTLAND OR	97239
1N1E34BB 40002	ZARE,KAMYAR TR & ZARE,MARINA TR & ZARE,MARYAM TR	949 NW OVERTON ST #101	PORTLAND OR	97209-3198
1N1E28D 80129	ZAROSINSKI,CATHERINE J	1830 NW RIVERSCAPE DR #606	PORTLAND OR	97209
1S1E10AC 90235	ZARRAGA,IGNATIUS G & TOMAS,MARIA DULCE V	3570 SW RIVER PKWY #2103	PORTLAND OR	97239-4547
1S1E04AB 60078	ZASLOFF,RUDY	818 SW 3RD AVE #55	PORTLAND OR	97204
1S1E04AB 7300	ZAUGRA,MARK E & IKEDA,TERI L M	PO BOX 18091	PORTLAND OR	97218
1N1E34BB 40444	ZAVA,DAVID T	1025 NW COUCH ST #1514	PORTLAND OR	97209
1N1E34CB 40177	ZAVA,DAVID T & HOOD-ZAVA,SHERRI	1025 NW COUCH ST #1514	PORTLAND OR	97209-4123
1N1E34CB 80088	ZECHENELLY,BRUCE & ANGELA F	13446 NW COUNTRYVIEW WAY	PORTLAND OR	97229
1N1E34BB 70493	ZEGERS,PAUL & PHYLLIS	1256 NW TROOST ST	ROSEBURG OR	97470
1N1E34BC 40009	ZEIEN,BEVERLY K TR	726 NW 11TH AVE #410	PORTLAND OR	97209-3238

1S1E02CD 19200	ZELL,JOHN F & CHRISTINE C	4640 NE 36TH AVE	PORTLAND OR	97211
1S1E04BA 80042	ZELLER,MARIE D	1132 SW 19TH AVE #504	PORTLAND OR	97205-1743
1S1E04BA 80041	ZELLER,NORMAN K TR	1132 SW 19TH AVE #504	PORTLAND OR	97205-1739
1S1E03CB 80291	ZELZNAK,GEORGE T & WILDER,D DEE	255 SW HARRISON ST #9H	PORTLAND OR	97201-5386
1S1E04AB 60018	ZEMKO,KAREN J	1234 SW 18TH AVE #301	PORTLAND OR	97205
1N1E34BB 70184	ZENDNER,WILLIAM D & ZENDNER,AMBER J	1255 NW 9TH AVE #210	PORTLAND OR	97209
1N1E33DA 80089	ZENGER,BRADLEY A & ZENGER,ANGELA M	408 NW 12TH AVE #203	PORTLAND OR	97209
1N1E34CB 99101	ZENTRIX HOLDING LLC	489 TURRIN DR	PLEASANT HILL CA	94523
1N1E34BC 88131	ZEPEDA,LUIS S	937 NW GLISAN ST #835	PORTLAND OR	97209
1S1E10DB 90774	ZERNEL,JOHN J TR & ZERNEL,NANCY B TR	3601 SW RIVER PKWY #2508	PORTLAND OR	97239
1S1E03CD 90365	ZERZAN,PHILLIP J & ZERZAN,LAURIE S	1920 SW RIVER DR #E806	PORTLAND OR	97201
1N1E28D 90043	ZEVALLOS,ROSINA	1616 NW RIVERSCAPE ST	PORTLAND OR	97209
1S1E10DB 90170	ZHANG,DIANYUN	3601 SW RIVER PKWY #1500	PORTLAND OR	97239
1S1E03CD 90239	ZHANG,JIANMEI & GU,YUAN	10339 NW LANGWORTHY TER	PORTLAND OR	97229-8170
1S1E04AA 70595	ZHANG,KEVIN & YUAN,YAO	1221 SW 10TH AVE #1401	PORTLAND OR	97205
1S1E03CB 80198	ZHANG,SHAUN & QUACH,KRISTINA	255 SW HARRISON ST #TH10	PORTLAND OR	97201
1N1E34BD 90431	ZHANG,WENBING & JIN	2 STUART LN E	PRINCETON JCT NJ	08550-1845
1S1E04AD 60062	ZHANG,YING	1500 SW 11TH AVE #1006	PORTLAND OR	97201
1S1E04AD 90032	ZHOU,FAN & YE,LILY	600 SE 201ST AVE	CAMAS WA	98607-8621
1S1E10DB 90762	ZHOU,NAICHENG & TANG,YI	21000 SW WYNDHAM HILL CT	TUALATIN OR	97062-7711
1S1E10DB 90342	ZHOU,YI & TANG,YI	21000 SW WYNDHAM HILL CT	TUALATIN OR	97062
1N1E34BD 90596	ZHOU,YINTIAN	607 NW 22ND AVE	PORTLAND OR	97210-3202
1N1E34BC 99349	ZIAKAS,DIMITRIOS & XENOKRATI,ANNA	922 NW 11TH AVE #809	PORTLAND OR	97209
1S1E10AC 200	ZIDELL EXPLORATIONS INC	3121 SW MOODY AVE	PORTLAND OR	97239
1S1E10AC 200	ZIDELL MARINE CORP	3121 SW MOODY AVE	PORTLAND OR	97239-4500
1S1E10AC 90025	ZIDELL,JAY N TR & ZIDELL,DIANE M TR	3121 SW MOODY AVE	PORTLAND OR	97239
1S1E10AC 90742	ZIDELL,JAY N TR & ZIDELL,MINNIE TR	3121 SW MOODY AVE	PORTLAND OR	97239
1S1E04BA 90013	ZIDELL,RAQUEL TR	2020 SW MARKET STREET DR #202	PORTLAND OR	97201
1S1E03CA 90342	ZIELINSKI,ANETTE	2629 EAGLE AVE #A	ALAMEDA CA	94501-1501
1N1E34BC 99254	ZIEVERINK,WILLIAM D TR & ZIEVERINK,FRANCINE M TR	922 NW 11TH AVE #PH1	PORTLAND OR	97209-2781
1S1E10DB 90194	ZILBERMAN,DMITRIY & ZILBERMAN-RUDENKO,JEVGENIA	3601 SW RIVER PKWY UNIT 1704	PORTLAND OR	97239
1N1E35BB 2200	ZIM LAR TREE FARMS LLC % WEINER,DAVID P	1515 SW 5TH AVE #600	PORTLAND OR	97201
1N1E34BB 50006	ZIMMER,JOHN E	1001 NW LOVEJOY ST #TH-102	PORTLAND OR	97209
1S1E04AB 60022	ZIMMERMAN,CAROLYN & ZIMMERMAN,LANI	22 BALSAM DR	MILES CITY MT	59301
1N1E33AD 40436	ZIMMERMAN,ERIC J	16007 NW MASON HILL RD	NORTH PLAINS OR	97133-8194
1S1E03CB 70037	ZIMMERMAN,JASON J	111 SW HARRISON ST #6A	PORTLAND OR	97201-5367
1S1E03CB 80366	ZIMMERMAN,ROBERT	255 SW HARRISON ST APT 10E	PORTLAND OR	97201-5387
1S1E03CC 90214	ZIMMERMAN,STEVEN W	2221 SW 1ST AVE UN 326	PORTLAND OR	97201-5069
1S1E02CA 16600	ZINK (HAWTHORNE) LLC	333 NW 9TH AVE #1013	PORTLAND OR	97209
1N1E33DC 5900	ZION LUTHERAN CHURCH OF PORTLAND	1015 SW 18TH AVE	PORTLAND OR	97205-1708
1N1E34BB 60328	ZISKOVSKY,MEGAN A	1310 NW NAITO PKWY #602	PORTLAND OR	97209
1S1E03CC 90209	ZOJAJI,ALI & SUSAN M	2221 SW 1ST AVE #321	PORTLAND OR	97201-5018
1S1E02CB 5800	ZOLLER,DEVIN R	628 SE MILL ST	PORTLAND OR	97214
1S1E02BC 5000	ZORIN ENTERPRISES LLC	1330 SE 6TH AVE	PORTLAND OR	97214
1S1E10DB 90525	ZUBER,PETER A TR NAKANO,MICHIKO M TR (ZUBER-NAKANO FAMILY TRUST)	6611 NE ROSEBAY DR	HILLSBORO OR	97124
1S1E10AC 90691	ZUBRITSKIY,ALEXANDER	6530 SW FLORENCE LN	TIGARD OR	97223
1S1E03CD 90099	ZUCKER,ROBERT D & ZUCKER,ARLEEN J	1900 SW RIVER DR #N305	PORTLAND OR	97201-8044

1N1E34BD 90177	ZUEHLSDORFF,ERIN & ZUEHLSDORFF,STEVEN	940 NW NAITO PKWY #L8	PORTLAND OR	97209
1S1E03CB 80361	ZUMTOBEL,DEBORAH L & DANIEL C	2425 SAN MARCOS AVE	SAN DIEGO CA	92104
1N1E34BB 88472	ZUTZ,MARK L	1260 NW NAITO PKWY #709	PORTLAND OR	97209-3154
1N1E34CB 99372	ZWEIG,STEPHAN TR & ZWEIG,MAUREEN H TR	1252 LAS LOMAS AVE	PACIFIC PALISADES CA	90272
1S1E03CA 90296	ZWICKERT,KAREN A TR (KAREN A ZWICKERT TRUST)	1710 SW HARBOR WAY #C201	PORTLAND OR	97201

Central City 2035 Helpline FAQs

Contents

What is my current/proposed zoning, FAR, or height allowance? 2
Do I have to move? Are you taking my property? 2
Will I be able to continue my current use? 2
Can I keep living in my house in a commercial zone? 2
When will my zoning change? Can I get it changed to the zoning I want? 2
Is this project part of the Comp Plan? / How does this plan relate to the Comp Plan? 3
Why haven't I heard about this before? (Discussion Draft) 3
How can I speak to a planner in person? / How can I get involved? 3
Why are you doing this Plan now? 4
What is the difference between comp plan designation and zoning? 4
I have questions/concerns about transportation. 4
Who decided what changes to make? Are developers driving this process? 5
How do I testify? (Discussion Draft) 5
If I provide testimony, how will my comments be considered? 5
What's the point of testifying or commenting? 5
Will this make my neighborhood change? 6
Will my property taxes go up or down? 6
Will I be compensated for my lost property value? 6
What is the Comp Plan? 7
Why are you doing a Comp Plan? 7
Why haven't I heard about the Comp Plan before? 7
How do I know what my Comp Plan designation is? 7
When will my zoning change? Can I get it changed to the zoning I want? 7
Why is the City doing this to me, on top of the street fee/arts tax/congestion/homeless people/bikes/etc.?! 8
How do I get in the loop for more info? 8
I have questions/concerns about transportation. 8
When will proposed changes go into effect? 9
Why doesn't the Map App show any changes for the Central City? 9
Why are you making these specific changes in my neighborhood? 9
Contacts 10

What is my current/proposed zoning, FAR, or height allowance?

The plan doesn't propose many zoning changes, but let me take a look at the Central City 2035 Map App. You can follow along by searching google for "Portland Map App", selecting the first link (2035 Comprehensive Plan Map App - PortlandMaps), and then clicking on the "View Map" button under Central City 2035 Plan. What's your address?

Key decision points to help direct callers to the right info:

- If they're asking about a current proposal, they need to speak with the Bureau of Development Services who handles permitting. Their number is 503-823-7526.
- If in the Central City: Walk them through the existing and proposed zoning, tell them about Volume 2 where they can see the detailed proposals, and ask them if they have any more questions. If the questions are detailed, get their name, address, contact info, and say you'll have the right person call them back.
- If outside the Central City: Tell them there may be proposals for their property from other projects such as the Mixed Use Zones or Infill Housing projects, but they can find these on the Map App too. You cannot help them with those, but if they still have questions after looking at the Map App, they can call the Comp Plan helpline at 503-823-0195.

IMPORTANT: The Central City 2035 Plan has many other proposals and some of these may impact you in one way or another. You should take a look at the plan materials on our website (www.portlandoregon.gov/bps/cc2035) to learn more and don't hesitate to get in touch by phone or email if you have more questions.

Do I have to move? Are you taking my property?

No. If you are a property owner, your ownership does not change. If you are a business, your business can remain in operation. The zoning of your property may change, but the new zoning for most affected properties is likely to remain very similar to what it is now. Also, developers cannot take property or force anybody to sell to them.

Will I be able to continue my current use?

Yes, as long as it's a use that is allowed by the zone you are in today or predates the current zone (e.g., Victorian era housing in an industrial zone). In general, the proposals in the Central City plan allow more flexibility with how you use your property, not less. As the plan goes to the Planning and Sustainability Commission and City Council, you should keep an eye on the zoning so you know if the proposals change, and call us if you have questions.

Can I keep living in my house in a commercial zone?

All commercial zones allow existing and new residences. If you are living in a residential house in a commercially-zoned area, you can stay in that house forever. (If the house burns down, you will be able to rebuild it.)

When will my zoning change? Can I get it changed to the zoning I want?

There are processes to change your zoning at any time, but if you want the zoning change to happen through this project, here's the relevant details. If you want a different zone than what is proposed, you can submit comments to City staff on the Discussion Draft, testify in person or in writing to the Planning

and Sustainability Commission on the Proposed Draft, or testify to City Council. Generally, the Commission and Council will be looking at the big picture when they consider the plan – what the long-term benefits to the city of changing the zoning in a given area. The Central City 2035 Plan is expected to go before City Council in early fall of this year. Once they've adopted the plan and the zoning proposal that goes with it, it won't go into effect until the Comprehensive Plan update does, which would be Fall 2017 at the earliest. Of course, between now and then, you can still utilize the normal process for requesting a zone change on any parcel. This is done through the Bureau of Development Services.

Is this project part of the Comp Plan? / How does this plan relate to the Comp Plan?

No, the Central City 2035 Plan is a separate project conducted by different staff. This plan updates the current Central City Plan from 1988 and includes a wide variety of proposals in five volumes. There are parts of the Central City Plan that will be incorporated into the new Comp Plan. For example, the new Comp Plan has citywide goals and policies. Volume 1 of the Central City 2035 Plan will add to those detailed policies for the Central City that have been developed with community input over the last five years. But the Central City 2035 Plan also proposes updates to the zoning code for the Central City (33.510), big ideas to guide growth over the next 20 years, and a work plan for public and private projects.

Why haven't I heard about this before? (Discussion Draft)

The Central City 2035 Plan is a brand new plan and we are starting to hold public events this month to tell you more about it. This is a great time to find out about the project and to get involved. I can tell you a little bit about how we got to this point if you'd like?

The Plan is the culmination of over five years of work that engaged over 8,000 Portlanders. The first part of the process started in 2010 and concentrated on opportunities and issues to address. The Central City Concept Plan that resulted from this work established a framework for more detailed planning work for the northeast, west and southeast parts of the Central City. Each of these had separate planning processes with open houses, workshops, stakeholder advisory committees and other events. All of these plans were adopted by City Council after many public hearings to be used as guidance for creating the Central City 2035 Plan that you can read and comment on today. You can learn more about the public involvement process on the Central City 2035 website.

I can tell you how to get involved in the process now if you'd like? [See next item.]

How can I speak to a planner in person? / How can I get involved?

We have lots of opportunities to speak with planners and learn more in the next two months.

- Review the draft plan and provide comments: www.portlandoregon.gov/bps/cc2035.
- Attend public events:

	City of Portland Bldg 1900 SW 4th Ave	Olympic Mills Bldg 107 SE Washington St
Lobby displays (staffed 11am – 1pm)	2/22-2/26	2/29-3/4
Open houses & topic sessions	2/24, 4-7pm	3/2, 4-7pm

- Contact a planner: call 503-823-4286 or email cc2035@portlandoregon.gov.
- Testify at public hearings: Planning & Sustainability Commission in June, City Council in early fall.

- Sign up to receive news blasts by email.

Why are you doing this Plan now?

The current Central City Plan is almost 30 years old. It was created at a time when the major concern was how to keep people from moving out of the city center. A lot has changed and that 1988 plan had a big role in changing things. That plan was uniquely visionary and resulted in the streetcar, the redevelopment of vacant warehouses into the Pearl District and South Waterfront neighborhoods, and much more. Now the problems and opportunities are different.

The Central City is projected to grow by 37,000 households and 50,000 jobs in the next 20 years – that's 30% of the city's growth in just 3% of its lands (~ 5 acres). In fact, we have so many people choosing to live downtown that providing affordable housing is a major problem. Our colleges and universities are stronger than ever and new investment offers us the opportunity to grow new technologies and employment sectors. Economic disturbances, Climate Change and natural disasters are better understood and pose challenges we must face in order to create a resilient city. This is an ideal time to build on the visionary work of past Portlanders and create a more vibrant and livable Central City for the next generation to enjoy.

What is the difference between comp plan designation and zoning?

The Comp Plan land use map establishes legal land use designations for all land in Portland, as a way to guide how areas grow and change over time. The **designation** will guide the zoning of your property over the next 20 years, but it isn't actually zoning itself. **Zoning** is what determines what you can do with your property right now – the use and development.

In general, the proposals in the Central City 2035 Plan focus on making zoning changes based on community identified desires for future growth with Comp Plan designations updated to match these. For example, if we propose that an area should be rezoned to mixed employment zoning (EX) so that we can allow for a wider variety of employment and residential uses than the existing zoning would allow, we will also change the Comp Plan designation to match if it doesn't already.

We recommend that property owners keep an eye on the zoning map process to see how it develops. There will be many opportunities to provide input during the process. If you're a property owner, you may be getting mail from us about those changes. If you see anything in those letters that raises new questions, please don't hesitate to call or email us. If you have immediate concerns or feel strongly about the designation of your property, please give us your feedback through the Map App or testimony to the Planning and Sustainability Commission.

I have questions/concerns about transportation.

The Central City Plan includes transportation strategies and portions of the Transportation System Plan, but the Bureau of Planning and Sustainability only handles the land use issues. You will want to talk to Portland Bureau of Transportation (PBOT) staff.

- If you have questions about the transportation components of the plan, tell me what those are and I can make sure the right PBOT staff get back to you.

- To report a safety hazard in your neighborhood that could use better signage, a stop sign, a marked crosswalk, etc., call 503-823-SAFE
- To report a roadway hazard such as a traffic signal that's not working, flooded roadway or other urgent condition, call the maintenance dispatch hotline at 503-823-1700.
- If you're not sure who to talk to at PBOT, call 823-1700.

Who decided what changes to make? Are developers driving this process?

The changes in the Central City 2035 Plan are proposed by planning staff, in response to a couple of things. Most of the changes are based on the past five years of detailed work with stakeholders in the northeast, west and southeast parts of the city. We got a lot of input and guidance from those projects and have spent the last 6 months translating that guidance into the plan and updates to the zoning code. That said, we realize that some voices may have been missed, and we could have made mistakes in putting together the Plan. That's why we're having more public events and involvement opportunities in the next few months followed by public hearings.

How do I testify? (Discussion Draft)

We are not yet at the point where you can testify, but you are welcome to send comments to staff about the current Discussion Draft and they may make changes based on your input. There are several ways you can provide comments about the Central City 2035 Plan:

- Through the Map App (zoning, FAR and height)
- By email: Send comments to cc2035@portlandoregon.gov with "Central City 2035 Plan Comments" in the subject line.
- By mail: Send a letter with your comments to the Central City Team, 1900 SW 4th Avenue, Portland, OR 97201-5380.
- In person: Attend an open house, staff drop-in session, or community meeting where staff are presenting. Check www.portlandoregon.gov/bps/cc2035 for dates, times and locations.

Staff will review and listen to public input and suggested changes, but will not be able to respond to all commenters. Comments will published online in a report that summarizes what we heard and staff decisions on major topics.

If I provide testimony, how will my comments be considered?

All testimony will be summarized and forwarded to the Planning and Sustainability Commission (PSC) to inform their recommendations about all elements of the Comprehensive Plan update. The Planning and Sustainability Commission members will listen and digest public comments, discuss issues among themselves, and will ask planning staff to delve deeper on topics where there is conflicting testimony and multiple perspectives. This robust dialogue will conclude with a series of votes by the PSC on each component of the plan.

What's the point of testifying or commenting?

The mailer you got is a genuine invitation to you, your family, neighbors, colleagues and friends: please provide feedback! While this proposal is the product of technical analysis and community wisdom, it will benefit from a robust public discussion among property owners, residential and commercial tenants, businesses, organizations and neighbors. Every comment has value, whether expressed by a single individual or numerous parties.

Will this make my neighborhood change?

Not any faster than it is already changing. Your neighborhood has probably had very similar zoning to the proposed change for 30 years. Just because a certain level of development is allowed on a property doesn't mean that it will happen there immediately, or ever. Every property owner has the individual right to decide to sell or develop his or her property, and there has to be a market reason to develop the property to its maximum allowable size or use. All over the city there are examples of properties with the potential to develop at a higher density, but where the property owner has chosen to leave it as is, without new development. Planning only goes so far; private development is what changes things on the ground.

Will my property taxes go up or down?

There are so many factors that go into property taxes that it's very hard to say how the proposals in the Central City 2035 Plan will affect it, if at all. In most cases, there will be no impact, or very little. It's important to note that your taxes will not change when the zoning changes. Taxes change when the use changes, when improvements are made, or when property is sold. You can read more about assessment and taxation at the Multnomah County Assessment and Taxation website - https://multco.us/assessment-taxation. You can also contact the Multnomah County Taxation and Assessment Customer Service line at 503-988-3326 – you will have to leave a message and they will call you back.

Will I be compensated for my lost property value?

Most of the changes in Central City 2035 Plan are unlikely to negatively affect property value, but property value is affected by many factors, so it's hard to say what will happen due to any land use changes. If you have more questions about this, I can have a staff person call you back.

Comp Plan Questions

What is the Comp Plan?

The Comprehensive Plan is a long-range plan for Portland's growth, change, and improvements for the next 20 years. It is used to manage the location of population and job growth, land development and conservation and related public investments in infrastructure (such as streets, sidewalks, and parks. State law requires the City to do a Comprehensive Plan every 20 years.

- The plan consists of three parts: goals and policies, a set of maps and a list of significant capital projects.
- It sets guidelines for community involvement in future plans and decisions.
- It is used by the public to advocate for projects and programs during the annual budget process.
- It establishes a shared plan for the future that is used to coordinate policies and actions across City bureaus and state and regional agencies.

By leveraging growth and change, smart planning can help ensure that Portland becomes more prosperous, healthy, educated, equitable and resilient for all Portlanders.
To learn more, see www.portlandoregon.gov/bps/pdxcompplan

Why are you doing a Comp Plan?

It's legally required by the state. Also, the city is expected to grow by about 120,000 households and 135,000 jobs over 20 years. That's a lot of change, and we need to plan ahead to figure out where to put all those people and jobs, and make sure we're not just reacting to change after the fact.

Why haven't I heard about the Comp Plan before?

The Comp Plan process has been going on for several years, and there have been many opportunities for public involvement along the way. The first part of the process concentrated on policy and analysis, and now we're getting into implementation. There have been a lot of open houses, presentations, and opportunities for comment. If you'd like to go in-depth, you can find Public Participation Progress Reports on the website at http://www.portlandoregon.gov/bps/59282. Also, if you feel like there was an outreach method that we missed that you think would have been helpful to you, please let us know.

How do I know what my Comp Plan designation is?

You can look at the Map App, or if you'd prefer, I can look it up for you right now. If you don't have access to the internet, you will be able to come and look at a paper copy at our office at 1900 SW 4th Ave, or at your local district coalition.

When will my zoning change? Can I get it changed to the zoning I want?

Beginning this summer, Bureau of Planning and Sustainability staff will review the zoning for all properties for which a Comprehensive Plan map change is proposed, to determine what the appropriate corresponding zone should be.

In most cases, proposed zones will correspond directly with the proposed Comprehensive Plan designations. There may be situations where a different zone is proposed, however. For example, if the long term vision for an area is for a particular level of development, but the current levels of infrastructure (incomplete sidewalks, etc.) are not yet able to support that level of development, there may be a different (lower intensity) zone proposed for the near term.

There may be additional areas where the Comprehensive Plan map is not changing that will be considered for a zone change. For example, if current zoning is R5, and the current Comprehensive Plan designation is R2.5, and there is sufficient infrastructure in place to support an R2.5 density, the zoning could be changed to R2.5 to match the current Comprehensive Plan designation.

For all Mixed Use designations, a new set of zones will be developed through the Mixed Use Zones Project http://www.portlandoregon.gov/bps/63621 . New mixed use zones will generally correspond with existing commercial/mixed use zones.

Property owners and other individuals and organizations will be invited to actively participate in all phases of the zoning update. There will be numerous opportunities to provide input before a proposal is prepared and published for public review in spring 2015.

If you would like to see a specific zoning change, you can send an email request to your district liaison describing the property, the zoning you'd like to see, and the reason why it makes sense. If you just want to keep tabs on the process, sign up for the Comp Plan e-newsletter on the pdxcompplan site.

Why is the City doing this to me, on top of the street fee/arts tax/congestion/homeless people/bikes/etc.?!

I understand that this might feel like a lot. State law requires the City to do a Comp Plan process, and we're working hard to make the process serve the whole city. You can let the City know about your concerns by giving us your feedback through the Map App or testimony to the Planning and Sustainability Commission. If you have concerns about other issues (potholes, bikes, rain gardens, traffic, congestion, construction, code violations, civic corruption, politics, homelessness, minimum wage, arts tax, street fee, parking, etc.), I can also give you some contact info for people who are working on the issue.

How do I get in the loop for more info?

You will probably be getting more mail from us with updates. Also you can sign up for a couple of mailing lists.

- Mixed Use mailer – You can sign up at the Mixed Use Zones Project page, or I can sign you up – I'll need your name, address, and email address.
- Comp Plan monthly enewsletter – you can sign up at the compplanpdx site, or I can sign you up – I'll just need your email address.

I have questions/concerns about transportation.

The Comp Plan includes a Transportation System Plan, but the Bureau of Planning and Sustainability only handles the land use issues. If you want to talk to somebody about transportation issues, I can give you a phone number to call.

- With questions about the Transportation System Plan (the transportation element of the Comp Plan), contact Courtney Duke at 503-823-7265 or courtney.duke@portlandoregon.gov
- To report a safety hazard in your neighborhood that could use better signage, a stop sign, a marked crosswalk, etc., call 503-823-SAFE
- To report a roadway hazard such as a traffic signal that's not working, flooded roadway or other urgent condition, call the maintenance dispatch hotline at 503-823-1700.
- If you're not sure who to talk to, call 823-1700.

When will proposed changes go into effect?

The Planning and Sustainability Commission will host a series of public hearings in late 2014, and make a recommendation to City Council early in 2015. City Council is expected to hold hearings and vote on the new Comprehensive Plan by mid-2015. They will likely hold hearings and vote on corresponding zoning changes by the end of 2015. After City Council approval, the new plan must be approved ("Acknowledged") by the State of Oregon. That process can take as much as a year. There is also an opportunity for people who participated in local public hearings to file objections with the Oregon Land Conservation and Development Commission, and eventually appeal to the Oregon Court of Appeals. Zoning changes to implement the plan would likely not be fully in effect until 2017.

Why doesn't the Map App show any changes for the Central City?

There is a separate planning process for the Central City area. Maps and policies for different quadrants of the Central City are being updated to ensure that the Central City remains the region's unique economic, transportation, cultural and educational hub. The updated land use map for the Central City will mesh with the land use map for the remainder of the city, and together these will be adopted by City Council as Portland's Comprehensive Plan Map in 2015.

Why are you making these specific changes in my neighborhood?

The changes are proposed by staff in response to concerns about a variety of issues. Often, they are the result of years of discussion and analysis in collaboration with communities. There are four categories of changes:

Centers and Corridors

Jobs

- *Changes to employment designations*
  Analysis during the Comprehensive Plan process found that Portland doesn't have enough of some kinds of employment property. Some of the changes in the land use designation map are designed to increase the supply of land where businesses (particularly industrial businesses) can locate.

Risks and Service Gaps

- *Downzoning proposed for parts of SW*
  These areas are proposed for downzoning because there are a number of conditions that make development challenging or potentially problematic such as landslide hazards, lack or substandard streets, and stormwater management problems. In most of these areas, the soils don't soak up stormwater very well and there isn't an easy way to dispose of the stormwater off-site. Many of these areas already have problems with runoff and transportation. Allowing more development would likely worsen conditions.
- *Downzoning proposed for parts of outer SE Portland*
  Many of the areas proposed for downzoning in outer SE are places where the allowable density is too intense for the current infrastructure (sidewalks, schools, etc.). Downzoning is intended to give time for the infrastructure to catch up.

Neighborhoods, Parks, and Open Space

- *OS rezoning*
  One of the ways the Bureau of Environmental services manages stormwater is to protect or restore natural areas, such as floodplains, wetlands, wooded hillsides and upland areas that

store or soak rainwater into the ground. For these kinds of sites, wherever the site is publicly owned, BES is asking that the zoning be changed to Open Space to recognize that the sites not only provide stormwater and water quality benefits, but that they provide a number of other open space benefits.

Contacts

District Liaisons – You can contact your District Liaison with neighborhood-specific planning concerns, such as zoning change requests or other land-use related issues. Please send an email with the details of your situation (the more details the better!), and she will follow up with you.

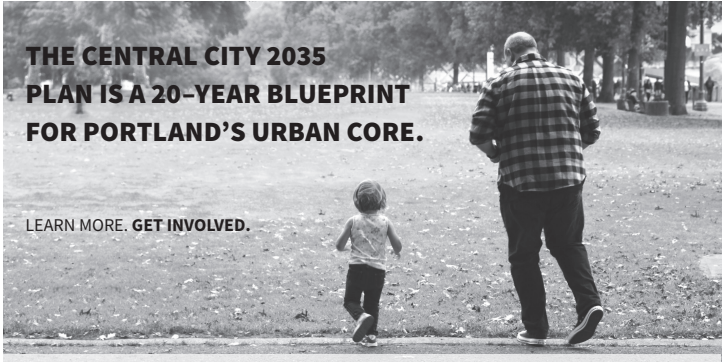
- East Portland – Christina Scarzello, 503-823-7716, christina.scarzello@portlandoregon.gov
- North Portland – Leslie Lum, 503-823-7896, leslie.lum@portlandoregon.gov
- Northeast Portland – Nan Stark, 503-823-3986, nan.stark@portlandoregon.gov
- Southeast Portland – Marty Stockton, 503-823-2041, marty.stockton@portlandoregon.gov
- West Portland – Joan Frederiksen, 503-823-3111, joan.frederiksen@portlandoregon.gov

Mixed Use Zones Project - if you have a specific concern in a commercial area, you can contact Barry Manning, 503-823-7965, mixedusezones@portlandoregon.gov

Bureau of Development Services (have to leave a message, which will be returned within 2 business days)

- Permitting Services: 503-823-7310
- Planning and Zoning: 503-823-7526

ASIAN REPORTER 4.99" X 3"



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DJC ONLINE 300 X 250 PX



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THE CENTRAL CITY 2035
PLAN IS A 20-YEAR BLUEPRINT
FOR PORTLAND'S URBAN CORE.
LEARN MORE. GET INVOLVED.
Public events starting in February
Read the draft plan: www.portlandoregon.gov/bps/cc2035
Bureau of Planning and Sustainability
Innovation, Collaboration, Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

MID-COUNTY MEMO 3.25" X 6"



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Read the draft plan: www.portlandoregon.gov/bps/cc2035
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THE CENTRAL CITY 2035 PLAN IS A 20–YEAR BLUEPRINT FOR PORTLAND'S URBAN CORE.

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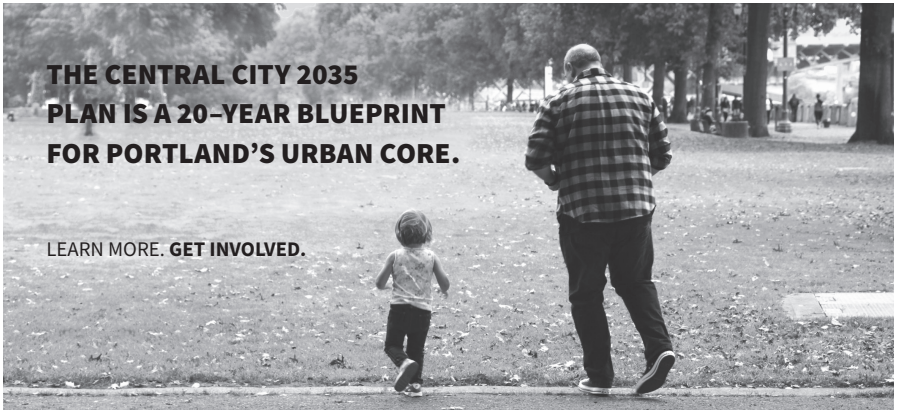
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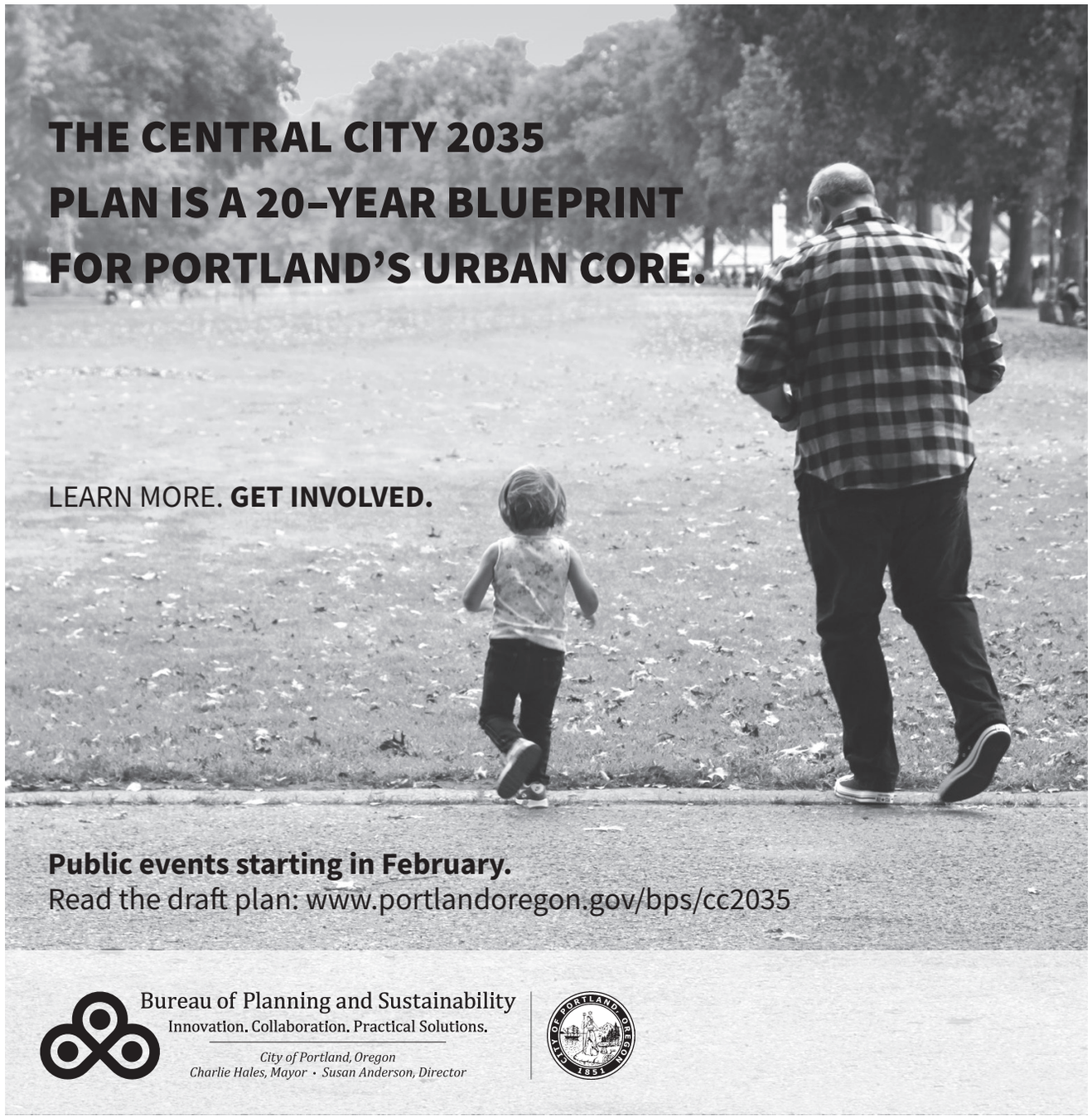

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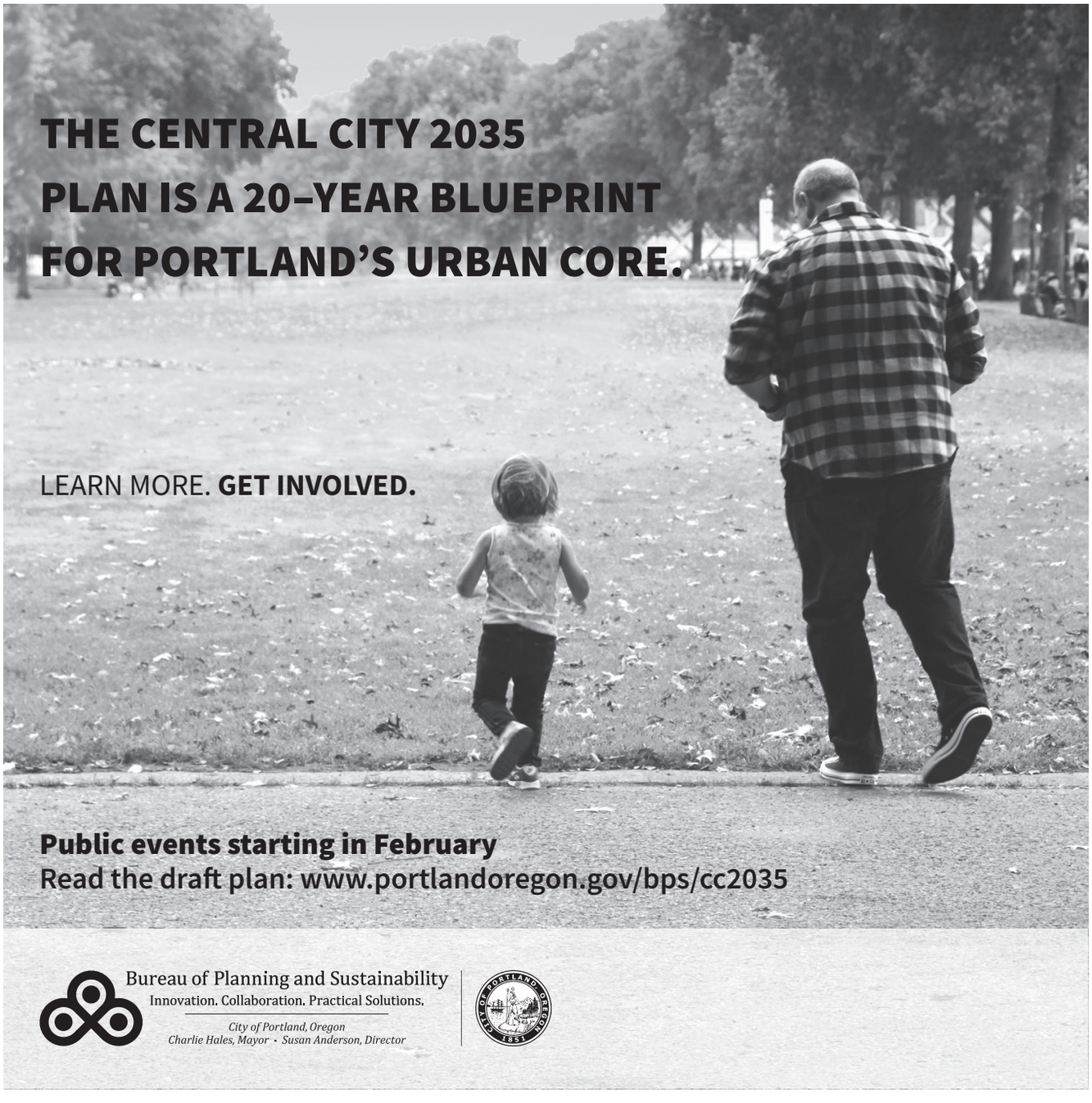

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Discussion Draft Ads and Mailers Meeting (1/13/2016)

This is a chance to sit down and discuss ads vs. mailers. I've outlined some of the decision points below. When Kathryn and I met with Eden we brainstormed the list below, but this is more of a starting point and is quite long considering the average costs of an ad…

Breakdown of the decisions:

1. How many mailers and to whom? – See cost estimates done in December
2. What newspapers do we want ads in and should they be online or print? – Eden said to expect $250-500 per ad quarter page or online ad – See list below
3. What do we want to put in the mailers and ads? – See back of this sheet

2. Ideas for news outlets to place ads in:

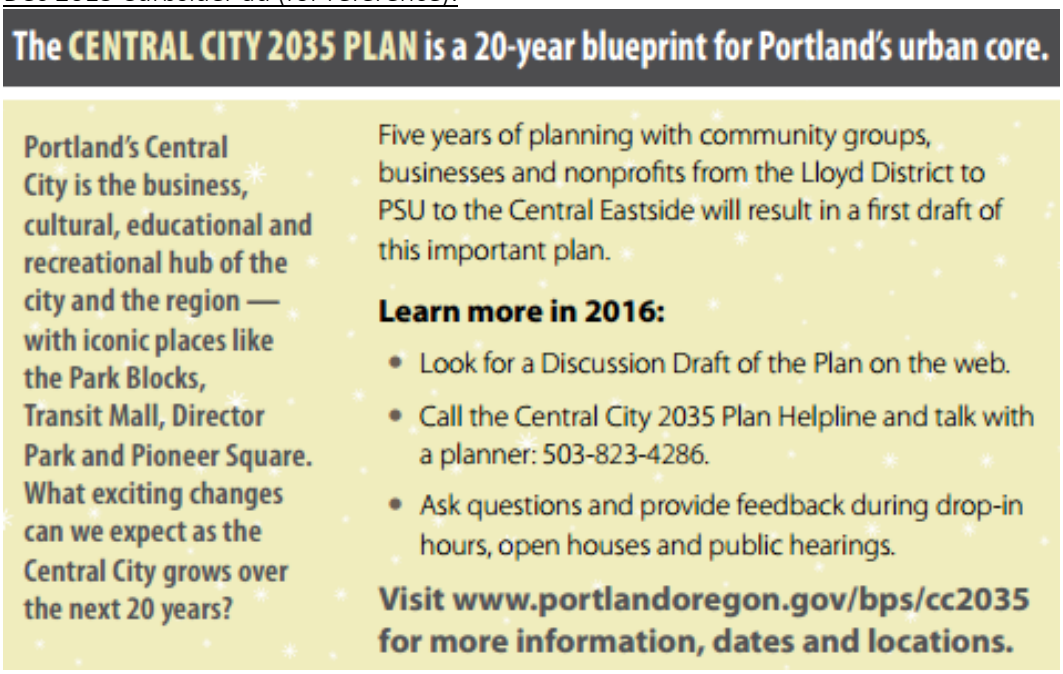
- All neighborhood papers – Eden estimates this will cost $4,000
- ~~Oregonian~~
- ~~Portland Tribune~~
- Portland Observer
- Portland Mercury (online)
- ~~The Skanner~~
- ~~Portland Business Journal~~
- Daily Journal of Commerce
- NextPortland (online)
- Willamette Week (online?)
- Asian Reporter
- El Hispanic News

Ad notes from 1/13/2016 meeting:

- Run ads for DD and PD
- Eden's total cost estimate for each run: $5,500
- Cost of postcards: ~$1700
- Have Chaise research
    - Size options and prices for PRINT outlets; size, costs and time its live for the ONLINE outlets (e.g., 2 weeks, 3 weeks, 4 weeks?)
    - Deadline for getting the ad to the publisher
- Put in TrackIT for the design work
- Eden will set up meeting with Chaise next Tuesday to discuss the whole package of work and timeline

3. Content for Ads and Mailers

Dec 2015 Curbsider ad (for reference):



Quarter page postcard

Two versions: Front and back (color front, content back) and front and back on the same page for message boards.

FRONT -> Cover-like image and swoosh?

The CENTRAL CITY 2035 PLAN is a 20-year blueprint for Portland's urban core.

Learn more. Get Involved.

BACK

The Discussion Draft Central City 2035 Plan is now available for public review and comment. Five years of planning with community groups, businesses and nonprofits from the Lloyd District to PSU to the Central Eastside have resulted in a first draft of this important plan.

Get involved:

- Review the Plan, additional materials and provide comments: www.portlandoregon.gov/bps/cc2035.
- Attend public events:

	West Side	East Side
Posters and staff drop-ins:	2/22-2/26	2/29-3/4
Open houses & topic session:	2/24, 4-7pm	3/2, 4-7pm
Location for both:	1900 SW 4th Ave	1001 SE Water Ave

  For topic session and staff drop-in times, please visit the project website.
- Talk with a planner by calling 503-823-4286 or emailing cc2035@portlandoregon.gov.
- Testify at public hearings: Planning & Sustainability Commission in June, City Council in early fall.

*For topic session and staff drop-in times, please visit the project website.

Portland Curbsider

Bureau of Planning and Sustainability · Charlie Hales, Mayor · Susan Anderson, Director · Winter 2015



SUSTAINABLE RESOLUTIONS THAT STICK

This new year, include these simple changes for health and happiness

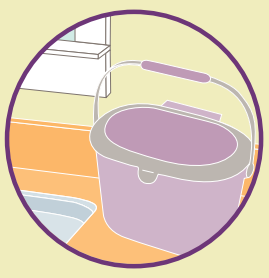
FIVE WAYS TO INCREASE THE GREEN IN 2016

1. Simplify

Make kitchen composting easier. Get food scraps from the kitchen to the curb with a compost pail that meets your specific needs. Your perfect container may be as simple as a yogurt tub or as fun as a hand-painted canister.

The food scraps you collect in the green roll cart contribute to nutrient-rich compost, improving soil in gardens and on farms.

www.portlandcomposts.com



2. Declutter

Clear your home of unwanted electronics. There are many ways to reuse outdated electronics.

Give away, donate or recycle items with Oregon E-Cycles, a free electronics recycling program for computers, phones, monitors, TVs, printers, keyboards and mice.

www.oregonecycles.org



3. Share

Save money with Resourceful PDX. Find ideas for making simple changes in everyday choices that will keep you on budget.

Join a tool or kitchen library to borrow items you only use occasionally, share your style by hosting a clothing swap with friends or extend the life of the goods you own with easy fixes.

www.resourcefulpdx.com



4. Organize

Take the guesswork out of garbage day. Streamline your routine with email reminders. Go online to sign up with your email and street address and *voila!* Weekly email reminders will let you know which carts go to the curb each week—as well as any weather-related and holiday collection day changes.

www.garbagedayreminders.com

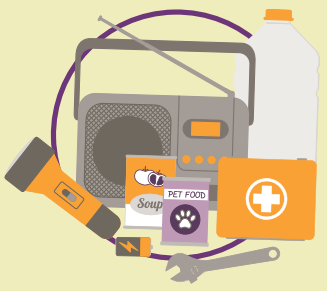


5. Prepare

Get peace of mind at a Fix-It Fair. Attend an emergency kit workshop at the January or February Fix-It Fair and learn how to prepare yourself and your family for unexpected emergencies.

You will get a wealth of resources and may discover you already have many emergency items at home!

www.portlandoregon.gov/bps/fif



Take the challenge to reduce food waste

Small changes make a big difference

Americans waste more than 30 percent of the food produced each year. That's enough food to fill the U.S. Bancorp Tower (Big Pink) nearly one and a quarter times **every day!** To tackle this problem, the Environmental Protection Agency recently issued a challenge to Americans to cut food waste in half by 2030. Portlanders can join in the effort by:

- ✓ **Shopping and storing food smartly.**
- ✓ **Stretching the life of perishable food.**
- ✓ **Making sure food scraps end up in the green Portland Composts! roll cart.**

How food is grown, processed, distributed and disposed of globally accounts for nearly 20 percent of annual carbon emissions. By reducing food waste and making healthy choices, we can save money and lower our carbon impacts.

YOUR FOOD



Climate Action Now! offers food-saving tips from local experts. Learn more at www.portlandcan.org

PORTLAND Climate Action Now!

To help ensure equal access to City programs, services and activities, the City of Portland will provide translation, reasonably modify policies/procedures and provide auxiliary aids/services/alternative formats to persons with disabilities. For accommodations, translations, complaints, and additional information, please call 503-823-7700, City TTY 503-823-6868, or use Oregon Relay Service: 711.

Questions & Answers from the Curbside Hotline

You ask — We answer

What you want to know about garbage, recycling and compost!

Q: What do I do with packaging labeled "compostable" or "biodegradable"?

A: These items go in your **garbage container** not in your recycling or composting roll carts. Many products labeled **compostable** or **biodegradable** don't break down properly at the composting facilities.



Q: Where are Portland's food scraps composted?

A: It depends. Yard debris and food scraps from Portland's residential curbside composting program go to compost facilities in Washington and Benton counties. After just six weeks, your food scraps are transformed into a nutrient-rich fertilizer for landscaping, agricultural and home garden use.

Most of the food scraps from Portland businesses are processed in a facility in Lane County that generates electricity from the food scraps before they are turned into fertilizer. This facility does not accept yard debris or other non-food items like paper or compostable cups, containers or utensils. That's why many local businesses have moved to collecting just food scraps. **www.portlandoregon.gov/sustainabilityatwork/foodonly**

Q: What do the numbers on the bottom of some plastics mean for curbside recycling?

A: In Portland, plastics accepted at the curb are determined by size and shape, not numbers. The four shapes are bottles, tubs, buckets and pots. The Be Cart Smart guide shows which plastics are accepted in the blue recycling roll cart. There are also three Far West Recycling depots in Portland that accept many non-curbside plastics. **www.farwestrecycling.com**

Q: How do I get garbage service started?

A: If you own a house, find your garbage and recycling company by visiting **www.garbagedayreminders.com**. Your bill will come directly from the company that services your area. Call them for account information or garbage and recycling related issues and questions.

If you rent a house, contact the landlord to set up service.

Have more questions?
Submit them online at www.portlandoregon.gov/bps/curbsidequestions, by email at wasteinfo@portlandoregon.gov or give us a call at 503-823-7202.

Portland Maps

Check out the new and improved Portland Maps website

For over 15 years, Portland Maps has provided loads of data and maps about Portland properties in one handy website.

The updated site has been redesigned for easier access, offering more interactive maps, social media sharing options and a new address search to make it easier for you to find what you're looking for.

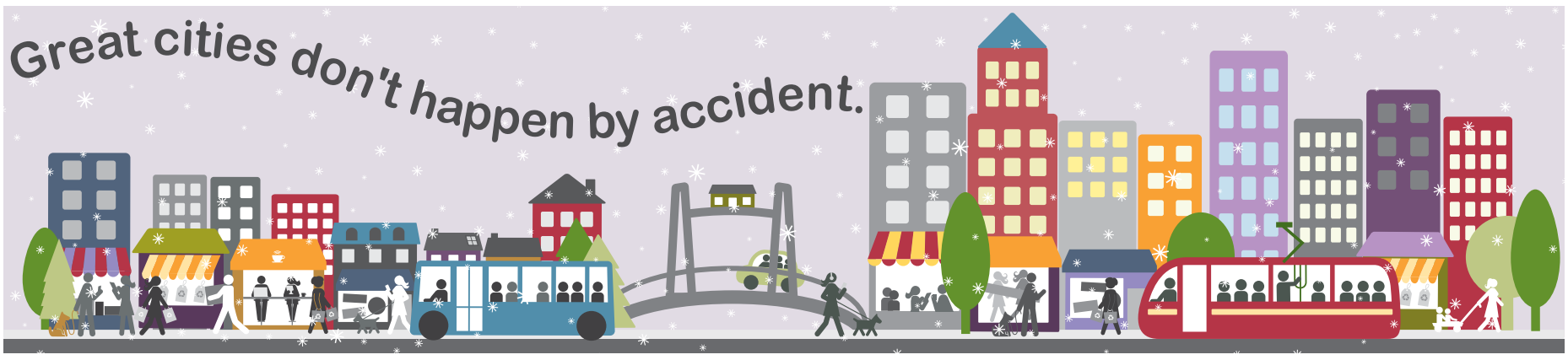
Check it out at **www.portlandmaps.com/beta** and tell us what you think with an email to **beta.portlandmaps@portlandoregon.gov** or by clicking the ***Report*** tool.

For information on garbage and recycling services, type in your address and choose *Collection Schedule* under the *Utilities* tab.

An investment in fresher air

Did you know the trucks that collect your garbage, recycling and composting are getting cleaner? Starting in 2016, Portland garbage and recycling companies must use newer trucks for neighborhood collection that release 90 percent less of the emissions that cause smog and soot. That means the trucks on your street are healthier for you, your family and the planet.





Portland's distinctive neighborhoods and vibrant Central City are the result of good planning more than 30 years ago. As the city looks ahead to the future, it's not a question of if Portland will grow — but how. Learn how these two long-range plans will shape the future of our diverse neighborhoods, downtown and the urban core.

The future of your neighborhood is taking shape.

Portland's **COMPREHENSIVE PLAN** will establish new rules that affect the size, shape and location of shops, apartments, houses and places of employment.

We listened. Community input has helped create new zoning proposals for main streets and corridors, hospitals and college campuses, land for jobs and residential neighborhoods.

Want to learn more?

- Call the Comprehensive Plan Helpline: 503-823-0195.
- Chat with planners during drop-in hours at various locations in your community.
- Your testimony is welcome at public hearings happening soon!

Visit www.portlandoregon.gov/bps/pdxcompplan for more information, dates and locations.

The CENTRAL CITY 2035 PLAN is a 20-year blueprint for Portland's urban core.

Portland's Central City is the business, cultural, educational and recreational hub of the city and the region — with iconic places like the Park Blocks, Transit Mall, Director Park and Pioneer Square. What exciting changes can we expect as the Central City grows over the next 20 years?

Five years of planning with community groups, businesses and nonprofits from the Lloyd District to PSU to the Central Eastside will result in a first draft of this important plan.

Learn more in 2016:

- Look for a Discussion Draft of the Plan on the web.
- Call the Central City 2035 Plan Helpline and talk with a planner: 503-823-4286.
- Ask questions and provide feedback during drop-in hours, open houses and public hearings.

Visit www.portlandoregon.gov/bps/cc2035 for more information, dates and locations.

'Tis the season to reduce, reuse and recycle



Use this quick reference guide as a reminder of where to put holiday items once you're finished with them.

Visit www.portlandoregon.gov/bps/curbsider for helpful tips on reducing waste.

Garbage



Reuse packing peanuts, padded envelopes, bows and ribbons or place these items in the garbage.



You can set out an extra garbage can or bag on your collection day for a $5 fee.

Compost



Put leftover holiday treats and natural decorations, like greenery and pine cones, in the green Portland Composts! roll cart.



Recycling



Recycle gift boxes, cardboard, wrapping paper and greeting cards in the blue Portland Recycles! roll cart (foil-lined items belong in the garbage).



The Be Cart Smart guide has not changed.
Find a detailed list of what goes where at www.portlandoregon.gov/bps/carts



What do I do with **old batteries?**

Ask Metro.

oregonmetro.gov/batteries

503-234-3000 | Metro

Renting a house or smallplex?



If you live in a rental house or smallplex of two to four units, the landlord is required to provide and pay for curbside collection service, including weekly recycling and composting.

Garbage is collected every-other-week and the landlord must supply at least a 20–gallon garbage container per unit.

Talk to the landlord before setting out extra garbage or large/bulky items for collection. There is a fee for this service.

www.portlandoregon.gov/bps/rentals • 503-823-7202

Printed on 100% post-consumer recycled paper.

32500

Portland businesses are climate positive!



Mayor Charlie Hales has challenged Portland businesses to take action on climate change by making a commitment to implement two or more of these actions by Earth Day 2016:

- Meet at least 50 percent of business electricity needs from renewable sources.
- Install LED bulbs in all lights that are on for extended periods.
- Provide incentives to employees to commute by transit, carpool, bicycle or on foot.
- Power at least 20 percent of company vehicles by electricity or low-carbon fuels.
- Provide at least one on-site electric vehicle charging station for employees.
- Participate in food-scrap collection.

See all 50+ participating businesses at www.portlandoregon.gov/bps/climate

COME TO A FIX-IT FAIR

Bringing money-saving, health-promoting and resource-conserving tips and tools to residents

Fix-It Fairs are free community events that feature more than 50 exhibitors offering resources for weatherization and energy conservation, garden and habitat maintenance, healthy eating, sound finances and more.

Saturdays 9:30 a.m. – 3 p.m.

January 23, 2016
Ron Russell Middle School
3955 SE 112th Avenue

February 20, 2016
¡Clases en español!
George Middle School
10000 N Burr Avenue

Sponsored by City of Portland, Energy Trust of Oregon, Pacific Power, Portland Water Bureau and KUND Univision

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www.portlandoregon.gov/bps
503-823-7202

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Onside:

- **Curbside Hotline Q&A**
- **Holiday schedule changes**
- **Increase the green in 2016**

Portland Curbsider

Holiday schedule changes

Friday customers only



No collections on Friday, December 25, 2015 or Friday, January 1, 2016. All other holidays are regular pick-up days.

For garbage, recycling and composting collection

If your regular pick-up day is	Your pick-up day will be
Monday thru Thursday	No change
Friday	Saturday

Holiday schedule change information online

Información en línea sobre el cambio de programa para los días festivos
在线假期日程变更信息
Thông tin về thay đổi trong lịch nghỉ lễ hiện có trực tuyến
См. праздничные изменения расписания на сайте:
Macluumaadka jadwalka maalmaha fasaxa ah ee internet-ka laga helayo
年末年始収集日オンライン情報
معلومات تغيير مواعيد الجمع لأيام الأعياد موجودة على الإنترنيت
Informaţii asupra schimbărilor programului de sărbători sunt pe internet
Інформація на сайті щодо змін у графіку у святкові дні

www.portlandoregon.gov/bps/holiday

In case of severe weather this winter, call your garbage and recycling company with questions about your curbside collection. Find your company at www.garbagedayreminders.com.

Prepare your tree for pick-up by removing all tinsel, lights, ornaments, wire, nails, stands and other materials that cannot be composted. Trees covered in fake snow are not accepted as compost and must be disposed of as garbage.

After taking down your holiday tree

Curbside collection: Tree pieces

- Cut the trunk and branches into pieces less than 36 inches long and 4 inches in diameter.
- Tie bundles securely with string or twine; weight limit is 45 lbs.
- Ensure that any tree pieces in your green composting roll cart do not poke above the lip of the cart; weight limit is 135 lbs.
- Put extra bundles or cans of yard debris at the curb for $3.75 each.

Curbside collection: Whole trees

- Put trees 6 feet and under out at the curb on collection day for $4.50.
- Cut larger trees down to 6 feet to ensure driver safety.

Interested in arranging a pickup with a nonprofit organization for a fee? Call Metro's recycling hotline at 503-234-3000 for more information.



CENTRALCITY 2035

Volume 1
GOALS AND POLICIES

February 1, 2016 - Discussion Draft

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
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Charlie Hales, Mayor • Susan Anderson, Director

Portland's Central City 2035 Plan proposes changes to create a prosperous, healthy, equitable and resilient urban core.

For more information:

Visit the project website	www.portlandoregon.gov/bps/CC2035
Email the project team	cc2035@portlandoregon.gov
Call the helpline	503-823-4286

Para obtener más información, por favor llame al 503-823-4286.

如需更多資訊，請致電：503−823−4286。

За дополнительной информацией обращайтесь по номеру 503-823-4286.

Để biết thêm thông tin, vui lòng gọi 503-823-4286.

Wixii macluumaad dheeraad ah, fadlan wac 503-823-4286

Call the helpline at 503-823-4286 for more information.

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It is the policy of the City of Portland that no person shall be denied the benefits of, or be subjected to, discrimination in any City program, service, or activity on the grounds of race, religion, color, national origin, English proficiency, sex, age, disability, religion, sexual orientation, gender identify or source of income. The City of Portland also requires its contractors and grantees to comply with this policy.

ACKNOWLEDGEMENTS

This plan is the culmination of work over the past five years on the Central City Concept Plan, three quadrant plans (North/Northeast Quadrant Plan, West Quadrant Plan, Southeast Quadrant Plan), Natural and Scenic Resources inventories and the Bonus and Transfer Study. Many thanks to the thousands of stakeholders who participated in those processes and whose contributions helped to shape this plan.

Portland City Council

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Nick Fish, Commissioner

Amanda Fritz, Commissioner

Steve Novick, Commissioner

Dan Saltzman, Commissioner

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Katie Larsell

Gary Oxman

Michelle Rudd

Eli Spevak

Teresa St Martin

Margaret Tallmadge

Special thanks to the current and former PSC members who chaired Central City Plan committees: Don Hanson, Katherine Schultz and Michelle Rudd.

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Bureau of Transportation: Art Pearce, Mauricio Leclerc, Grant Morehead, Judith Grey

Portland Development Commission: Geraldene Moyle, Lisa Abuaf, Sarah Harpole, Shelly Haack

Bureau of Parks and Recreation: Brett Horner, Sarah Coates–Huggins, Maya Agarwal, Allan Schmidt, Emily Roth

Bureau of Development Services: Kara Fioravanti, Tim Heron, Kim Tallant, Susan Ellis

Bureau of Environmental Services: Kaitlin Lovell, Paul Ketcham, Amy Chomowicz, Alice Coker, Marie Walkiewicz, Amber Clayton, Matt Burlin and Stephen Himes

Portland Housing Bureau: Kurt Kreager, Javier Mena, Matthew Tschabold, Kim McCarty, Barbara Shaw

Previous BPS Staff

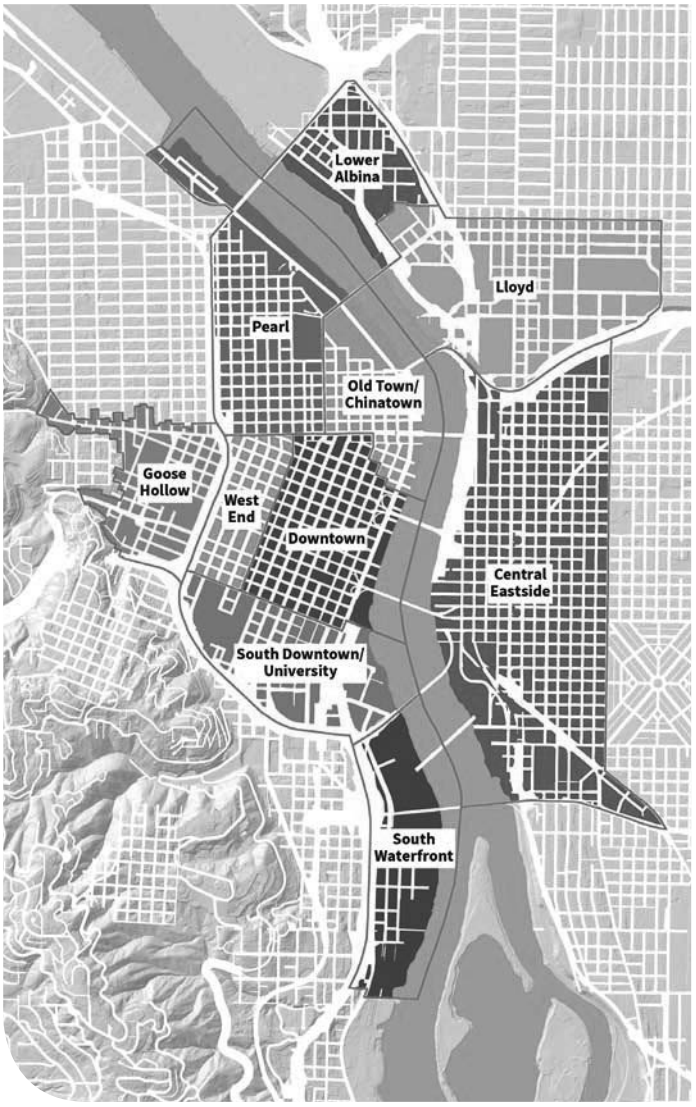
Steve Iwata, Karl Lisle, Stephanie Beckman, Diane Hale, Elisa Hamblin, Leslie Lum, Nan Stark, Ralph Sanders, Darwin Moosavi

Consultants

Various consultants contributed to the development of the Central City Concept Plan, three quadrant plans (North/Northeast Quadrant Plan, West Quadrant Plan, Southeast Quadrant Plan), Natural and Scenic Resources inventories and the Bonus and Transfer Study. We are grateful for their technical assistance and for helping facilitate our advisory committee and public events.

Funding

Funding for this project was provided by the City of Portland, The Portland Development Commission and Metro.





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CC2035 | TABLE OF CONTENTS

INTRODUCTION

- What is the Central City 2035 Plan? 8
- Why plan now? 12
- Central City 2035 Vision 14
- Design Central City 2035 16
- The Big Ideas 19

CENTRAL CITY 2035 GOALS AND POLICIES

- Introduction 28
- How and when is the plan used? 29
- How to read the goals and policies in this chapter 30
- Goals and Polices
    1. Regional Center 32
    2. Housing and Neighborhoods 42
    3. Transportation 50
    4. Willamette River 58
    5. Urban Design 64
    6. Health and Environment 76

THE CENTRAL CITY DISTRICTS

- Downtown 86
- West End 88
- Goose Hollow 90
- The Pearl 92
- Old Town/Chinatown 94
- Lower Albina 96
- Lloyd 98
- Central Eastside 100
- South Waterfront 102
- South Downtown/University 104

APPENDIX

- Glossary 107
- Public Engagement 112

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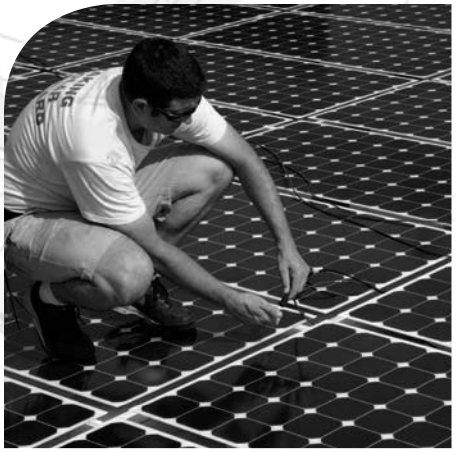


CENTRAL CITY 2035

INTRO

INTRODUCTION



Portland's Central City has a rich history shaped by abundant natural resources, two working rivers and a temperate climate. From the Native Americans who fished for salmon in the Willamette River centuries ago to the South Waterfront Greenway Trail's visitors today, Portlanders have appreciated this special gathering place. People from around the world are drawn to the Central City's urban vitality and public spaces, employment opportunities, transportation network, cultural amenities and natural beauty.

Today the Central City is the center of the metropolitan region, with Oregon's densest concentration of people and jobs. Home to 32,000 people in slightly less than five square miles and accounting for 130,000 jobs, the Central City is vital to Portland and the region.

A collection of 14 different neighborhoods, the Central City stretches from the West Hills to East 12th Avenue, and from the Pearl and Lower Albina to the South Waterfront area and Powell Boulevard. For planning purposes, the Central City is divided into 10 districts.

While the Central City is vibrant and blessed with many resources — natural, economic, cultural and historical — it will continue to face challenges as the city grows, becomes more diverse, and experiences the effects of climate change. The Central City 2035 Plan (CC2035) aims to meet those challenges and to improve and build upon the city's traditions, honoring the history of the place while boldly moving forward in new directions.

WHAT IS THE **CENTRAL CITY 2035 PLAN?**

The Central City 2035 Plan (CC2035) replaces the 1988 Central City Plan as the primary guiding policy document for Portland's Central City. The 1988 Plan was intended to meet the challenge posed by Lewis Mumford, a prominent architectural critic and urban theorist of the early 20th century. He praised Portland's beauty and natural resources, but also questioned whether Portlanders would have the "intelligence, imagination and cooperation" necessary to "make the best of these opportunities" and to use resources wisely. The 1988 Plan aimed to create a place that Portlanders felt was "not just a good city, but a great city."

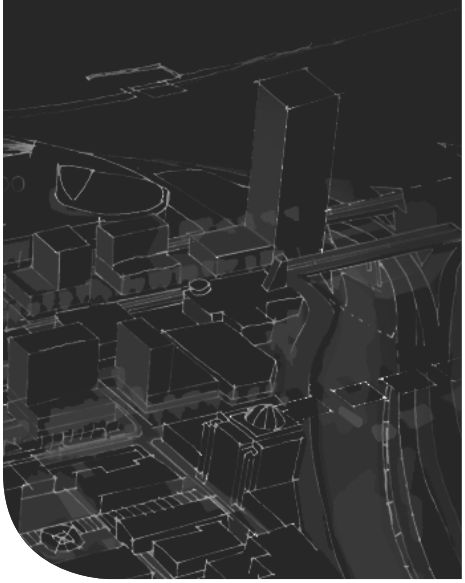
Nearly 30 years since the '88 Plan was adopted, Mumford's challenge and the aspiration for greatness remain. But many of the challenges facing the Central City have changed, and the new plan pivots accordingly. Through carefully designed goals, policies and tools, CC2035 aims to make the Central City a place that every Portlander can be proud to call their own. In particular the plan focuses on:

- Supporting a prosperous, healthy, equitable and resilient regional center.
- Fostering more connections with the Willamette River.
- Recognizing and cultivating the unique characteristics of the Central City's 10 districts.
- Creating a more fully connected public realm of streets, parks, plazas and trails.

Central City 2035 is the culmination of more than five years of careful planning. The process engaged thousands of Portlanders who gave their time, experience and expertise to improve their community. Their contributions helped shape the Central City 2035 Concept Plan; the River Plan/Central Reach; and the N/NE, West and SE Quadrant Plans.

CC2035

CC2035 will be the first amendment to Portland's new Comprehensive Plan, a 20-year plan for the physical development of the city. Both plans will help implement The Portland Plan (2012), the City's strategic plan for a prosperous, educated, healthy, equitable and resilient Portland. The CC2035 Plan also includes an update to the Willamette Greenway Plan for the Central Reach of the Willamette River, which will make the riverfront more vibrant, accessible and ecologically rich.





CENTRAL CITY: THE HEART OF PORTLAND

Healthy cities need healthy hearts. And Portland's Central City is the heart of the metropolitan region, with the densest population of people and jobs in Oregon.

The goals, policies and actions contained in the CC2035 Plan represent the intentions and aspirations of thousands of Portlanders. This is their plan for the future of the heart of the city.

THE **CENTRAL CITY** IS:



1.

A MAJOR **ECONOMIC** AND **EMPLOYMENT CENTER** FOR THE REGION

Thirteen percent of the region's jobs are within its boundary, with the highest concentration of Class A office space in the state and strong demand for incubator and startup business spaces.



2.

THE **CULTURAL** AND **ENTERTAINMENT CENTER** FOR THE CITY & REGION

The Portland Art Museum, Oregon Historical Society, Providence Park, Portland Opera, Oregon Museum of Science and Industry (OMSI), Portland'5 Centers for the Arts, Moda Center and the Oregon Convention Center are all situated in the heart of the city.



3.

HOME TO THE **DENSEST** CLUSTER OF **SOCIAL SERVICES** IN THE STATE

A cluster of affordable and very low-cost housing options, workforce training facilities, adult and family services, health services and programs for the mentally ill and people with substance abuse challenges provides a centralized and accessible location for services that help Portlanders thrive.



4.

A TRANSIT & **TRANSPORTATION HUB** LINKING PEOPLE, PLACES & BUSINESSES

With Amtrak connections, four MAX light rail lines, two streetcar lines and the Transit Mall, the Central City serves as the hub of the region's transit network. New light rail and bus rapid transit lines are being planned to further improve connectivity to other parts of the city. The freeway loop system encircling Downtown connects the state's two interstate freeways to a series of state highways that crisscross the state. And a rich system of sidewalks and trails enables thousands of Portlanders to walk or bicycle in and around the Central City every day.

32511



5.
A CENTER FOR **EDUCATION** & **HIGHER LEARNING**

Home to academic institutions like Portland State University, the Schnitzer Campus of the Oregon Health and Science University, Portland Community College's CLIMB Center, the Pacific Northwest College of Art, Oregon College of Oriental Medicine, National College of Natural Medicine and the Portland branch of the University of Oregon, the Central City offers myriad educational opportunities for a variety of students.



6.
A **GREAT PLACE** TO LIVE

Areas like the Pearl, South Waterfront, Goose Hollow, Lloyd District and the West End boast different characters and a range of residential buildings and household sizes and types for Portlanders of different ages and incomes.



7.
DEFINED BY **NATURAL SYSTEMS**

Portland's urban core is nestled between the West Hills and the Willamette River. In contrast to other cities of its size, many of Portland's iconic features are not buildings, but rather its winding rivers, historic bridges and the signature parks, open spaces and riparian habitat that make the area uniquely livable. Places like Governor Tom McCall Waterfront Park, the Park Blocks, Pioneer Courthouse Square, Tanner Springs Park and the Vera Katz Eastbank Esplanade are popular and beloved gathering places.

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WHY PLAN NOW?

PORTLAND IS GROWING, AND MUCH OF **THIS GROWTH WILL OCCUR IN THE CENTRAL CITY.**

Portland's 1980 Comprehensive Plan directs growth to the city's interconnected system of centers and corridors. The strategy is to increase density to make great places where there is already access to public infrastructure. The result is diverse housing options and employment opportunities, robust multimodal transportation systems and access to local services and amenities. These, in turn, create complete, prosperous, healthy and equitable low–carbon communities.

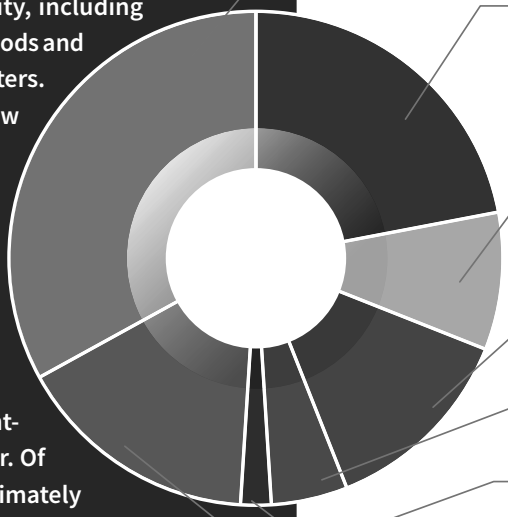
By 2035, **30 percent of Portland's population growth will occur in the Central City, on just 3 percent of the land** within city limits. Another 50 percent of the growth will be in other centers and corridors, with the remaining 20 percent in residential infill. Between 2010 and 2035, Portland's Central City is projected to add approximately **38,000 new households** (165 percent increase) and about **51,000 new jobs** (40 percent increase).

CAREFUL AND EFFICIENT **USE OF LAND** IS KEY TO ACCOMMODATING **PROJECTED GROWTH**

Focusing growth and investments in the Central City reduces pressure for growth and development in other, more sensitive parts of the city, including Portland's distinct neighborhoods and industrial or employment centers. Ongoing improvements and new infrastructure investments in the Central City will be essential for Portland's urban core and its natural areas to meet new demands and maintain resilience over time.

Of the nearly 3,000 acres of land in the Central City, half is right-of-way or the Willamette River. Of the other 1,500 acres, approximately 460 have been identified by the City as vacant or underutilized. These could likely become available for redevelopment at some point in the next 20 years.

CENTRAL CITY **EXISTING LAND & ZONING:**



33% | **Right–of–way** (970 acres)

22% | **Commercial mixed use** (670 acres) ***[CX]***

9% | **Employment mixed use** (260 acres) ***[EX]***

13% | **Industrial** (375 acres) ***[IG1, IH]***

5% | **Residential** (145 acres) ***[RX, RH, R1, R2]***

2% | **Open Space** (70 acres) ***[OS]***

16% | **Willamette River** (490 acres)

CC2035 AIMS TO ADDRESS
SIGNIFICANT CHALLENGES FACING PORTLAND

Continually evolving, the Central City faces new pressures and requires new strategies and investment to meet those challenges. Early in the CC2035 five-year planning process, a number of challenges and opportunities emerged for the Plan to address:



AFFORDABILITY & ACCESSIBILITY

Ensure that the Central City is accessible, affordable and inclusive for all Portlanders.



LIVABLE HIGH DENSITY

Encourage dense, urban living while maintaining and enhancing neighborhood character and livability.



EMPLOYMENT DIVERSITY

Grow the Central City's share of regional employment and providing diverse opportunities for Portlanders with different interests, skills and education.



CONNECTIVITY

Support a healthy, connected Central City with complete neighborhoods that promote active lifestyles and social interaction.



WILLAMETTE RIVER

Connect Portlanders to the Willamette River in a more meaningful way and integrating opportunities for recreation and environmental protection.



RESILIENCE

Strengthen the Central City's ability to withstand natural hazards, climate change and economic downturns.



PUBLIC REALM

Encourage a public realm (public spaces, streets and trails) that is inviting, accessible and interconnected.

This plan outlines steps to meet these challenges and ensures that the Central City continues to be vibrant and a center of innovation for generations to come.

CENTRAL CITY 2035 VISION:
A CENTER FOR INNOVATION AND EXCHANGE

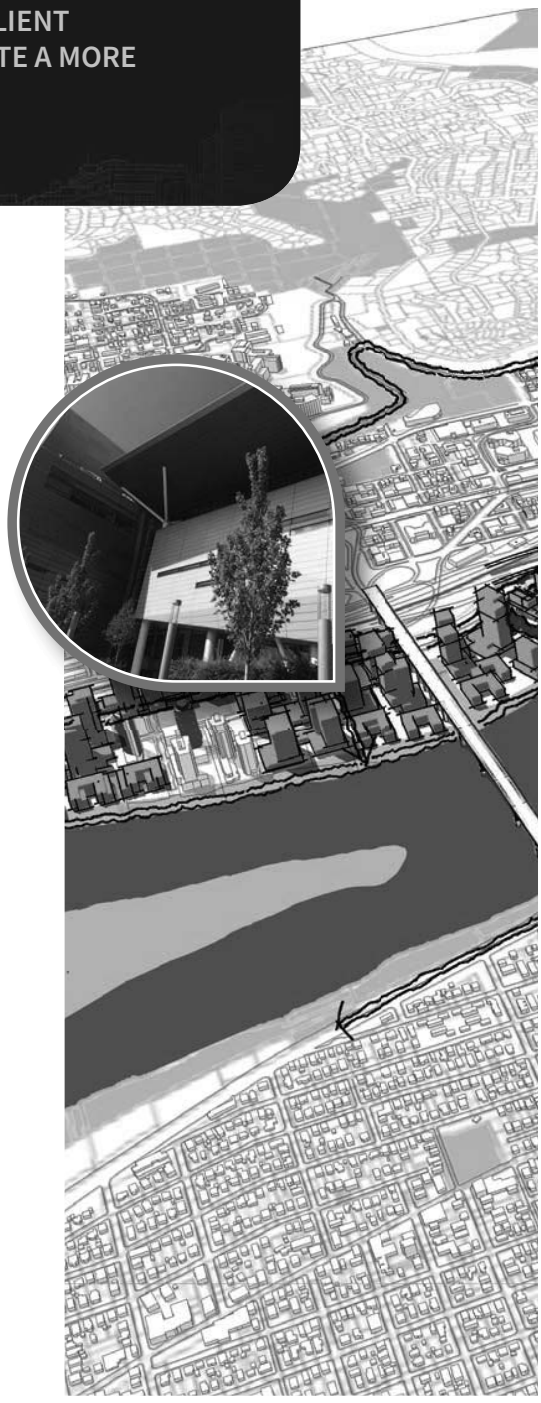
CC2035 ENVISIONS A PROSPEROUS, HEALTHY, EQUITABLE AND RESILIENT CENTRAL CITY, WHERE PEOPLE COLLABORATE, INNOVATE AND CREATE A MORE VIBRANT FUTURE TOGETHER.

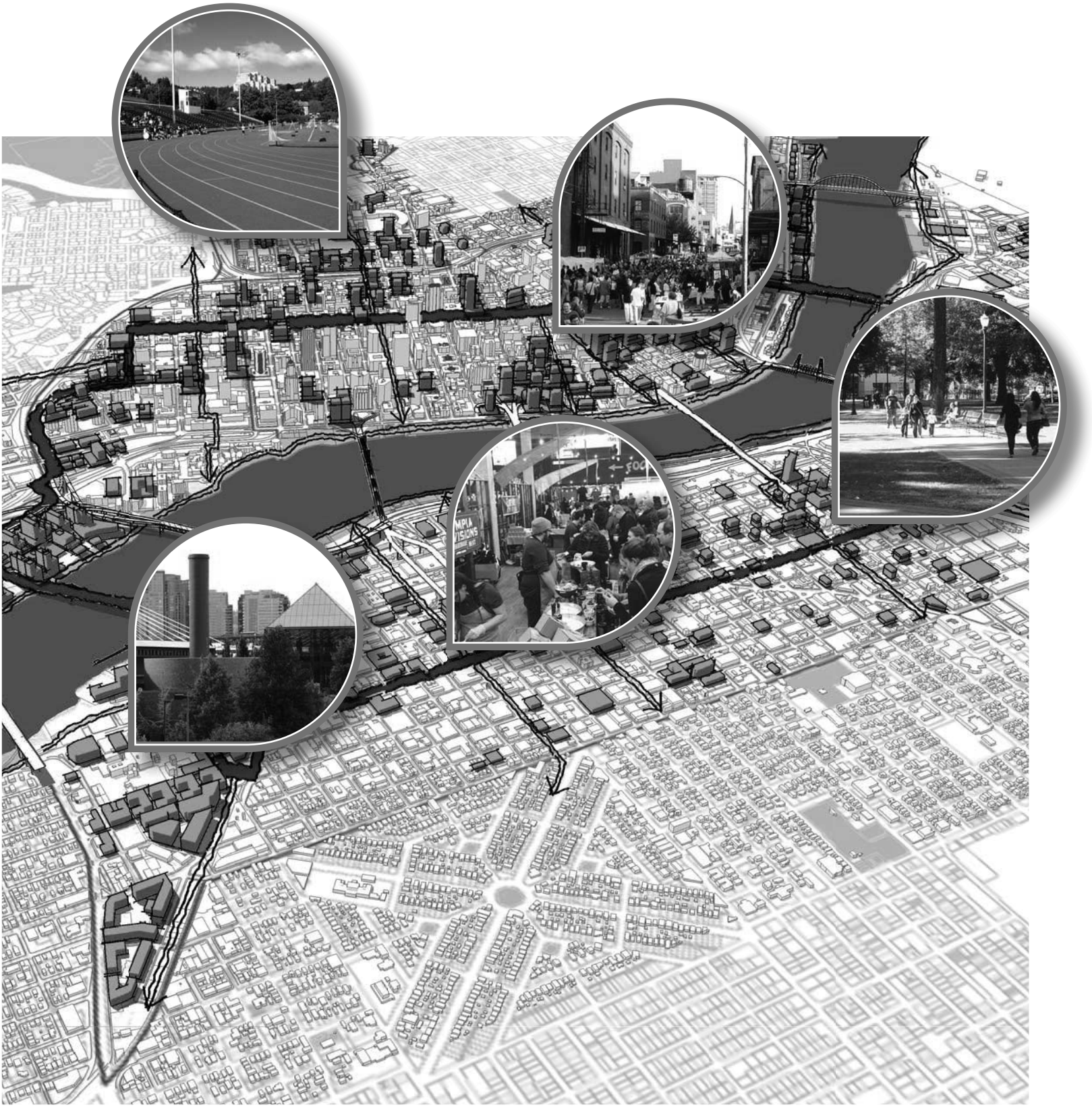
Nearly 30 years ago, city planners, community members, business owners and builders came together to craft a vision for Portland's Central City. Its focus on the Central City as an economic center and transportation hub, "within an exhilarating environment that focuses on the Willamette River," offering "a good place to live [in] a city that cares" still resonates with community members — whether they have been here a lifetime or just arrived.

The 1988 Plan recognized that cities are the legacies we leave to future generations. And that vision statements are inherently optimistic, describing the city of the future, the one we wish for all Portlanders to enjoy.

The 2035 Vision continues to carry that torch, taking it into a vibrant future with a growing and more diverse population, even more transportation options, a cleaner river, a thriving economy fueled by institutions of higher education, and technological advances we can only imagine. CC2035 embraces the idea that a city center can be a marvelous neighborhood for people of all ages and incomes, with special services and opportunities that support the diverse needs of Portlanders throughout the region.

Finally, the 2035 Vision seeks a future where the public and private sectors work together for the common good, promoting equity and inclusion, protecting the environment and our natural resources, developing partnerships in innovation, and — with the community — creating a thriving and attractive city that's not too small, not too big, but just right.





DESIGN CENTRAL CITY 2035

Through careful planning and design, we can grow in a way that benefits all Portlanders. Because many land use decisions require understanding the larger context of a geographic area, it is important to look at the Central City as a whole before considering individual districts, corridors, blocks or places. The "language" of urban design provides a way of sharing ideas about the natural and built form within a city. The CC2035 Plan includes two urban design diagrams: the Urban Design Concept and the Urban Design Framework.

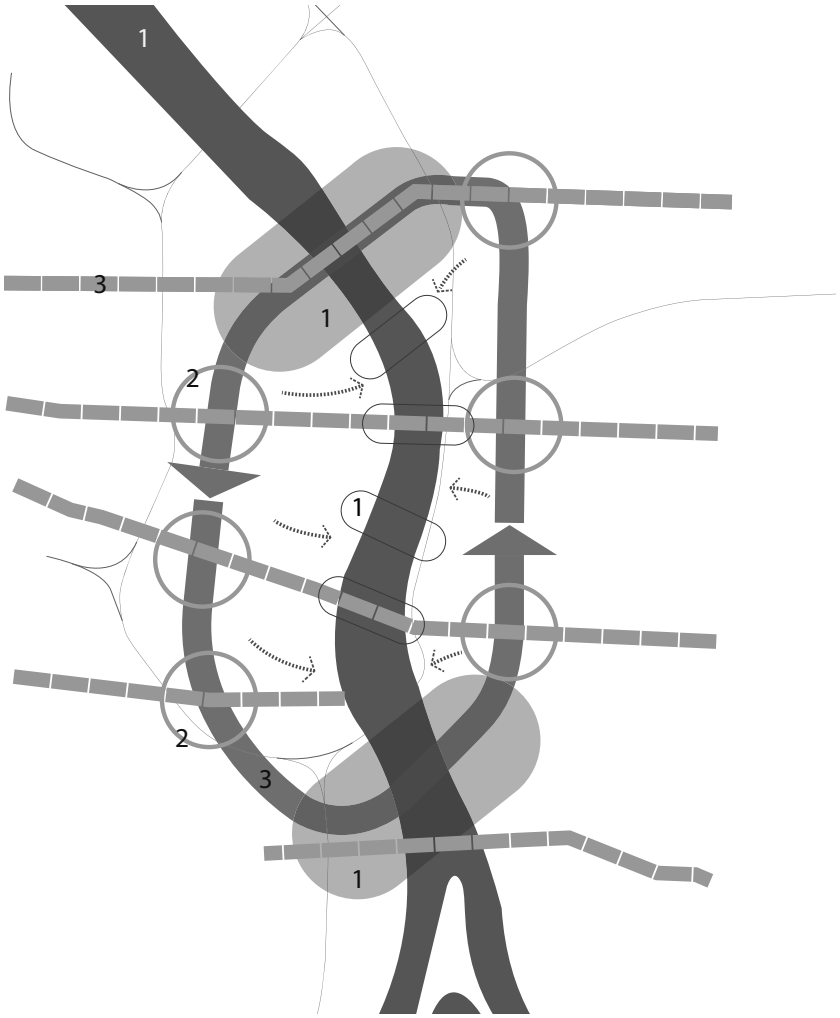
URBAN DESIGN CONCEPT

The Urban Design Concept quickly and simply identifies the primary design and development themes:

1 **CENTRAL RIVER**
Reconnecting with the Willamette River.

2 **DISTINCT DISTRICTS**
Recognizing and cultivating the specific characteristics of the Central City's 10 districts.

3 **CONNECTED PUBLIC REALM**
Creating a more fully connected public realm consisting of streets, the greenway, streetcar loops, and bicycle and pedestrian trails.

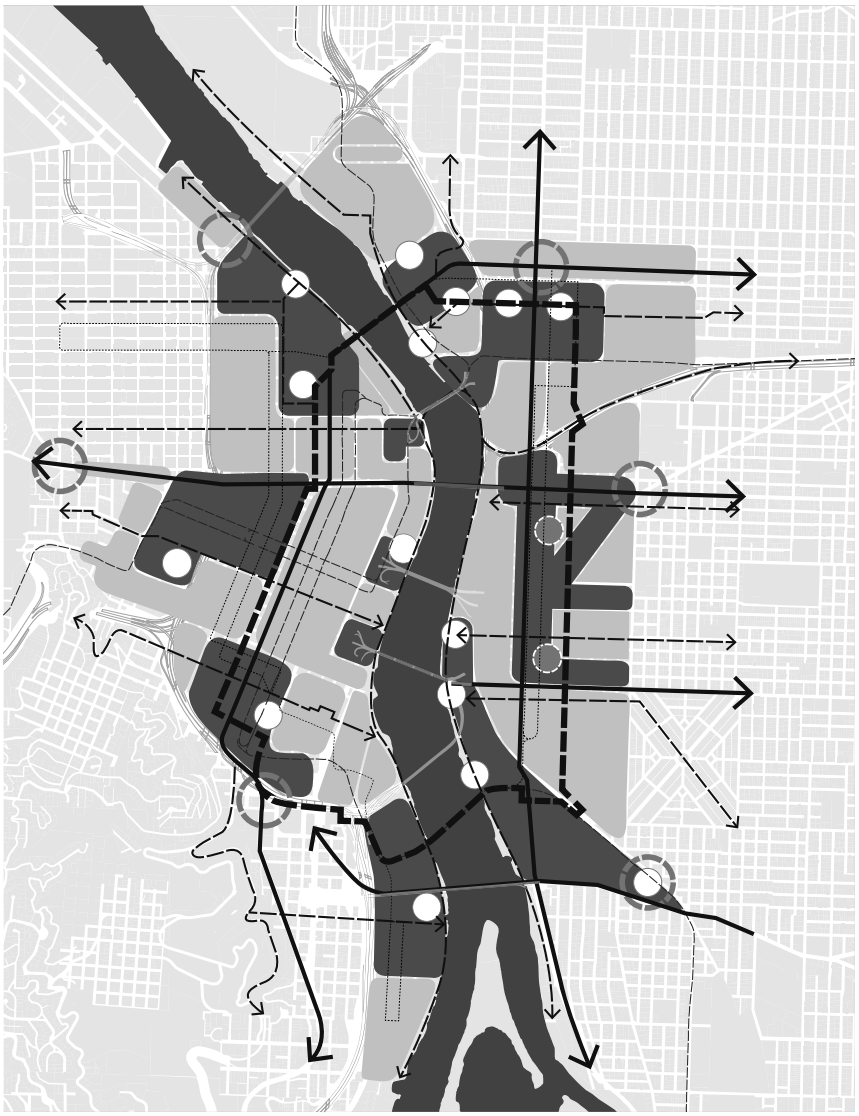


The Central City is the oldest part of settled Portland, with buildings dating back to the mid-19th century. These places sit alongside state-of-the-art public infrastructure, new high performance LEED buildings and growing institutions. The Central City's pattern of small, square blocks has helped create a unique and internationally renowned walkable city. This block pattern brings light and air into the core, fostering social interaction among people of all ages, backgrounds and abilities.

URBAN DESIGN FRAMEWORK

The Urban Design Framework brings the Concept's themes to the ground with more detail about:

- **PUBLIC REALM FEATURES**
  Key corridors and open spaces
- **TRANSIT**
  Existing streetcar and light rail alignments
- **AREAS OF CHANGE**
  Areas anticipated to experience more or less change over the next 25 years
- **GATEWAYS**
  Key locations for entrance into the Central City



LEGEND

PUBLIC REALM

- New or reconfigured open spaces
- Desired new open space within area
- Potential "Green Loop"
- Civic corridor
- Key pedestrian/bicycle corridor

RAIL TRANSIT

- Streetcar
- Light rail

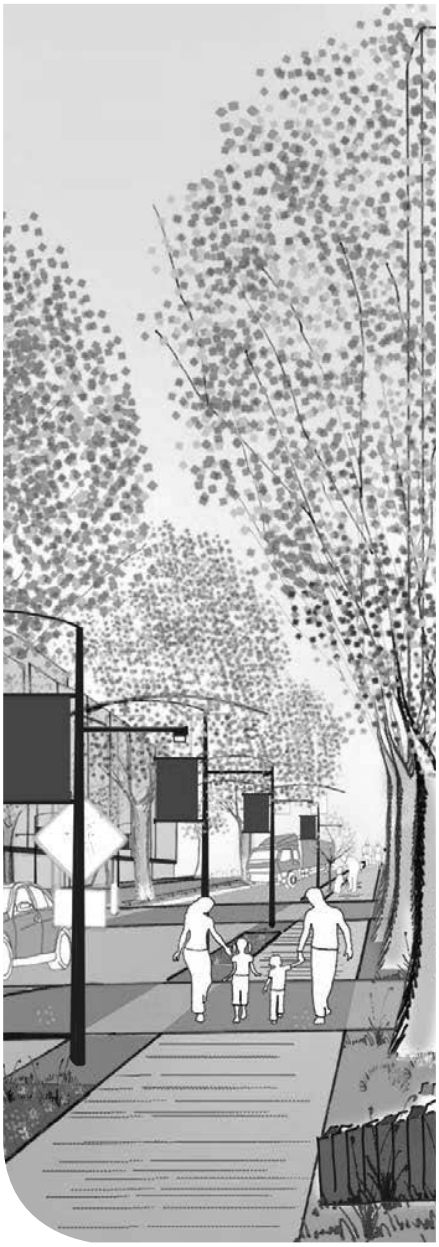
AREAS OF CHANGE

- more change
- less change
- gateways





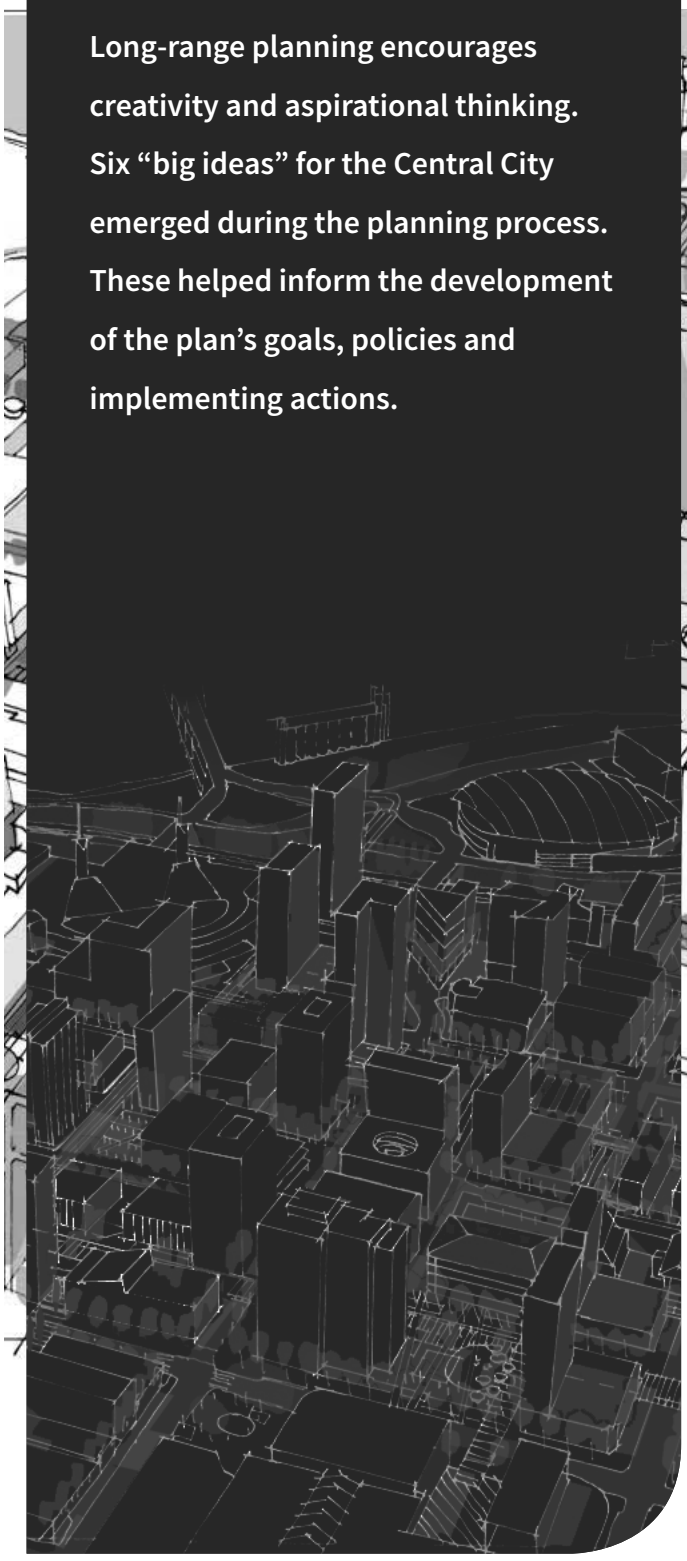


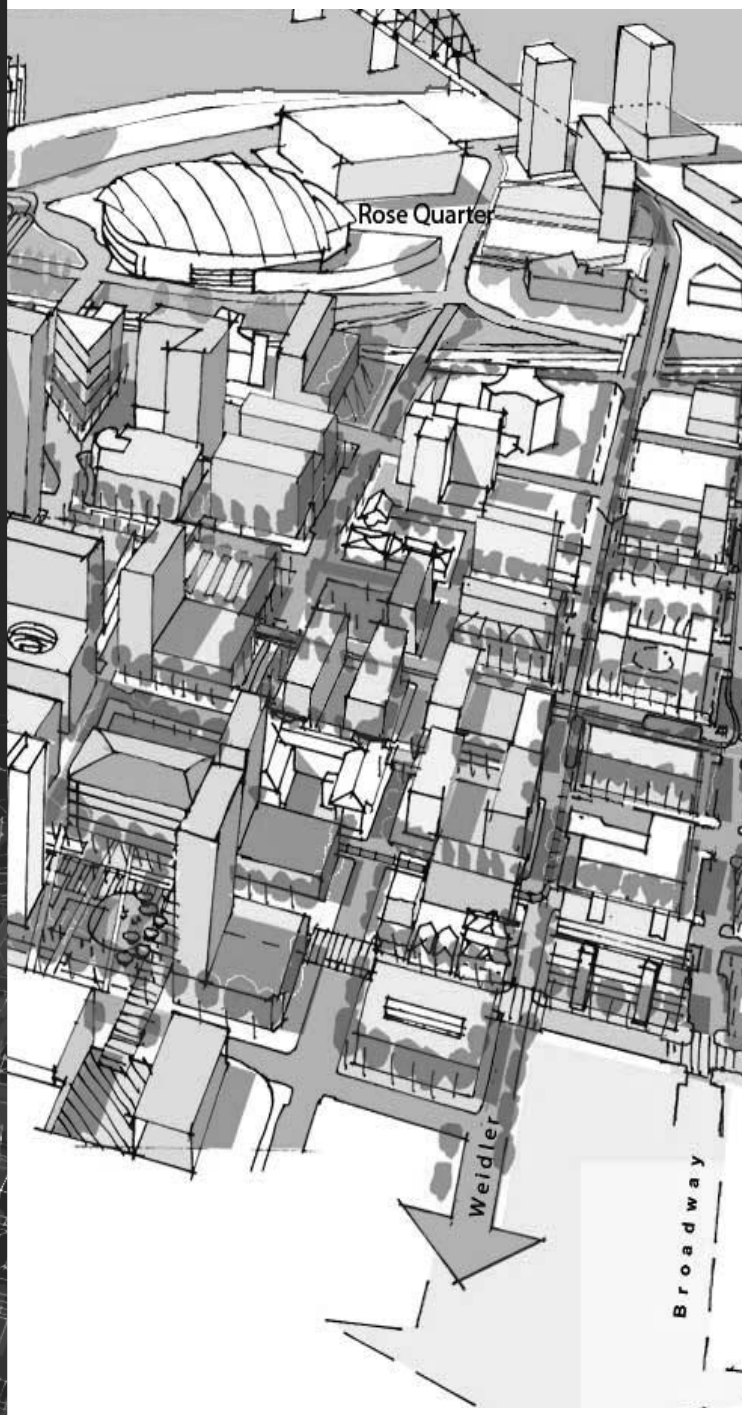




THE **BIG IDEAS**

Long-range planning encourages creativity and aspirational thinking. Six "big ideas" for the Central City emerged during the planning process. These helped inform the development of the plan's goals, policies and implementing actions.





1 | Civic & Cultural Center



City centers are more than just centers of commerce. They are barometers of the regional economy, incubators of invention, reflections of the community's history and social conditions, and forums to showcase local culture. Portland's Central City has an array of venues, historical and cultural assets, public spaces and other features that make it the heart of the region's civic and cultural life.

These elements add to Portland's unique character and attract new residents. As the Central City adapts to meet the needs of Portland's ever growing and changing population, the city and region benefit from new growth and diversity. The region's success depends on preserving, enhancing and making these unique assets more accessible for all people in the region.

32521

2 | Focus on the Willamette River



Perhaps than anything else, the Willamette River has influenced the development of Portland and its urban center. The river is central to the city's identity, image and place in the region. Portlanders involved in this planning process expressed a strong and almost universal desire to invest in and reconnect with the Willamette River.

The reasons varied, but they included:

- Strengthening environmental protection
- Better celebrating the river's cultural and historical significance
- Improving access to and along the riverfront
- Increasing the river and riverfront's economic and recreational uses

These interests can compete with one another so careful planning and decision making will be required to equitably integrate them.

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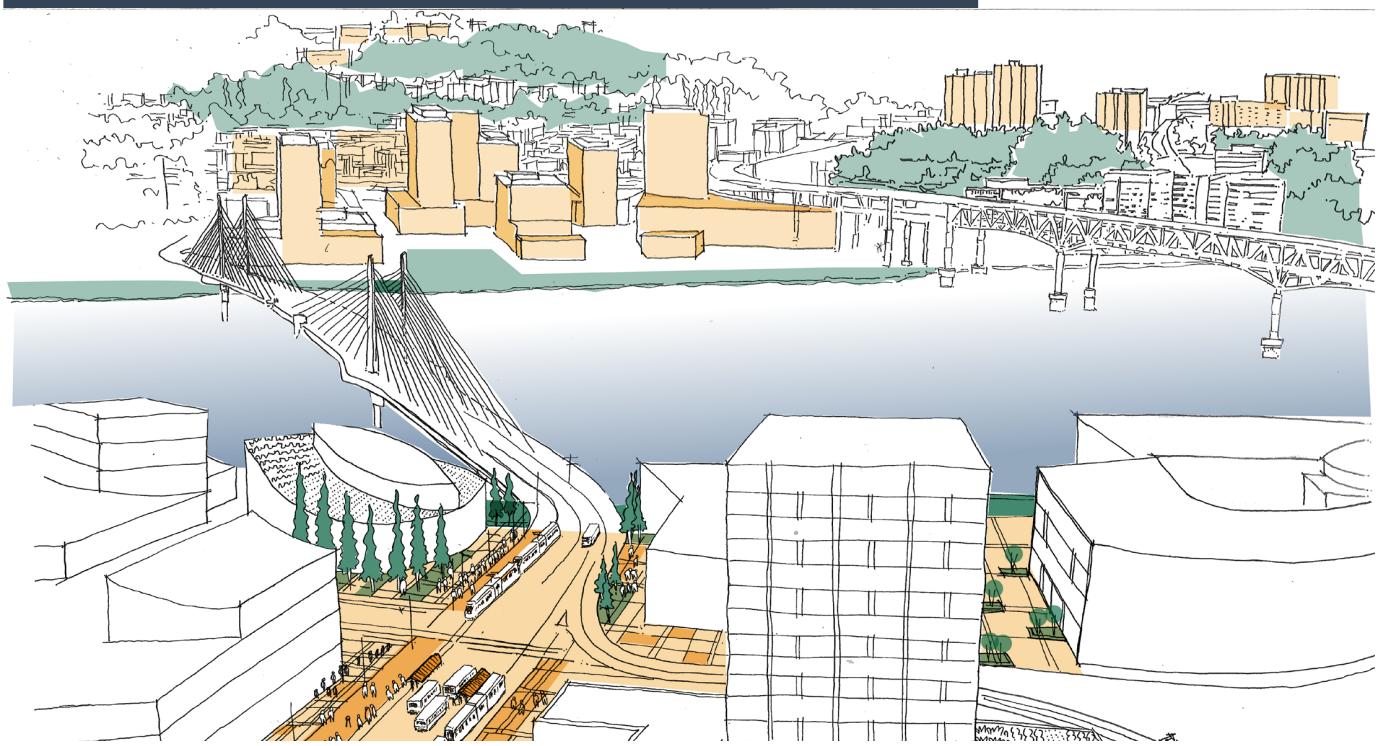
3 | Innovation Quadrant



Nationwide, city governments are recognizing the benefits of partnering with the academic and research institutions that educate and employ their residents and help create the cities and professionals of tomorrow. The Innovation Quadrant emerging in South Waterfront, South Downtown/University and the Central Eastside presents an exciting opportunity.

This is a place to capitalize on synergies between Portland's educational institutions, businesses and workforce by connecting major institutions with employers, forming new partnerships and opportunities. The goal of the Innovation Quadrant concept is to build on these relationships, establishing an environment of creativity and a regional center of innovation to foster industries throughout the state. This will require careful coordination between land use regulations, investments in infrastructure, and the development of programs and buildings by major institutions.

4 | Resilient Central City



Resilience in an urban context means many different things. A resilient Central City is one that improves the ability of individuals, communities, economic systems, and the natural and built environment to recover from natural and human-made hazards, climate change and economic shifts. Greater resilience is achieved through a multi-pronged strategy.

- **Natural Hazard Preparedness**
  The City uses infrastructure investments and land use planning policies to eliminate or reduce risk from earthquakes, floods and other hazards, partnering with other agencies and the private sector.

- **Climate Change Mitigation**
  A reduction in carbon emissions from existing and new buildings, transportation systems and infrastructure will help mitigate carbon emissions causing climate change.

- **Employment Diversity**
  The benefits of employment density should be shared equitably across the metro area, with opportunities available for workers with different interests, skills and education levels. A diverse workforce is better able to withstand economic downturns.

- **Housing Affordability**
  Affordable housing options for all residents contributes to a sustainable, inclusive and diverse community, with strong social networks crucial for community resilience.

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5 | Street Hierarcy & Development Character



Compared with other U.S. downtowns, Portland's streets are narrow. And there are far more of them. The Central City's streets and rights-of-way account for 40 percent of its land area — an untapped opportunity to provide multiple benefits.

The CC2035 Plan calls for being more intentional about which streets should be shopping streets, which should be quieter and greener, and which ones are important for travel. Through development standards and design guidelines, we can integrate streets and public spaces with the lower floors of adjacent buildings to enhance everyone's experience of the public realm.

Through the planning process, key streets in the Central City have been identified as Retail Commercial, Boulevards or Flexible streets. Certain streets have also been classified as "view streets," and existing public views will be preserved through restrictions on vegetation and the design of new buildings.

6 | The "Green Loop"

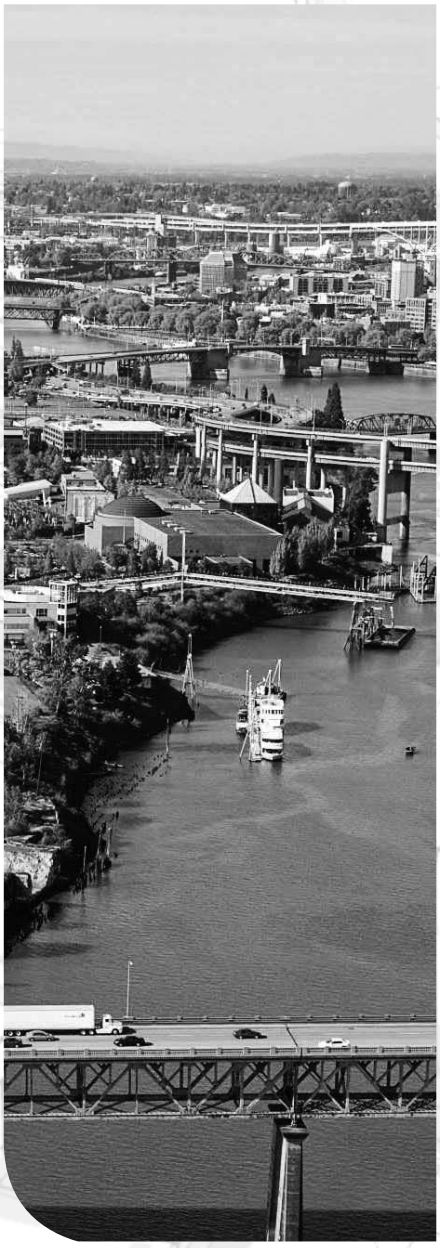


The Green Loop is a concept for a pedestrian and bicycle path that will invite residents, employees and visitors to experience Portland's urban core in an entirely new way. Part of a larger effort to repurpose public rights-of-way for better community use, the Loop will connect many of the city's civic and cultural institutions and link Downtown's iconic park sequences to the rest of Portland.

The six-mile path will offer people a chance to take a break from work — to walk, run or ride among trees in beautiful parks as well as enjoy restaurants and shops without driving a car or riding a bus.

This urban promenade will promote healthier lifestyles and connect people to amenities and each other. It will attract people of all ages and abilities from throughout the region to enjoy safe, green and active recreation.



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CENTRALCITY 2035

G&P GOALS AND POLICIES



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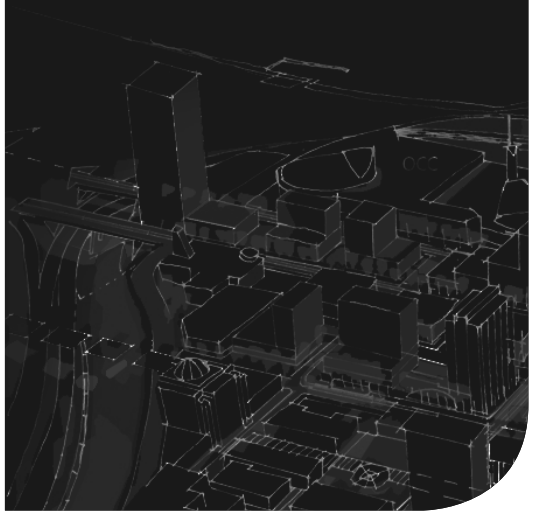
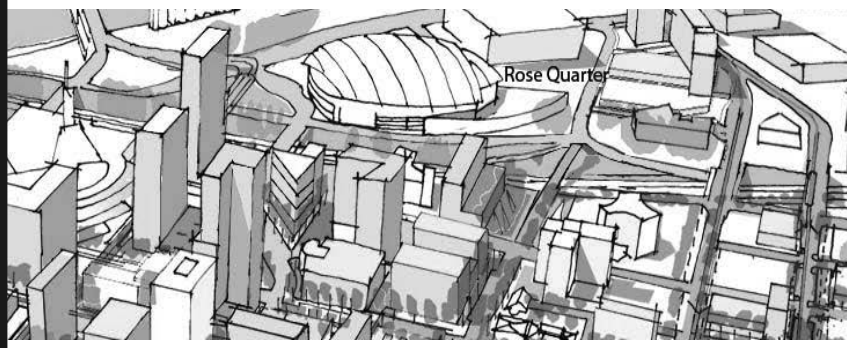
CENTRAL CITY 2035 **GOALS & POLICIES**

INTRODUCTION

The Central City 2035 Plan is part of Portland's Comprehensive Plan. The Comprehensive Plan's Vision and Guiding Principles helped shape many of the policies and projects in the CC2035 Plan. Together, they reinforce that implementation of these plans must be balanced, integrated and multi-disciplinary.





COMPREHENSIVE PLAN

VISION

Portland is a prosperous, healthy, equitable and resilient city where everyone has access to opportunity and is engaged in shaping decisions that affect their lives.

GUIDING PRINCIPLES

The Comprehensive Plan includes five guiding principles related to:

1. Economic prosperity
2. Human health
3. Environmental health
4. Equity
5. Resilience

HOW AND WHEN IS THE PLAN USED?

As part of Portland's Comprehensive Plan, the Central City 2035 Plan is used to make land use decisions in the Central City. This includes decisions about how land is used or developed, as well as public facility investments related to those uses or developments.

The Plan and tools are not static and are expected to change over time. City Council will consider decisions to adopt, amend or repeal parts of the Plan or implementation tools in response to changing conditions, needs and trends.

HOW ARE THE POLICIES IN THIS DOCUMENT **USED IN DECISION-MAKING?**

The Central City 2035 Plan is part of Portland's Comprehensive Plan and, therefore, all legislative changes and some quasi-judicial decisions must document how the proposed decision complies with the Comprehensive Plan's policies.

The Comprehensive Plan contains a broad range of policies, each describing a desirable outcome. However, it is unlikely that all policies will be relevant to a particular decision.

Council must weigh and balance applicable policies. In cases where there are competing directions embodied by different policies, City Council may choose the direction it believes best embodies the Plan as a whole. The Central City 2035 Vision (p.14), as well as the Comprehensive Plan Vision and Guiding Principles (left) help to provide additional guidance when policies are balanced.

More information on how this plan is used in decision-making and other uses of the plan, can be found in the "How to Use the Plan" section of the Comprehensive Plan.

CC2035 GOALS & POLICIES WILL BE USED WHEN:

- **Amending the Comprehensive Plan Map**
- **Amending the Zoning Map or Code**
- **Meeting certain approval criteria in the Code**
- **Adding projects to the Transportation System Plan project list (PBOT)**
- **Developing urban renewal and area plans**

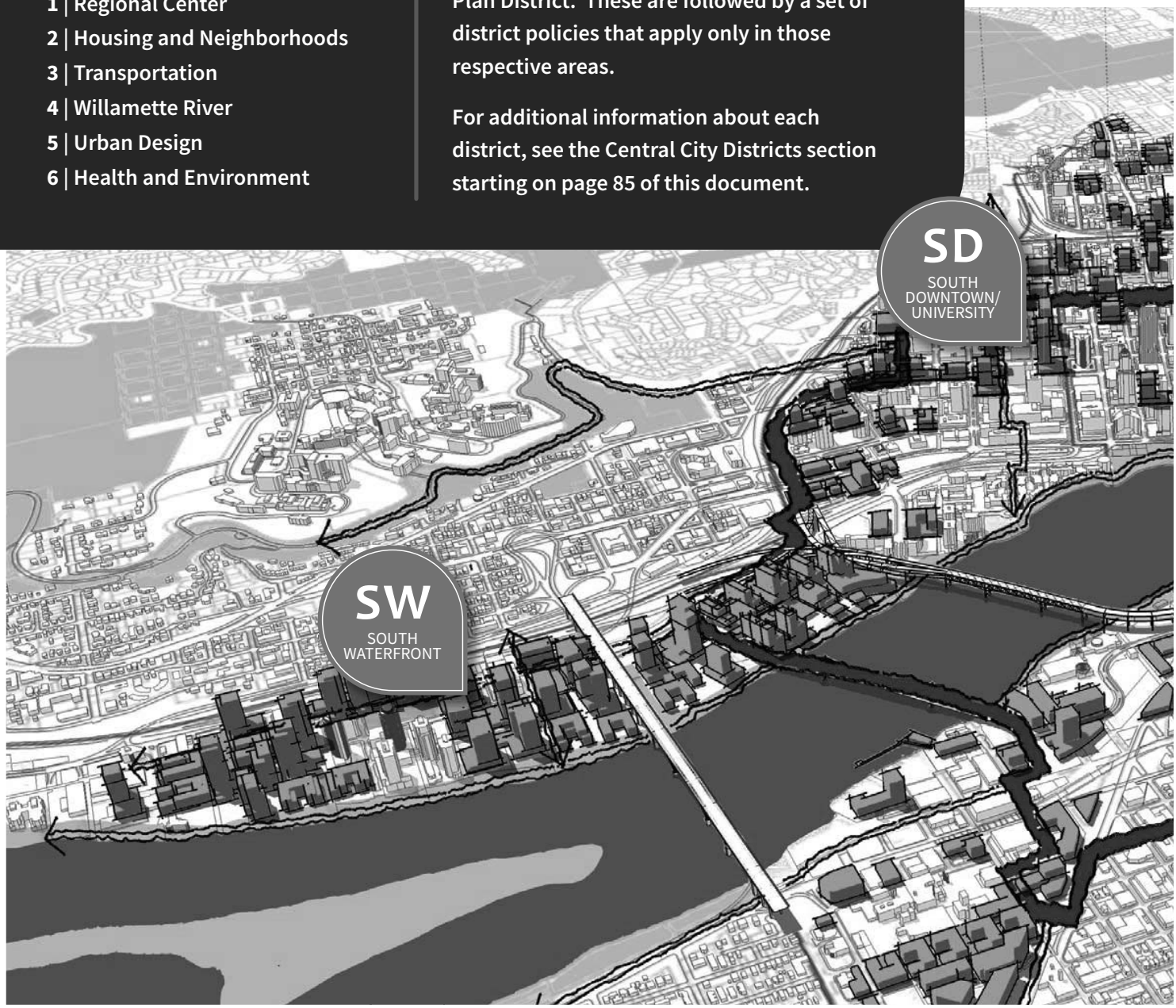
HOW TO READ
THE CC2035 GOALS AND POLICIES

CC2035 PLAN GOALS AND POLICIES ARE ORGANIZED INTO SIX SECTIONS:

1 | Regional Center
2 | Housing and Neighborhoods
3 | Transportation
4 | Willamette River
5 | Urban Design
6 | Health and Environment

Each section begins with a set of goals and policies that applies to the entire Central City Plan District. These are followed by a set of district policies that apply only in those respective areas.

For additional information about each district, see the Central City Districts section starting on page 85 of this document.



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GH
GOOSE HOLLOW
PL
THE PEARL
WE
WEST END
LA
LOWER ALBINA
DT
DOWNTOWN
OT
OLD TOWN/
CHINATOWN
LD
LLOYD
CE
CENTRAL
EASTSIDE

1. REGIONAL CENTER

Portland's Central City serves as the region's economic, cultural and civic center. To maintain and enhance this role, stakeholders identified the need to enhance the cultural and civic role of the Central City; support economic growth, particularly in traded sector industries; protect industrial and employment districts; capitalize on opportunities for partnering with higher education institutions; and address affordability barriers so that entrepreneurs and small businesses can thrive.

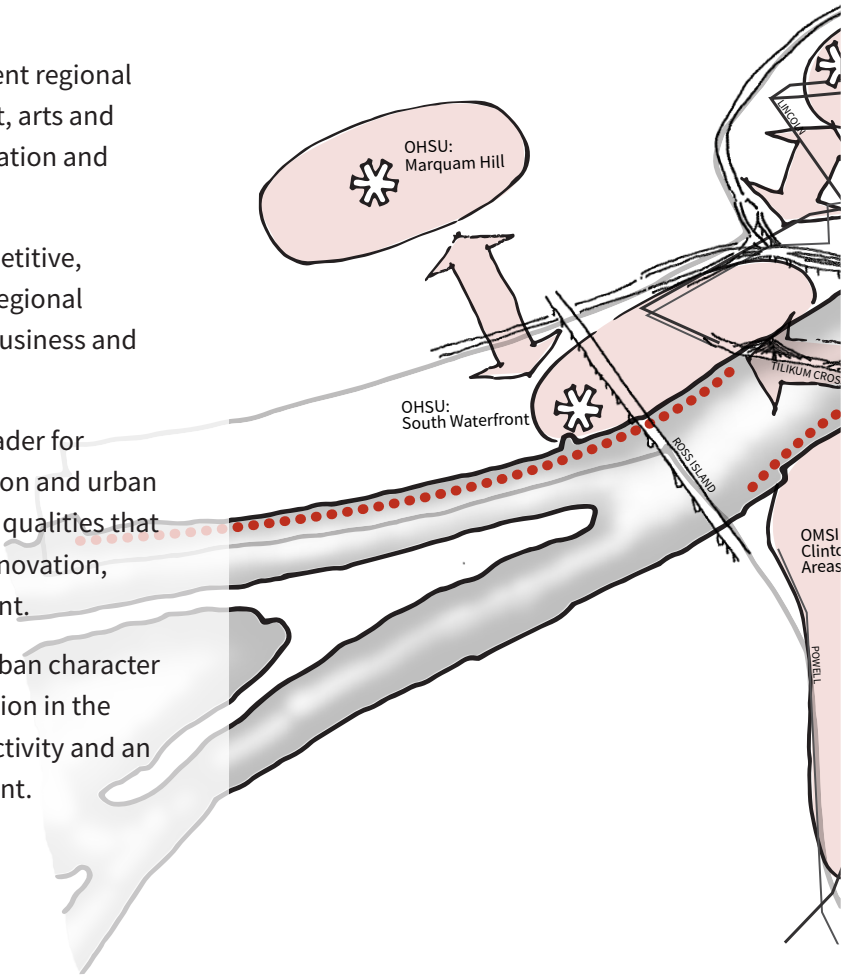
CENTRAL CITY GOALS

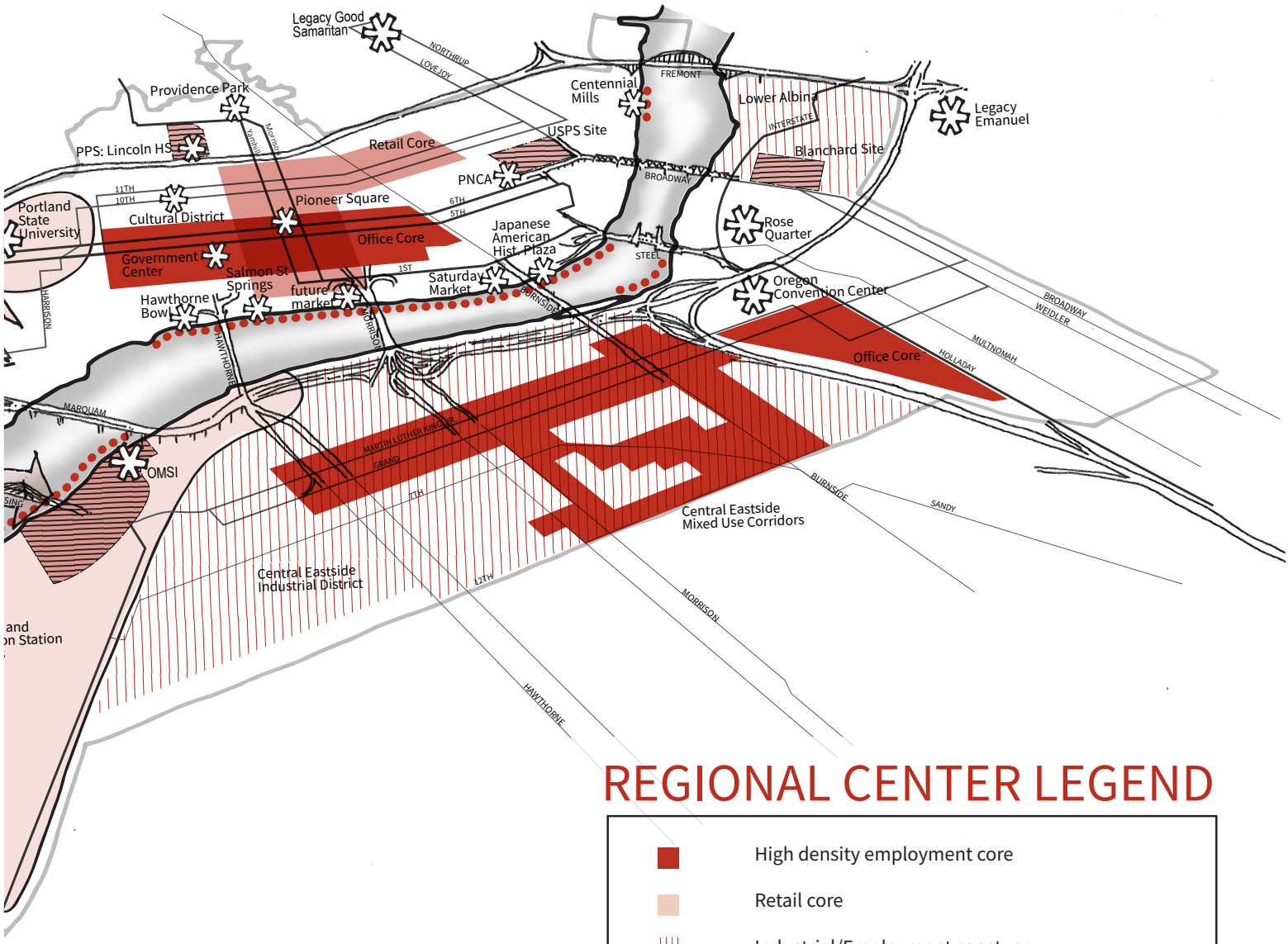
GOAL 1.A: Portland's Central City is the preeminent regional center for commerce and employment, arts and culture, entertainment, tourism, education and government.

GOAL 1.B: The Central City is economically competitive, especially relative to West Coast and regional markets, with robust and expanding business and development activity.

GOAL 1.C: Portland's Central City is a national leader for innovation in business, higher education and urban development with physical and social qualities that foster and attract diverse creativity, innovation, entrepreneurship and civic engagement.

GOAL 1.D: The experience of the Central City's urban character and livability make it the leading location in the region for business and commercial activity and an attractive location for new development.





REGIONAL CENTER LEGEND

- High density employment core
- Retail core
- Industrial/Employment sanctuary
- Cultural and Tourist Attractions or Institutions
- Innovation Quadrant
- Large site opportunity area
- Riverfront use opportunity area

CENTRAL CITY POLICIES: REGIONAL CENTER

CIVIC AND CULTURAL CENTER

Portland's City Center contains a broad array of institutions, venues, cultural assets, historic sites and the Willamette River, making it the heart of the region's civic and cultural life. Policies in this section support the role of the Central City as the civic and cultural center of the region, serving all Portlanders.

POLICY 1.1 **Regional image**. Strengthen the role of the Central City and Willamette River in enhancing a positive image for the city, region and state.

POLICY 1.2 **Center of higher education**. Support the ability of major universities and other higher education institutions to strengthen the Central City as a center of learning, business and innovation.

POLICY 1.3 **Center of urban innovation**. Strengthen the role and stature of the Central City as a laboratory and showcase for innovative urban development and as a regional leader in the development of businesses related to clean technology, green practices and design, and resource conservation.

POLICY 1.4 **Tourism, retail and entertainment**. Maintain and expand upon activities in the Central City that support tourism and complement economic success, vibrancy, and livability, with a special focus on retail, cultural events and institutions, arts and entertainment, urban design, and transportation.

See district policies section for related policies in: DT, WE, GH, PL, OT, LD, CE, SW, SD

POLICY 1.5 **Destination Willamette River**. Enhance the riverfront as a destination by encouraging shops; restaurants; art; cultural, historic, ecological and maritime attractions; and recreation. Support opportunities and amenities for river tours, river transit and regional cruises to and from the riverfront.

ECONOMIC VITALITY

The Central City is home to professional service industries that support the entire region; a growing number of colleges and universities; and a manufacturing base that hosts a number of emerging business sectors. Policies in this section support the continued economic vitality of the Central City, Portland and the region.

POLICY 1.6 **Traded sector growth**. Enhance business development efforts and assistance for targeted industry clusters and high growth sector companies.

POLICY 1.7 **Entrepreneurship and business innovation**. Strengthen the Central City as a location for job creation by addressing development issues that affect businesses and supporting economic development strategies and programs that facilitate economic growth in the Central City.

POLICY 1.8 **Innovation Quadrant**. Build upon the physical connections created by the Tilikum Crossing to connect Central Eastside industries with westside institutional assets such as Oregon Health Science University (OHSU) and Portland State University (PSU). Facilitate the growth of traditional and emerging industries in service to the Innovation Quadrant and encourage venues such as the Oregon Museum of Science and Industry (OMSI) to showcase the diversity of research, economic development, and educational activities occurring within the quadrant.

Encourage a range of businesses from start-up firms to corporate headquarters, with particular focus on knowledge-based industries such as technology and research and development, to locate in the area (see Regional Center map on page 34).

POLICY 1.9 **Equity and the economy**. Support greater access to and expansion of economic opportunities in the Central City for all groups facing longstanding disparities, including education, housing and employment barriers, so that they can share in employment and economic prosperity.

POLICY 1.10 **Next generation industrial/employment sanctuaries**. Protect and foster the long-term success of Central City industrial districts and the continuation of these areas as prime locations for investment and new industrial businesses, while supporting their evolution into places with a broader mix of businesses, living-wage jobs, and higher employment densities.

See district policies section for related policies in: LA, CE

POLICY 1.11 **Commercial affordability**. Support efforts to make the Central City a competitive location for development and business location and operation.

POLICY 1.12 **Day laborer organization and education**. Continue efforts and initiatives within the Central City that organize and centralize day laborer services that can provide for worker rights education, outreach, and protect the rights of laborers.

POLICY 1.13 **Surface parking**. Support strategies and tools to encourage the redevelopment of surface parking lots. Discourage the development of new surface parking and ensure buildings will not be demolished to provide surface parking.

See district policies section for related policies in: WE, GH, OT

DISTRICT POLICIES: REGIONAL CENTER

This section contains Regional Center policies specific to a particular Central City district.

Downtown

POLICY 1.DT-1 **Office core**. Maintain the Downtown office core as the region's preeminent office employment district. Encourage new office development, with the largest buildings near the Transit Mall.

POLICY 1.DT-2 **Retail core**. Encourage the growth and success of the retail core with new retail and supportive development. Expand the retail core north, west and east to Waterfront Park.

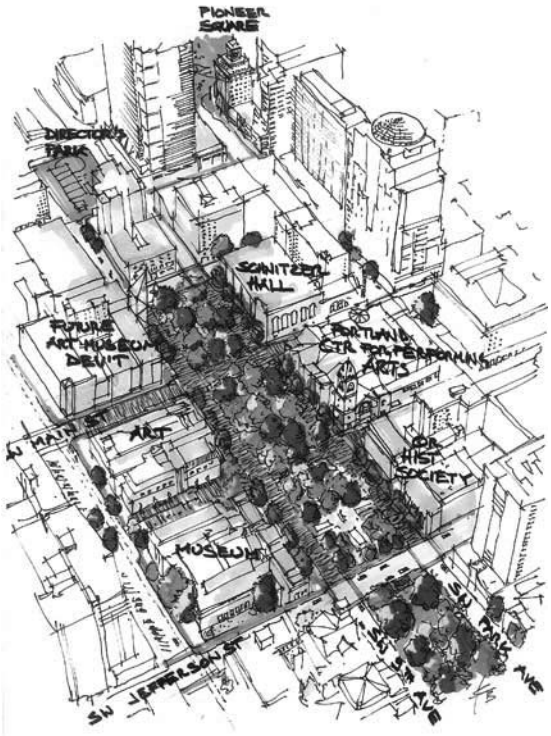
POLICY 1.DT-3 **Government center**. Encourage the concentration of government services in the vicinity of Chapman and Lownsdale Squares.

POLICY 1. DT-4 **Tourism, retail and entertainment.**

a. **Tourist information**. Maintain Pioneer Square as an important "first stop" for tourist information with Governor Tom McCall Waterfront Park becoming a complementary "second stop."

b. **Events**. Encourage a wide range of entertainment opportunities and event venues including small-scale, more frequent events as well as large-scale episodic events.

c. **Cultural district**. Enhance the concentration of arts and cultural institutions and activities on and near the South Park Blocks between SW Salmon and SW Jefferson Streets. Expand the range of unique cultural and historic attractions along the Willamette River.



CULTURAL DISTRICT BLOCKS

Conceptual drawing of a vibrant Cultural District on the north end of the South Park Blocks that includes regional cultural attractions like the Portland Art Museum, the Arlene Schnitzer Hall, the Portland'5 Centers for Performing Arts and the Oregon Historical Society. The concept also incorporates stronger connections to nearby signature open spaces like Director's Park and Pioneer Square. (Otak 2013)

West End

POLICY 1.WE-1 **North of Salmon.**

a. Mixed use emphasis. Encourage a broad mix of land uses in the West End, particularly north of SW Salmon Street, including office and retail opportunities in addition to residential.

b. Retail core expansion. Expand and enhance the Downtown Retail Core west to I-405 and north into the Pearl and encourage a broad mix of activity and retail opportunities at the street level.

POLICY 1.WE-2 **Tourism, retail and entertainment.** Support the West End's unique concentration of arts and cultural institutions.

POLICY 1.WE-3 **Surface parking**. Encourage new development on surface parking lots and vacant lots.

Goose Hollow

POLICY 1.GH-1 **The Hollow**. Encourage vibrant, mixed-use development, especially residential, office and active floor uses that serve the needs of, and provide employment opportunities for, a substantial and growing residential population.

POLICY 1.GH-2 **Tourism, retail and entertainment**

a. **Stadium supportive development**. Capitalize on activity generated by Providence Park, encouraging complementary redevelopment in the area near the stadium, emphasizing local businesses of moderate scale and supporting year-round functions, such as theaters, restaurants, hotels, pubs, cafes and galleries.

b. **Event frequency**. Expand the frequency and range of event types at Providence Park. Capitalize on this expanded activity to support complementary development of sustainable local business activities.

POLICY 1.GH-3 **Surface parking**. Encourage new development on surface parking lots and vacant lots on West Burnside and SW 18th Avenue.

The Pearl

POLICY 1.PL-1 **Mixed use office center**. Support the continued development of a vibrant, mixed-use area with new commercial, retail, office and creative office opportunities.

POLICY 1.PL-2 **Large site employment opportunity**. Encourage redevelopment of large sites to include regional employment opportunities such as major office or campus uses.

POLICY 1.PL-3 **Tourism, retail and entertainment.** Enhance the success of this urban mixed use district, drawing new visitors and supporting attractions, including unique retail, dining, riverfront and entertainment opportunities.

Old Town/Chinatown

POLICY 1.OT-1 **Institutions, creative economy and target sector industries**. Support and capitalize on the success of higher education institutions as lasting anchors for creative industries and businesses. Support entrepreneurial incubation and encourage business start-ups and the City's economic development cluster industries to locate in the district.

POLICY 1.OT-2 **Tourism, retail and entertainment**. Support unique attractions in the district, including: cultural institutions; Governor Tom McCall Waterfront Park; retail, dining, and performance venues; and nightlife attractions. Expand the festival and event programming of public spaces in the district; manage activities in a way that controls negative impacts.

POLICY 1.OT-3 **Cultural assets**. Protect, promote and enhance the rich cultural and multi-ethnic history and diversity of Old Town/Chinatown, including its unique physical characteristics, cultural and arts institutions, community organizations, and mix of businesses.

POLICY 1.OT-4 **Strategic redevelopment**. Encourage renovation and seismic upgrades to underutilized buildings to increase useable space and economic activity in the district. Support location of retail uses in the ground floors of buildings, including retail businesses that complement and enhance the cultural and historical significance of the area.

POLICY 1.OT-5 **Surface parking.** Encourage new mixed-use infill development on vacant lots and surface parking lots while supporting existing businesses.

Lower Albina

POLICY 1.LA-1 **Next generation industrial/employment sanctuaries**. Diversify the range of employment activities allowed in the area east of the Union Pacific railroad and near the MAX station.

POLICY 1.LA-2 **Incubator**. Support existing businesses and foster the district as an industrial and employment incubator.

POLICY 1.LA-3 **Russell Street vitality**. Support the urban vibrancy of Russell Street and its unique blend of working daytime industrial activity with compatible nighttime restaurant and entertainment activity.

POLICY 1.LA-4 **Union Pacific alignment**. Support relocation of the Union Pacific rail tracks to improve freight and passenger rail operations; create new public open space and riverbank enhancement opportunities; improve access to and along the Willamette River; and enhance the development potential of the "Thunderbird" site.

Lloyd

POLICY 1.LD-1 **Employment core**.

a. Office core. Maintain and grow the Lloyd as an employment center for headquarters office, institutions, professional services and the government sector.

b. Retail. Support existing and new retail development including regionally focused uses in and around the Lloyd Center Mall and neighborhood-serving uses along the NE Broadway corridor.

POLICY 1.LD-2 **Sustainability innovation center**. Promote Lloyd as a center for innovation and application of sustainable business and development practices, foster job creation in sustainable industries and encourage the incorporation of green technology and practices into businesses and development.

POLICY 1.LD-3 **Tourism, retail and entertainment**. Support the continued success of the Rose Quarter and the Oregon Convention Center and encourage new development and businesses that complement and balance the episodic nature of event activity. Expand civic attractions to enhance tourism, regional attractions and the district's growing residential character.

Central Eastside

POLICY 1. CE-1 **Next generation industrial/employment sanctuaries.**

a. Industrial center. Protect the Central Eastside as a centralized hub of industrial businesses and services that support the regional economy by serving other industrial districts and businesses located throughout the Portland metropolitan area.

b. Industrial diversification. Support growth of new industrial sectors, protect existing sectors, and protect the Central Eastside as a place where startups and incubators can transition to mature and established businesses and sectors.



EMPLOYMENT TRANSIT ORIENTED DESIGN

Conceptual rendering showing a flexible building in the Central Eastside with a mix of manufacturing, warehousing, distribution and industrial office uses. To reduce conflicts, some streets are pedestrian oriented while others are designed for loading activities. (VIA 2014)

POLICY 1.CE-2 **Employment supportive mixed-use corridors**. Enhance the vibrancy of major mixed-use corridors to optimize their potential to attract investment and the development of new retail, commercial office, and residential uses that complement and serve employees and businesses in the Central Eastside.

POLICY 1.CE-3 **Southern triangle**. Encourage redevelopment of large sites to include employment opportunities such as industrial office and headquarters office opportunities, and invest in new infrastructure to address transportation constraints.

a. **Clinton Station Area**. Facilitate the development of employment and residential, as well as neighborhood serving retail and community services that serve the Central Eastside and inner Southeast Portland neighborhoods.

b. **OMSI Station Area**. Create a major and active riverfront station area that includes land and water based transportation, as well as educational and recreational opportunities. Promote visitor-serving attractions, amenities, and retail, as well as a mix of high-density commercial office, institutional and industrial employment uses.

POLICY 1.CE-4 **Workforce development institutions**. Support institutions such as Benson High School, Portland Community College's CLIMB Center, OMSI, and others in their unique roles associated with workforce development through programs and partnerships that prepare Portlanders at different education and skill levels for employment in Central Eastside industries.

POLICY 1.CE-5 **Tourism, retail and entertainment**. Encourage new and enhance existing riverfront uses and activities including active and passive recreation, ecological and maritime tourism, retail kiosks, restaurants and river transportation.

South Waterfront

POLICY 1.SW-1 **Research and education institutions**. Support the development and expansion of institutions, such as Oregon Health and Science University, Portland State University and Oregon State University, as well as complementary knowledge, health and science-based industries.

POLICY 1.SW-2 **Tourism, retail and entertainment**. Encourage new and enhance existing riverfront uses and activities including active and passive recreation; historic, ecological, maritime and cultural displays; and river transit. Encourage shops and restaurants to locate adjacent to the greenway at key locations.

South Downtown/University

POLICY 1.SD-1 **Portland State University**. Support the continued success and growth of Portland State University. Specifically, encourage new university development and partnerships with public and private development in the district to promote a vibrant and diverse neighborhood.

POLICY 1.SD-2 **Tourism, retail and entertainment**. Increase the number of visitors to the district by encouraging new and enhancing existing riverfront shops, restaurants and recreational opportunities at RiverPlace.

POLICY 1.SD-3 **Strategic redevelopment**. Encourage public and private redevelopment in the district, while supporting the existing residential redevelopment, particularly in the areas around Naito Parkway/ Harbor Drive, SW 4th Avenue, the Lincoln MAX Station and along the SW 5th and SW 6th Avenue Transit Mall. Where possible, encourage new development that includes public-private partnerships and activities and helps meet Portland State University space needs.

2. HOUSING AND NEIGHBORHOODS

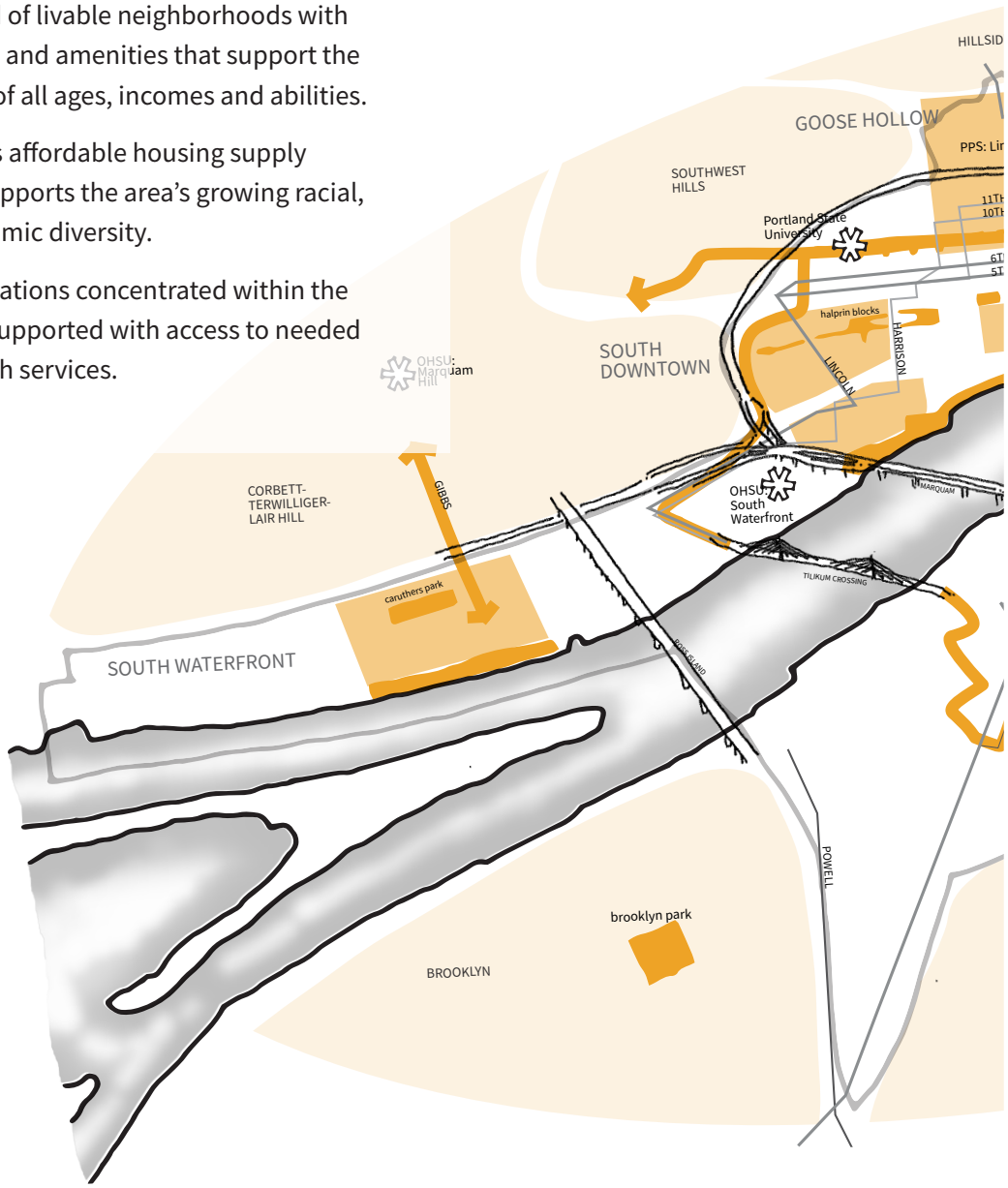
When the last Central City Plan was developed, nearly 30 years ago, there were relatively few people living in Portland's Central City. Today, this area has become the fastest growing area in the city. To enhance the livability of Central City neighborhoods, stakeholders felt affordability should be the top priority — housing should be available for households at all income levels, near Central City jobs and within complete neighborhoods. Further, a desire for a broader range of housing types was expressed — in particular, units that support students, families, and older adults.

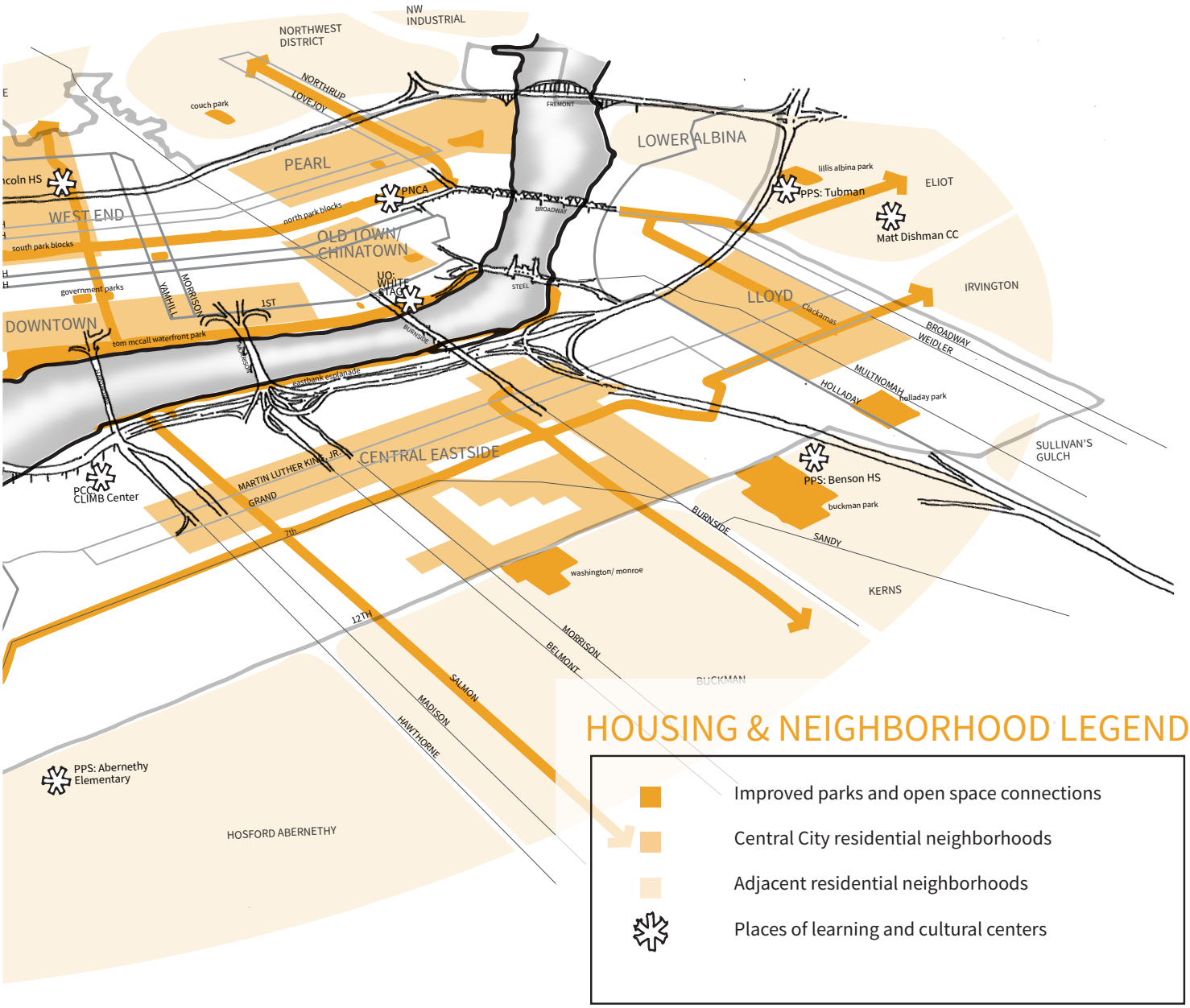
CENTRAL CITY GOALS

GOAL 2.A: The Central City is a successful dense mixed-use center composed of livable neighborhoods with housing, services and amenities that support the needs of people of all ages, incomes and abilities.

GOAL 2.B: The Central City's affordable housing supply maintains and supports the area's growing racial, ethnic and economic diversity.

GOAL 2.C: Vulnerable populations concentrated within the Central City are supported with access to needed human and health services.





HOUSING & NEIGHBORHOOD LEGEND

- Improved parks and open space connections
- Central City residential neighborhoods
- Adjacent residential neighborhoods
- Places of learning and cultural centers

CENTRAL CITY POLICIES: HOUSING AND NEIGHBORHOODS

Neighborhood livability

A livable Central City is a dense, compact, connected network of unique neighborhoods that are inclusive, vibrant, accessible, healthy and safe. These policies support Central City livability.

POLICY 2.1 **Complete neighborhoods**. Ensure Central City neighborhoods have access to essential public services, including public schools, parks, open space and recreation opportunities, community centers, urban canopy and amenities such as neighborhood-serving retail and commercial services that support sustainable and diverse community structure.

See district policies section for related policies in: DT, WE, GH, PL, OT, LD, CE, SW, SD

POLICY 2.2 **Promote healthy active living**. Design and develop Central City neighborhoods to support physically and socially active healthy lifestyles for all people through the inclusion of plazas, parks, open spaces, and recreation opportunities, a safe and inviting public realm, access to healthy food and active transportation and the density of development needed to support these economically.

POLICY 2.3 **Social services**. Support development of social services facilities that are responsive to the needs of vulnerable members of the Portland community.

See district policies section for related policies in: WE, PL, OT

POLICY 2.4 **Safe and secure Central City**. Maintain adequate public safety and security services and reduce sources of conflict and nuisance crime through design, regulation and management.

POLICY 2.5 **Mixed-use compatibility**. Promote design solutions and construction techniques to ensure that new development is compatible with existing uses, taking into account noise and other pre-existing conditions.

POLICY 2.6 **Conflict reduction strategies**. Develop ongoing strategies and programs that reduce potential conflicts between special needs populations and other Central City residents, employees, visitors and businesses.

Housing affordability

Many households in the city have to spend significantly more than the recommended 30 percent of their income on housing. More and more households are falling into this category because of steep increases in home prices and a tight rental market. Policies in this section support housing affordability in the Central City.

POLICY 2.7 **Minimize displacement**. Maintain the economic and cultural diversity of established communities in and around the Central City. Utilize investments, incentives and other policy tools to minimize or mitigate involuntary displacement resulting from new development in the Central City and close-in neighborhoods.

POLICY 2.8 **Housing diversity**. Create attractive, dense, high-quality affordable housing throughout the Central City that accommodates a broad range of needs, preferences, and financial capability in terms of different types, tenures, sizes, costs and locations. Support new housing opportunities for students, families and older adults.

See district policies section for related policies in: DT, WE, GH, PL, OT, LD, SW, SD

POLICY 2.9 **Housing affordability**. In accordance with the City's 2001 No Net Loss policy for affordable housing in the Central City, the City will retain at least the number, type, and affordability levels of housing units home to people at or below 60% of the median family income either through preservation or replacement, as existed in 2001. The preservation of these units will be monitored by the Portland Housing Bureau though the Central City Housing Inventory.

Continue to develop new affordable housing in the Central City so that approximately 30% of the total housing in the Central City is affordable to households between 0% and 80% MFI. Increase the supply of housing affordable to working households in the 50% to 80% MFI bracket, for whom the Central City's access to jobs and transit can be particularly beneficial.

POLICY 2.10 **Public investment in affordable housing**. For public affordable housing resources, prioritize funding for housing programs and investment to meet the unmet needs of extremely low and very low-income households (0-50% MFI).

POLICY 2.11 **Transitional housing and services**. Provide housing and services that directly assist at-risk populations and allow people to transition to more stable living conditions.

DISTRICT POLICIES: HOUSING AND NEIGHBORHOODS

This section contains Housing and Neighborhood policies specific to a particular Central City district.

Downtown

POLICY 2.DT-1 **Complete neighborhoods**. Encourage the development of community space to serve the district, and a dog park.

POLICY 2.DT-2 **Encourage evening and weekend activity**. Encourage the development of uses that are active in the evenings and on weekends such as restaurants, galleries, retail stores and performance spaces. In particular, encourage evening activities within Governor Tom McCall Waterfront Park and along Naito Parkway.

POLICY 2.DT-3 **Housing diversity**. Encourage new housing development along SW Naito Parkway and the South Park Blocks.



WATERFRONT NEIGHBORHOOD

Conceptual sketch depicting how a currently under-developed neighborhood by the waterfront could redevelop over time and become more dense, vibrant and connected to the Willamette River and Governor Tom McCall Waterfront Park. (Otak 2013)

West End

POLICY 2.WE-1 **Complete neighborhoods**. Encourage the development of child-friendly play areas, a dog park and contemplative spaces.

POLICY 2.WE-2 **West End Jefferson main street**. Encourage redevelopment and rehabilitation along SW Jefferson to create a vibrant neighborhood main street environment with pedestrian and bicycle-friendly street design, green street improvements and contiguous neighborhood retail linking the West End to Goose Hollow and Downtown.

POLICY 2.WE-3 **Social services**. Preserve and support existing social service and shelter functions in the district. Discourage the location of additional social services in close proximity to existing services.

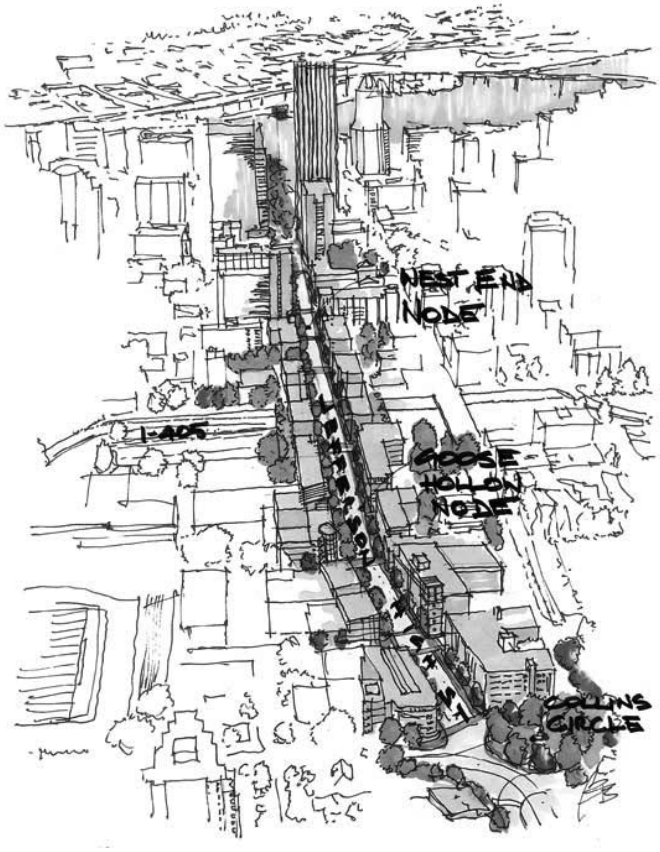
POLICY 2.WE-4 **Religious institutions**. Support the district's unique concentration of places of worship.

POLICY 2.WE-5 **Housing diversity**. South of Salmon Street, encourage residential development as the predominant use; to the north encourage it as a major component of new development. In particular, encourage multi-family housing supportive of families.

Goose Hollow

POLICY 2.GH-1 **Complete neighborhoods**. Encourage the development of community space and accessible open space to serve the district.

POLICY 2.GH-2 **Goose Hollow Jefferson main street**. Encourage redevelopment and rehabilitation along SW Jefferson Street between I-405 and SW 20th to create a vibrant neighborhood main street environment with pedestrian-friendly design, green street features, and contiguous neighborhood retail.



JEFFERSON MAIN STREET

Conceptual drawing of a strengthened Jefferson mainstreet generated during discussions with the Goose Hollow and the West End neighborhoods. The illustration depicts a potential freeway cap over I-405 and two possible nodes along the street, one in the heart of each neighborhood. (Otak 2013)

POLICY 2.GH-3 **West Burnside**. Encourage redevelopment, rehabilitation and streetscape improvements on West Burnside Street that support a vibrant and safe retail and commercial corridor.

POLICY 2.GH-4 **Housing diversity**. Support development that complements the distinctive residential feel of the district, especially within the predominantly residential areas south of SW Columbia Street. In particular, encourage multi-family housing supportive of families.

The Pearl

POLICY 2.PL-1 **Complete neighborhoods**. Enhance bicycle and pedestrian connections between existing parks, as well as future parks. Encourage the development of new public schools to serve the district.

POLICY 2.PL-2 **Pearl social services**. Encourage development of social services to support vulnerable members of the community and further a more equitable distribution of these services throughout the Central City.

POLICY 2.PL-3 **Housing diversity**. Encourage new development, including housing, along Naito Parkway in order to bring more people and activities to the riverfront. Throughout the district, encourage multi-family housing supportive of families and students.

Old Town/Chinatown

POLICY 2.OT-1 **Complete neighborhoods**. Encourage new and enhanced services to support district residents and workers, including commercial, retail, educational, medical, recreational, cultural, transportation, entertainment, and emergency services.

POLICY 2.OT-2 **Social services**. Preserve and support existing social service and shelter functions in the district. Limit the significant expansion of these services and do not locate additional major social services in the district.

POLICY 2.OT-3 **Housing diversity**. Encourage market rate and middle-income housing.

Lloyd

POLICY 2.LD-1 **Complete neighborhood**s. Improve access to parks and open space, and encourage development of grocery stores, neighborhood businesses, daycares and schools.

POLICY 2.LD-2 **Successful neighborhood business districts**. Support and expand local main street business areas within the Lloyd and in adjacent neighborhoods. Cluster a diverse mix of neighborhood scale businesses within the NE Broadway Business District and on new district retail/commercial streets as a means of concentrating activity and promoting successful retail areas.

POLICY 2.LD-3 **Community building**. Encourage public spaces, pubic art and activities that celebrate the history of the district and that help build a community in the Lloyd and with surrounding neighborhoods.

POLICY 2.LD-4 **Housing diversity**. Encourage development of new housing, especially in Central Lloyd and on the Irvington and Sullivan's Gulch edges to foster a sense of community and support efficient provision of residential amenities and services.

Central Eastside

POLICY 2.CE-1 **Complete neighborhoods**. Ensure access to essential public services such as parks and open spaces, schools, and community centers.

POLICY 2.CE-2 **Compatible development and redevelopment**. Protect the existing industrial businesses and the livability of new employment and residential uses through development designed and constructed to insulate non-industrial uses from the characteristics common to industrial operations such as noise, fumes, and freight operations.

South Waterfront

POLICY 2 SW-1 **Complete neighborhoods**. Encourage development of a K-8 public school facility to serve the district, parks and greenway, a full-service grocery store, community space, senior center and daycare facilities.

POLICY 2.SW-2 **Ground floor vitality**. Support street-level neighborhood vitality by encouraging active but compatible ground floor uses in predominantly residential buildings

POLICY 2.SW-3 **Housing diversity**. Encourage multi-family housing supportive of families and students.

South Downtown/University

POLICY 2.SD-1 **Complete neighborhoods**. Encourage the development of a grocery store, new and improved open spaces, playground, daycare facilities, a small hotel, and a community or senior center.

POLICY 2.SD-2 **Community cohesiveness**. Support a cohesive, connected community. Create and enhance successful neighborhood-oriented retail/commercial areas near Portland State University, the Halprin Open Space Sequence and in RiverPlace.

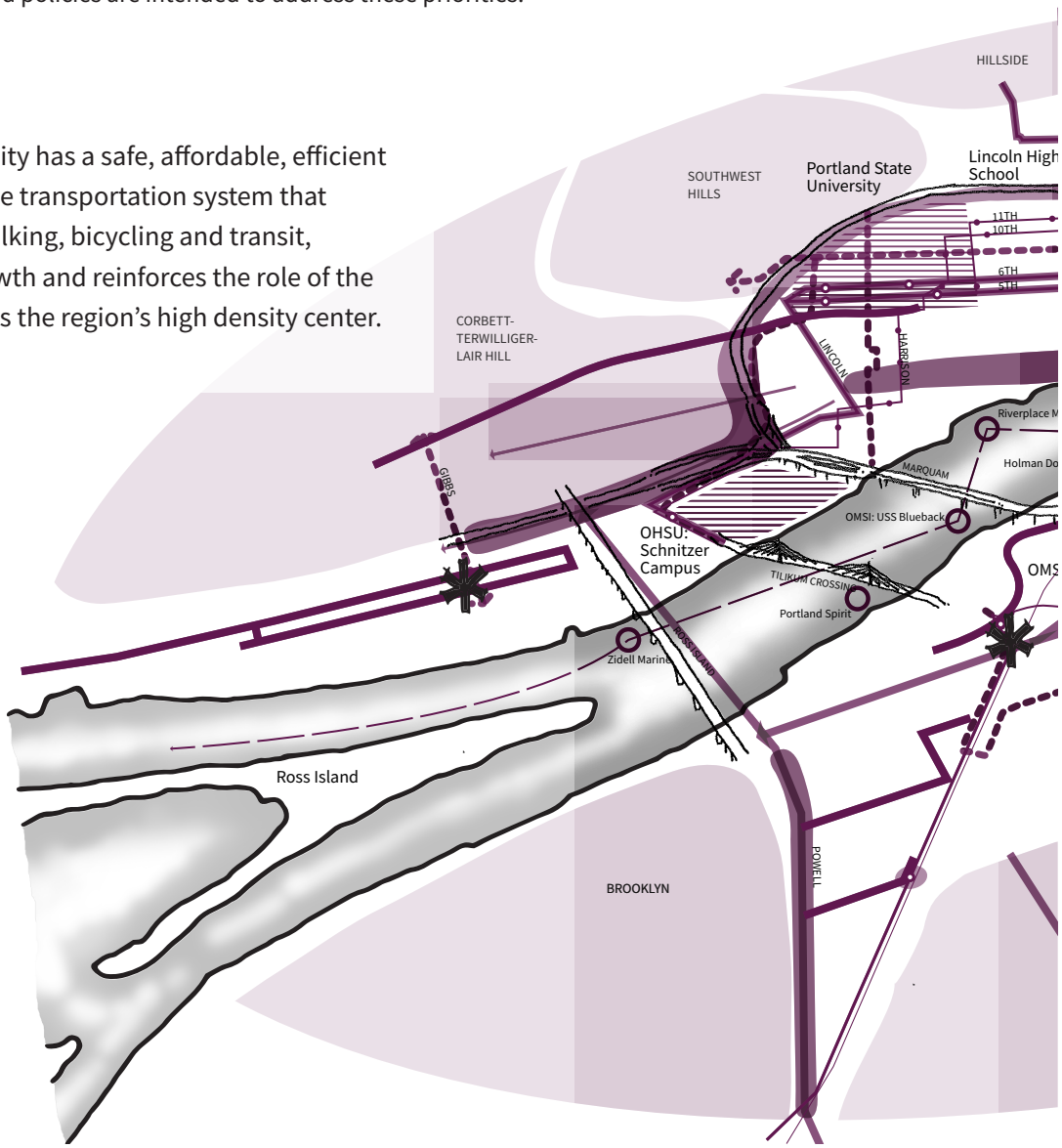
POLICY 2.SD-3 **Evening and weekend activity**. Encourage the development of uses that are active in the evenings and on weekends such as restaurants, galleries, retail stores and performance spaces. Provide a

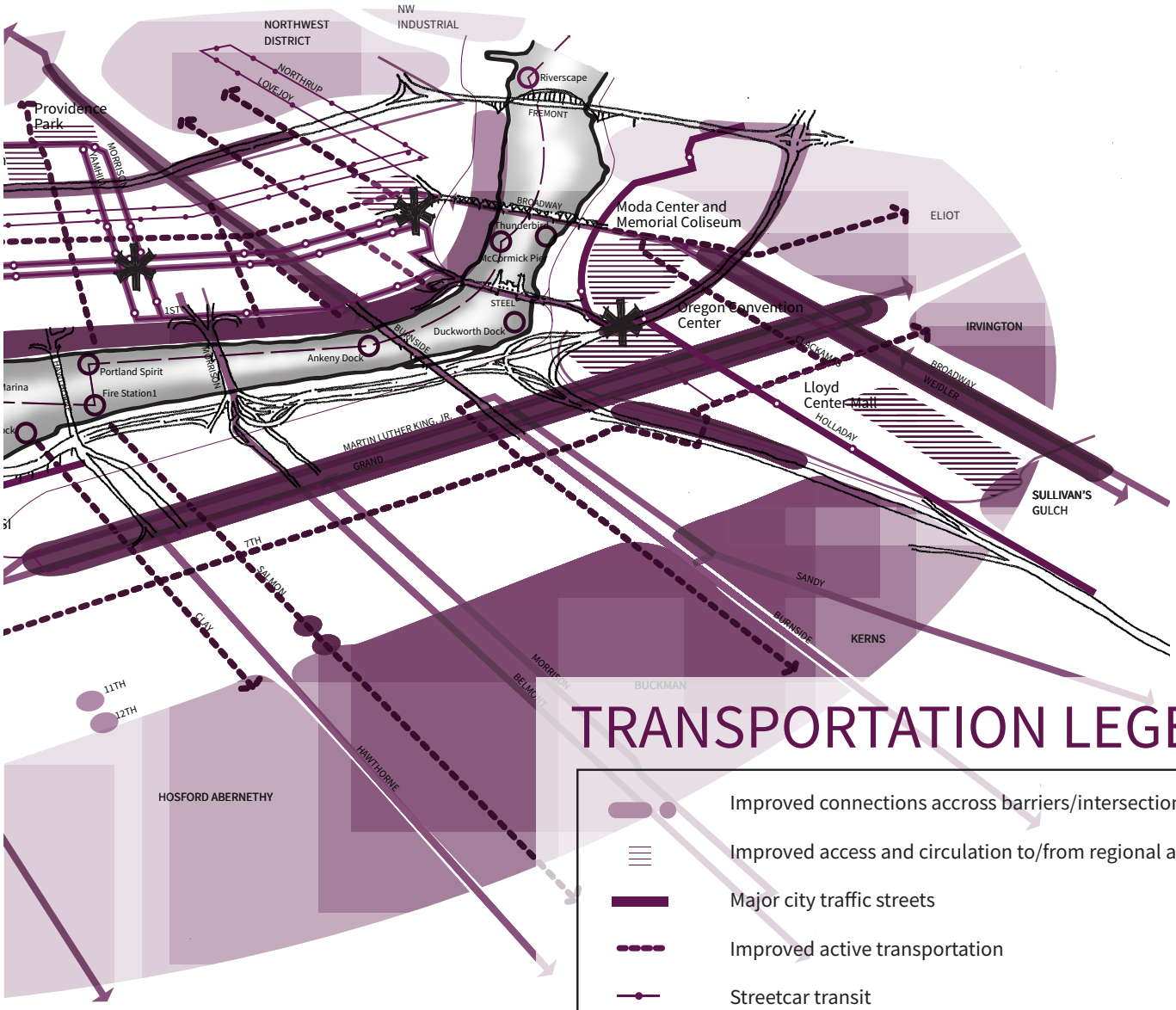
3. TRANSPORTATION

As the Central City grows over the next 20 years, the efficiency and safety of the transportation network must be maximized, emphasizing walking, bicycling and transit use. Improvements will be needed to keep people walking and cycling safely and comfortably to and through the Central City. Efficient transportation of freight within and through the Central City is important to support local and regional business growth. Parking will remain important to the local economy and the management of parking should allow flexibility to optimize use of the limited supply and balance the need for parking with other uses of the right of way. Transportation goals and policies are intended to address these priorities.

CENTRAL CITY GOALS

GOAL 3.A: The Central City has a safe, affordable, efficient and accessible transportation system that prioritizes walking, bicycling and transit, supports growth and reinforces the role of the Central City as the region's high density center.





TRANSPORTATION LEGEND

- Improved connections accross barriers/intersections
- Improved access and circulation to/from regional attraction
- Major city traffic streets
- Improved active transportation
- Streetcar transit
- MAX transit
- Potential river transit
- Heavy rail
- Multi–modal hubs

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CENTRAL CITY POLICIES: TRANSPORTATION

Regional hub

Policies in this section address the unique role the Central City plays as the hub in Portland's "hub and spoke" pattern, which reinforces the sense of it being the center for commerce, entertainment and civic life. The following policies support this unique role.

POLICY 3.1 **Regional transportation hub**. Strengthen the Central City as the highly accessible and multimodal hub for moving people and goods, reinforcing its regional center roles, enabling successful high density employment and housing development, and thereby affirming its role in Metro's Region 2040 Framework Plan.

POLICY 3.2 **Portals**. Manage entry points into the Central City to provide balanced multimodal access to efficiently accommodate the increase in person trips and goods delivery as a result of growth and development. Discourage through trips from using Central City streets.

Street network

Policies in this section support the efficiency, safety, connectedness and experience of Portland's street network for all users and modes.

POLICY 3.3 **Optimized street network**. Improve street design and function to increase efficiency and safety for all transportation modes and the ability of the existing network to meet the access needs of businesses, shoppers, residents and visitors. Establish a system and standards that emphasize walking, bicycling, transit use and freight access while continuing to provide automobile access.

See District Policies section for related policies in: DT, WE, GH, PL, OT, LA, LD, CE, SW, SD

POLICY 3.4 **Transportation system management**. Manage access and circulation to reduce traffic speeds and provide for safe street crossings, while balancing the need for vehicle and freight access to and from the district. Manage the roadway system within the Central City in a way that allows greater levels of traffic congestion. In congested areas, prioritize modes other than automobiles to accommodate travel demand.

POLICY 3.5 **Street diversity**. Differentiate the character of key streets to offer a diversity of urban experiences and connections, reflect the character of unique districts and expand open space and recreation functions in the right of way where possible.

POLICY 3.6 **Streetscape**. Improve the street environment and pedestrian experience by providing urban greenery and community uses of the right-of-way and by integrating high-density uses.

Active transportation, Transit and Demand Management

Policies in this section support a reduction in single occupancy vehicle (SOV) trips by encouraging active transportation, including walking, bicycling and transit, as well as the use of carsharing and carpooling.

POLICY 3.7 **Walking**. Encourage walking as the principal way to get around the Central City, with improved on-street and off-street infrastructure that enhances safety and closes access gaps to areas within, and adjacent to, the Central City.

POLICY 3.8 **Bicycling**. Prioritize bicycling by implementing world-class on-street and off-street infrastructure that is safe, comfortable and convenient for people of all ages and abilities. Augment capital improvements with robust encouragement, education and enforcement efforts.

POLICY 3.9 **Transit**. Continue to strengthen the regional role of transit in the Central City. Support increased frequency, reliability and safety, as well as expansion of the rail, bus and streetcar system. Explore river transit opportunities. Facilitate safe, pleasant and efficient access and transfer opportunities for transit riders via a clear, intuitive and convenient transit network that consolidates fragmented routes and provides high standards of transit amenities.

POLICY 3.10 **Transportation demand management**. Foster the development of business and property owner-supported programs, incentives and activities that encourage employees, residents, students and visitors to use walking, cycling, transit, carpool and car-share, as well as telecommuting and traveling outside the hours of peak congestion.

Parking and loading

Policies in this section address Central City parking, particularly to support retail, employment, tourism and residential growth, and loading to support the delivery of goods within the Central City.

POLICY 3.11 **Parking**. Support Central City parking needs, particularly for retail, employment and residential growth, as well as for access to major attractions such as universities and event venues. Continue to limit the growth of the overall parking supply, and maximize the joint use of existing and new stalls to manage parking in a more efficient and dynamic manner, lower the costs of construction and meet mode split and climate action goals for the city. Maintain no parking minimum requirements in the Central City and set maximum parking ratios to encourage alternative modes and allow new long-term parking only if associated with new development or to serve buildings with little parking.

POLICY 3.12 **Public Parking**. Continue to manage public parking on the street system and in public garages to support Central City parking needs, prioritizing short trips and turnover to serve retail and visitor needs. Develop a performance-based parking program that manages Central City public parking to meet performance targets via dynamic pricing and other parking management tools and by providing clear and transparent parking information. Balance the need for on street parking with other uses of the curb zone. In managing the supply of on-street parking, the first priority is for short-term parking, followed by carpool and finally long-term parking.

POLICY 3.13 **Loading**. Support the delivery of goods in the Central City. Pursue strategies that bring new ways of delivering goods to the Central City in a way that optimizes loading and freight access and makes efficient use of limited urban space.

SUBDISTRICT POLICIES: TRANSPORTATION

This section contains Transportation policies specific to a particular Central City district.

Downtown

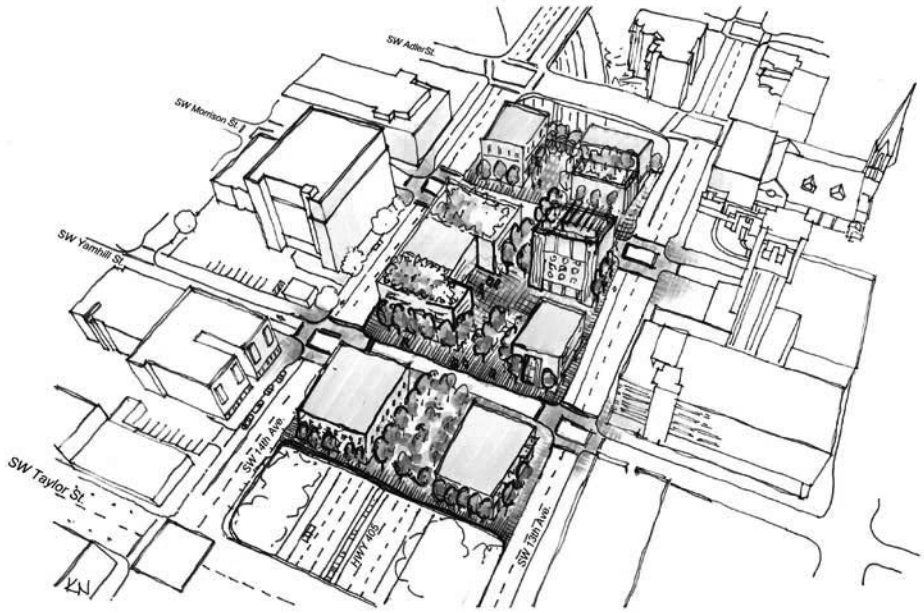
POLICY 3.DT-1 **Optimized street network**. Improve connections across West Burnside Street and across SW Naito Parkway to Governor Tom McCall Waterfront Park, the Greenway Trail and Willamette River.

POLICY 3. DT-2 **Downtown parking**. Recognize that parking is an important asset for Downtown to support regional activity and growth, while encouraging alternative modes and controlling traffic, design, and environmental impacts.

West End

POLICY 3.WE-1 **Optimized street network**. Improve pedestrian and bike facilities across I-405 to Goose Hollow and across West Burnside to the Pearl.

POLICY 3.WE-2 **SW 12th Avenue opportunity**. Support the reconfiguration of SW 12th Avenue right of way to encourage pedestrian and bicycle access.



MORRISON/YAMHILL I-405 CAP
Conceptual drawing of a possible I-405 cap connecting the Goose Hollow and the West End neighborhoods together, creating new multimodal connections, developable land and open space. The Morrison and Yamhill streets already function together as active transit streets and building this cap could provide a desirable location for a new max stop to help activate this area. (Otak 2013)

Goose Hollow

POLICY 3.GH-1 **Optimized street network**. Improve connections across I-405 to the West End and across West Burnside to Northwest Portland. Encourage additional connections through large sites and blocks.

POLICY 3.GH-2 **Goose Hollow regional attractions**. Provide multimodal access and circulation to and from Goose Hollow's major attractions (including Providence Park, Lincoln High School and Multnomah Athletic Club) to support their viability and increase entertainment activity, shopping and tourism while also maintaining local access.

Manage available parking to efficiently accommodate the unique parking needs of major event facilities while continuing to promote transit and active transportation.

The Pearl

POLICY 3.PL-1 **Optimized street network**. Improve pedestrian and bicycle connections across I-405, West Burnside and to major parks. Encourage new pedestrian and bicycle connections to the Willamette River and through large sites and blocks, including the US Post Office site.

POLICY 3.PL-2 **Transit service**. Enhance transit service to meet the demands of residents, students, employees and visitors as the district continues to grow. Improve access to transit particularly in the north end of the district and along the riverfront.

Old Town/Chinatown

POLICY 3.OT-1 **Optimized street network**. Improve connections to adjacent areas including Downtown and the Pearl; and along the Willamette River, bridgeheads and Waterfront Park.

POLICY 3.OT-2 **Union Station multi–modal hub**. Maintain and increase the viability of Union Station as Portland's inter–city rail and multi-modal passenger transportation hub. Improve access to the station for people walking, bicycling and taking transit.

POLICY 3.OT-3 **Historic district parking**. Meet existing and future parking needs in a way that supports historic properties, while limiting the growth of parking as redevelopment occurs.

Lower Albina

POLICY 3.LA-1 **Optimized street network**. Improve connections to adjacent areas, including the Rose Quarter, the Vancouver/Williams Corridor and Mississippi Avenue. Improve pedestrian connections to Interstate MAX and bus service to enhance access to employment opportunities in the area.

POLICY 3.LA-2 **Freight system**. Emphasize freight movement and improve access from industrial areas to the regional freeway system while maintaining and improving the safety, efficiency and convenience of the transportation system for all modes.

POLICY 3.LA-3 **Rail and marine**. Preserve rail and inter-modal access to the Albina Rail Yards, marine freight facilities and local industries.

Lloyd

POLICY 3.LD-1 **Optimized street network**. Increase the number of connections across barriers within and to the district, including major arterials, large blocks, freeways, rail lines, and natural features, and with adjacent neighborhoods.

POLICY 3.LD-2 **Rose Quarter and regional attractions**. Provide access and circulation to and from the Lloyd that attracts and supports regional development, shopping and tourism. Promote the use of walking, bicycling and transit to access the area, including light rail, streetcar, bus, and a potential water taxi service.

Central Eastside

POLICY 3.CE-1 **Optimized street network**. Improve connectivity to and throughout the district for all modes by creating safe, accessible and convenient routes with improved signalization and clear signage to link landward portions of the district with major attractors and the riverfront.

POLICY 3.CE-2 **Freight system**. Emphasize freight movement in and through the district and maintain and improve access to and from the district and regional freeway system.

POLICY 3.CE-3 **Green Streets**. Strategically support the enhancement of east-west city walkways and bikeways to serve the multiple objectives of travel, stormwater management, open space and recreation, and placemaking. Routes should also strengthen connections to the river and riverfront. Green Streets should be chosen to avoid significantly impacting freight movement as identified by Transportation System Plan freight designations.

POLICY 3.CE-4 **Reduce trail conflicts**. Reduce bicycle and pedestrian conflicts on the Eastbank Esplanade and the Greenway Trail through design modifications like separating bicycle and pedestrian facilities, education, signage and other means.

South Waterfront

POLICY 3.SW-1 **Optimized street network**. Improve connections to adjacent areas, including South Portland, the Willamette River and South Downtown/University; and encourage an urban grid system that provides for internal circulation and connects to adjacent neighborhoods, as well as to the Greenway Trail.

POLICY 3.SW-2 **Collaborative Life Sciences Building and Schnitzer Campus**. Enhance multimodal access to the Collaborative Life Sciences Building and Schnitzer Campus from South Downtown/University, South Portland and the riverfront. Enhance circulation around campus for cyclists and pedestrians to create a highly walkable campus.

POLICY 3.SW-3 **Institution and visitor parking**. Maintain and enhance patient and visitor parking to serve healthcare facilities. Develop creative ways to provide, share and manage parking to support many types of trips and a diverse mix of land uses, including the unique needs of large educational/ research institutions.

South Downtown/University

POLICY 3.SD-1 **Optimized street network**. Improve connections to adjacent areas, including South Portland, South Waterfront, Goose Hollow, Downtown and the Willamette River. Support east-west pedestrian and bicycle connectivity between Portland State University and the Willamette River bridgeheads.

POLICY 3.SD-2 **Portland State University**. Enhance multimodal access to Portland State University from South Waterfront, Goose Hollow and Downtown. Address parking and circulation issues around campus and address barriers for cyclists and pedestrians.

POLICY 5.SD-3 **Montgomery Green Street**. Support development of the SW Montgomery Green Street as a key east-west green connection from the West Hills and Goose Hollow to the Willamette River.

4. WILLAMETTE RIVER

More than any other feature in the regional landscape, the Willamette River has influenced human settlement since Native Americans arrived, through European settlement to the urban Central City of today. The extremely high usage of public riverfront spaces like Governor Tom McCall Waterfront Park and the Vera Katz Eastbank Esplanade speak to the public's desire to activate the riverfront as a vital Central City feature.

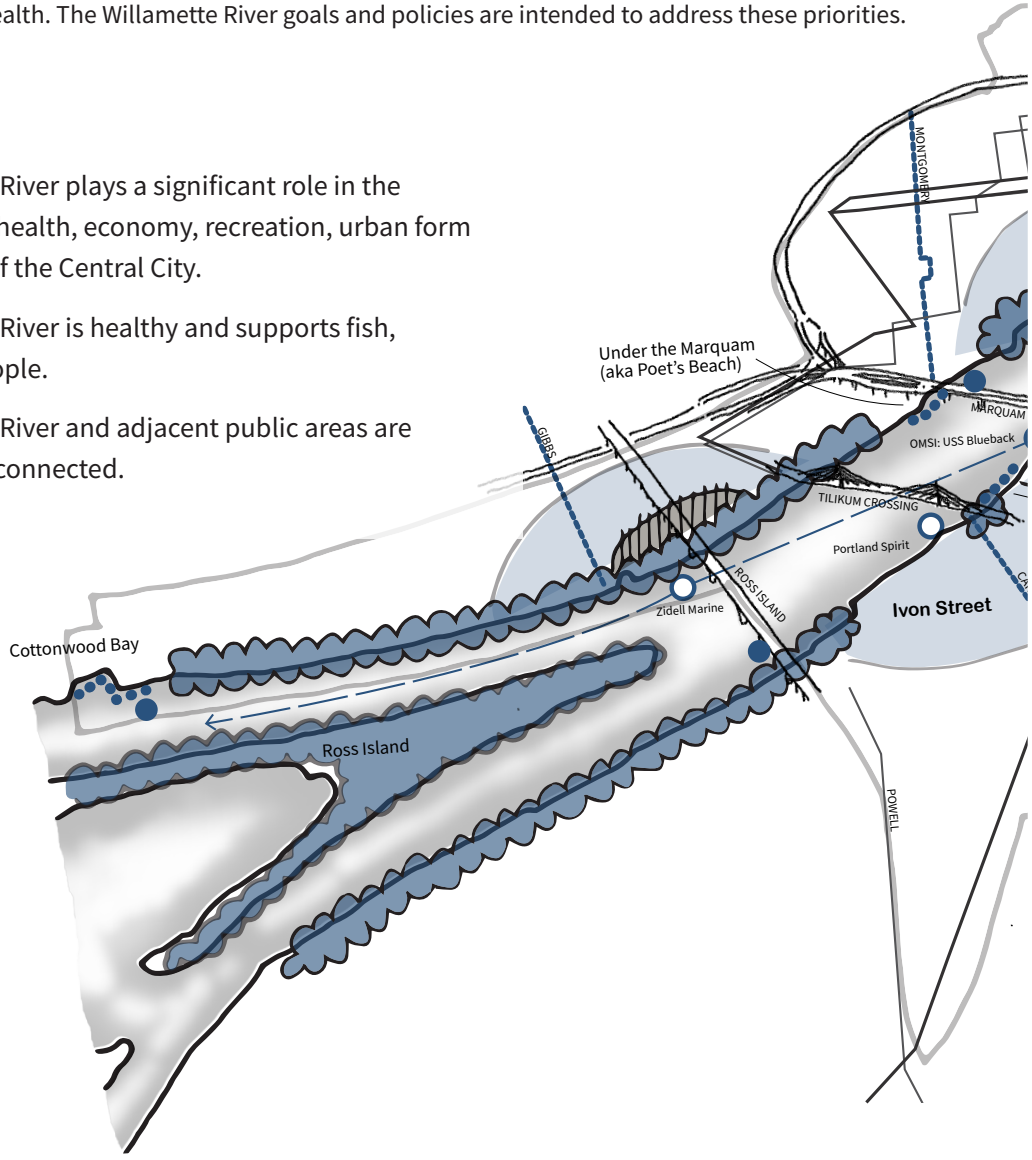
As the city developed, docks, sea walls, buildings, roads and bridges were constructed in the riverfront area that greatly altered the natural function and habitat values. Members of the public expressed a strong desire to restore physical, social, environmental, economic and historical connections for a variety of reasons: a desire for more river-related commerce; increased opportunities for riverfront and river-based recreation and transit; and the need to identify how and where to best enhance critical habitat to restore river health. The Willamette River goals and policies are intended to address these priorities.

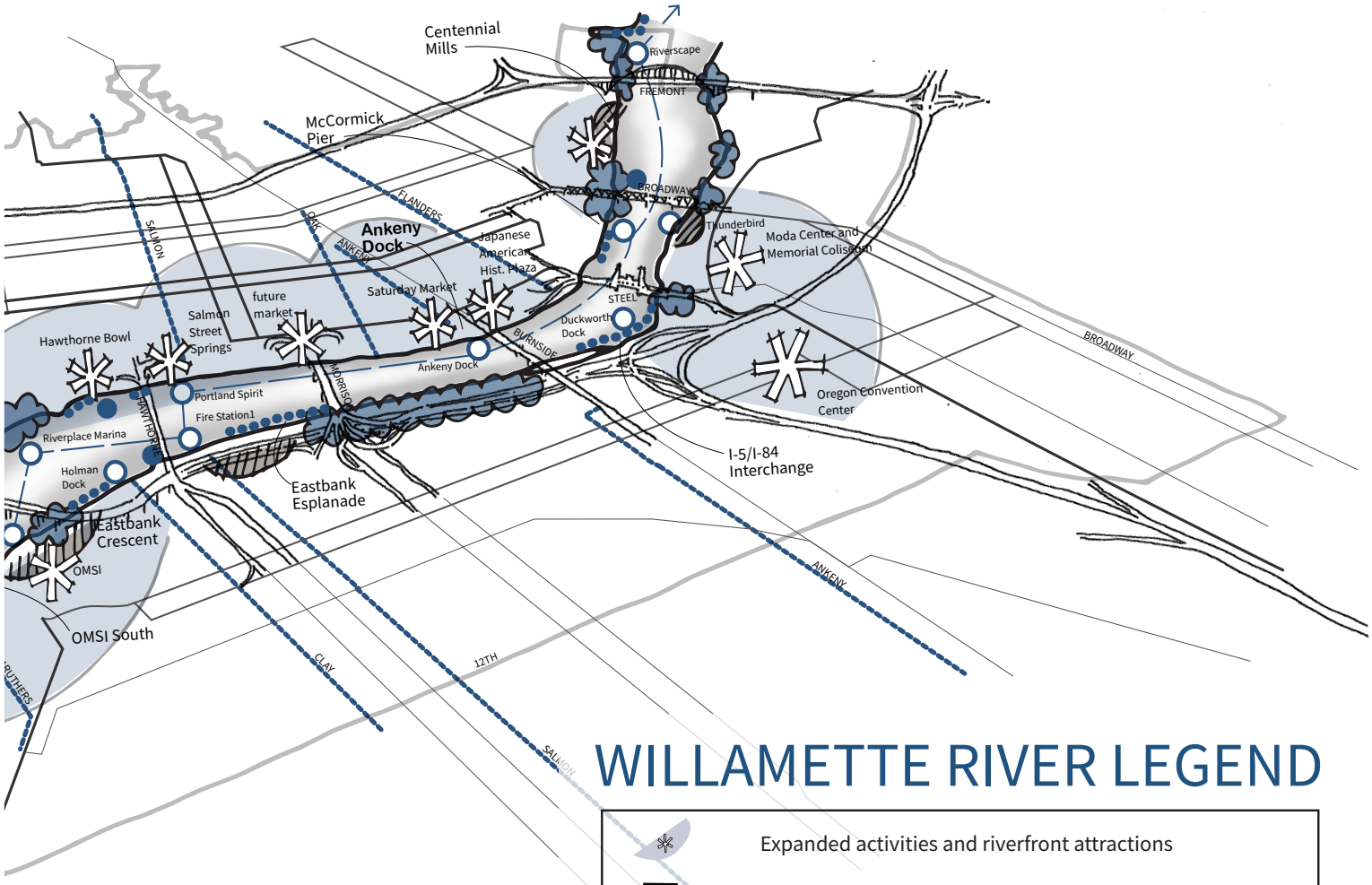
CENTRAL CITY GOALS

GOAL 4.A: The Willamette River plays a significant role in the environmental health, economy, recreation, urban form and character of the Central City.

GOAL 4.B: The Willamette River is healthy and supports fish, wildlife and people.

GOAL 4.C: The Willamette River and adjacent public areas are accessible and connected.





WILLAMETTE RIVER LEGEND

- Expanded activities and riverfront attractions
- Riverfront improvement opportunity area
- Riparian habitat enhancement area
- In–water habitat enhancement area
- Public access and swimming opportunity area
- Enhanced docks and river–based uses
- Potential river transit
- Potential new riverfront open space
- Enhanced connections to the river

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CENTRAL CITY POLICIES: WILLAMETTE RIVER

Multifunctional river

The Willamette River supports a broad array of uses, including boating, swimming, walking, biking, large and small events, commerce, natural resources and maritime history making it the heart of the Central City. These policies support the role of the Willamette River as a defining feature of the Central City and the region.

POLICY 4.1 **Portland's commons**. Promote improvements and activities on the riverfront and in the Willamette River to strengthen the physical, visual, and cultural connections between the river and the rest of the Central City. Increase public awareness of the river's historical, economic and ecological importance.

POLICY 4.2 **Willamette River recreation**. Provide for safe, enjoyable and valuable recreational experiences for all users on, along and in the river. Enhance the interconnected system of parks, trails, docks, natural areas and destinations adjacent to and within the river.

POLICY 4.3 **Prosperous and vibrant Willamette River waterfront**. Support uses that capitalize on the river and riverfront locations, expand tourism and commercial uses, and reinforce the distinctive character of the different riverfront districts.

POLICY 4.4 **Willamette River transportation**. Improve infrastructure that supports commercial, river transit, individual watercraft, tourist and recreational boating uses. Ensure that new river transportation terminals and docks are connected by streets and trails that provide direct access to transit from points throughout the Central City.

POLICY 4.5 **Water quality and watershed health**. Maintain and improve ecological functions, water quality and the quantity, quality and connectivity of riparian and in-water habitat of the Willamette River to protect public health and support the conservation and restoration of native fish and wildlife populations.

See district policies section for related policies in: DT, PL, OT, LD, CE, SW, SD

POLICY 4.6 **Connections to the Willamette River**. Increase the community's enjoyment of and direct experience with the Willamette River. Improve physical and visual connections between the districts and the Willamette River.

River-oriented development

These policies address considerations for new development near the Willamette River and along Naito Parkway on the west side.

POLICY 4.7 **Periodic flooding**. Minimize the risk to new and existing development and infrastructure from flood events, while also maintaining and enhancing ecological functions associated with the river and floodplain.

POLICY 4.8 **Relationship to the river**. Encourage development adjacent to the Willamette River to orient buildings towards the river, at appropriate setback distances. Add entrances, visual and physical connections, art installments and other amenities in order to create a relationship between the built environment and activities along the river.

POLICY 4.9 **Commercial development**. Encourage new clusters of commercial uses adjacent to the Willamette River, at appropriate setback distances, in order to bring more people, events and activities to the riverfront.

POLICY 4.10 **Bridgehead redevelopment**. Redevelop bridgehead sites to create dynamic places that bring a diversity of residents, workers and visitors to the riverfront and link east- and west-side districts of the Central City.

DISTRICT POLICIES: WILLAMETTE RIVER

This section contains Willamette River policies specific to Central City districts adjacent to the Willamette River.

Downtown

POLICY 4.DT-1 **Governor Tom McCall Waterfront Park.**

a. **Promotion**. Recognize and promote the park, including the Willamette River, as a key regional attraction and asset serving visitors, employees and residents of the Central City.

b. **Water quality and watershed health**. Maintain and enhance in-water and riparian habitat at Hawthorne Bowl, incorporate native vegetation and large canopy trees into landscaping within Governor Tom McCall Waterfront Park, incorporate low impact design in new and replaced docks, explore innovative technologies for adding habitat features along the seawall and explore options for mitigating separated sewer system outfall.

c. **Improvements**. Facilitate planned improvements that activate the park; improve connectivity between the park and the districts; and provide for a mix of river recreation and transportation.

d. **Activities and amenities**. Expand the range of public activities and attractors in the park including but not limited to events; recreation; small-scale retail; and art, culture, ecological and historic displays.

e. **Events**. Create a balance between large events, small events and other park activities to maximize public use and enjoyment of the park, especially during the summer when multiple large-scale events take place.

f. **Flood Risk**. Explore options to increase flood capacity and reduce risks from flooding on critical infrastructure and improvements within and adjacent to the park.

The Pearl

POLICY 4.PL-1 **Pearl urban riverfront**. Encourage the development of a distinctly urban riverfront that balances human activities including river transportation, recreation and development with habitat enhancement.

POLICY 4.PL-2 **Water quality and watershed health**. Maintain and enhance in-water and riparian habitat at Centennial Mills and replace invasive, non-native plants with native plants on the river banks between Centennial Mills and McCormick Pier to the south.

Old Town/Chinatown

POLICY 4.OT-1 **Old Town/Chinatown urban riverfront**. Encourage the development of a distinctly urban riverfront that that brings people closer to the riverfront. Encourage doors and windows with orientation toward SW Naito Parkway and the Willamette River.

POLICY 4.OT-2 **Water quality and watershed health**. Maintain and enhance in-water habitat at McCormick Pier and replace invasive, non-native plants with native plants on the river banks between McCormick Pier and Centennial Mills to the north.

Lower Albina

POLICY 4.LA-1 **Working harbor**. Protect the Lower Albina working harbor and support river-dependent uses.

Lloyd

POLICY 4.LD-1 **Lloyd urban riverfront**. Encourage redevelopment of the Thunderbird site with a unique development that connects the district to the Willamette River.

POLICY 4.LD-2 **Public trails**. Improve public trail connections between the Eastbank Esplanade, the Convention Center and the Coliseum and create a public trail connection from the Eastbank Esplanade to the Broadway Bridge.

POLICY 4.LD-3 **Water quality and watershed health**. Maintain and enhance in-water and riparian habitat near the Duckworth Dock and replace invasive, non-native plants with native plants on the river banks from the Eastbank Esplanade north to the Broadway Bridge.

Central Eastside

POLICY 4.CE-1 **River economy**. Leverage the Willamette River as an important component of the Central Eastside's local economy by supporting river-dependent and river-related commercial and mixed uses that bring more people to and on the river.

POLICY 4.CE-2 **Southeast riverfront**. Create a relationship of physical form, orientation, activities and access between Central Eastside development and the Willamette River. Utilize building design, active ground floors facing the river, new uses and open areas that encourage people's enjoyment of the river in both public and private spaces.

POLICY 4.CE-3 **Water quality and watershed health**. Maintain and enhance in-water and riparian habitat along the Eastbank Esplanade and the Eastbank Crescent and replace invasive, non-native plants with native plants and trees on the river banks along the Esplanade and south to the Springwater Trail.

South Waterfront

POLICY 4.SW-1 **River access, greenway and recreation**. Encourage improvements along the Willamette River in South Waterfront to enhance resident, employee and visitor access to and enjoyment of the river for activities such as contemplation, recreational boating, swimming and fishing.

POLICY 4.SW-2 **Water quality and watershed health**. Maintain and enhance in-water habitat, incorporate low impact design in new/replaced docks, support innovative stormwater management opportunities and replace invasive, non-native plants with native plants and trees on the river bank.

South Downtown/University

POLICY 4.SD-1 **South Downtown urban riverfront**. Leverage redevelopment to provide additional access to the riverfront.

POLICY 4.SD-2 **Water quality and watershed health**. Improve in-water and riparian habitat at the Riverplace Marina and under the Marquam Bridge and replace invasive, non-native plants with native plants on the river banks from the Hawthorne Bowl to South Waterfront.

5. URBAN DESIGN

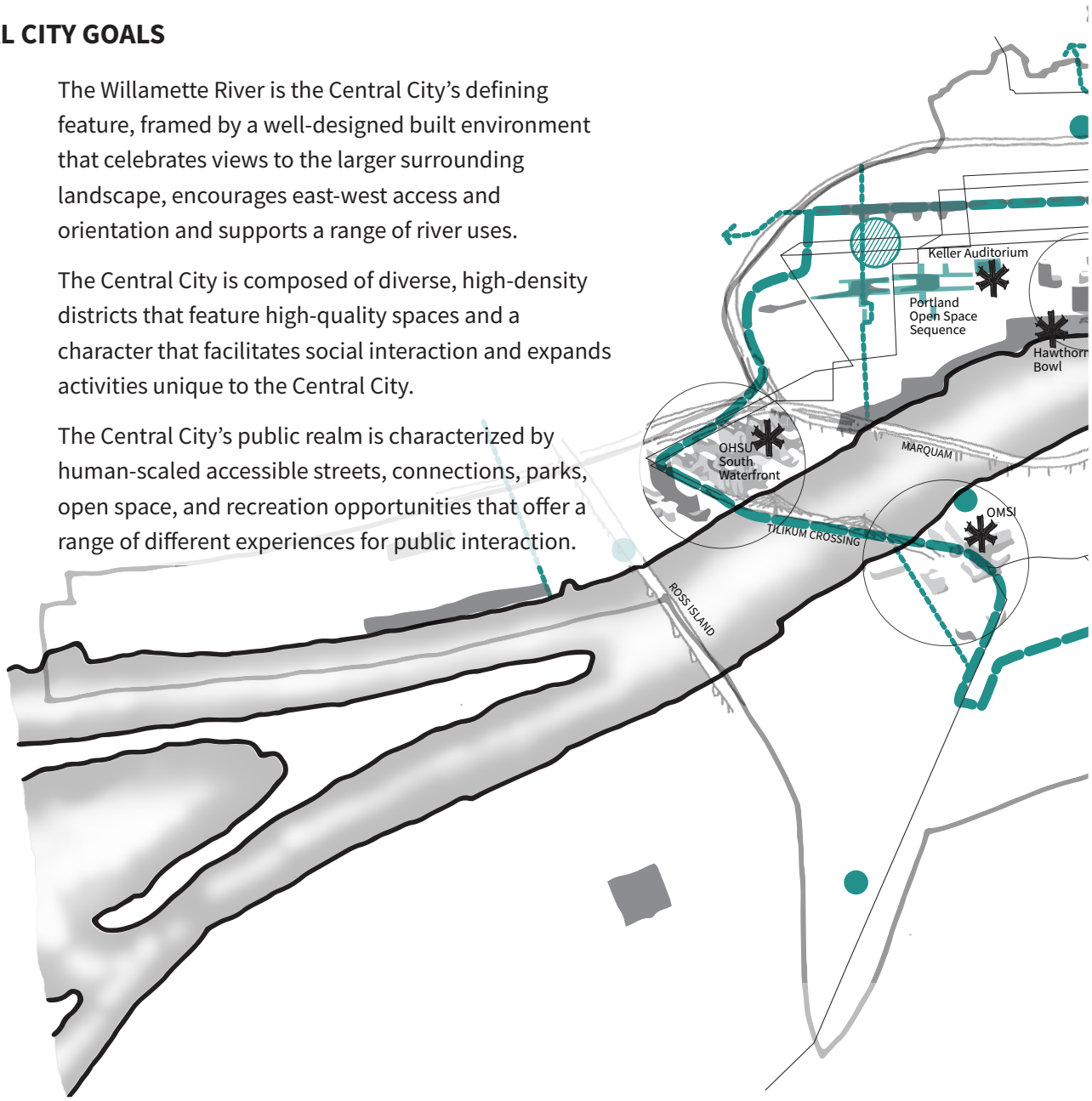
The practice of urban design involves the physical features of both the built and natural environments that define the character of a place. It can be thought of as the art of making places for people. Urban design works at a variety of scales. It includes everything from urban form of the entire city down to the design of buildings, streets and the public realm, parks and open spaces, and historic districts.

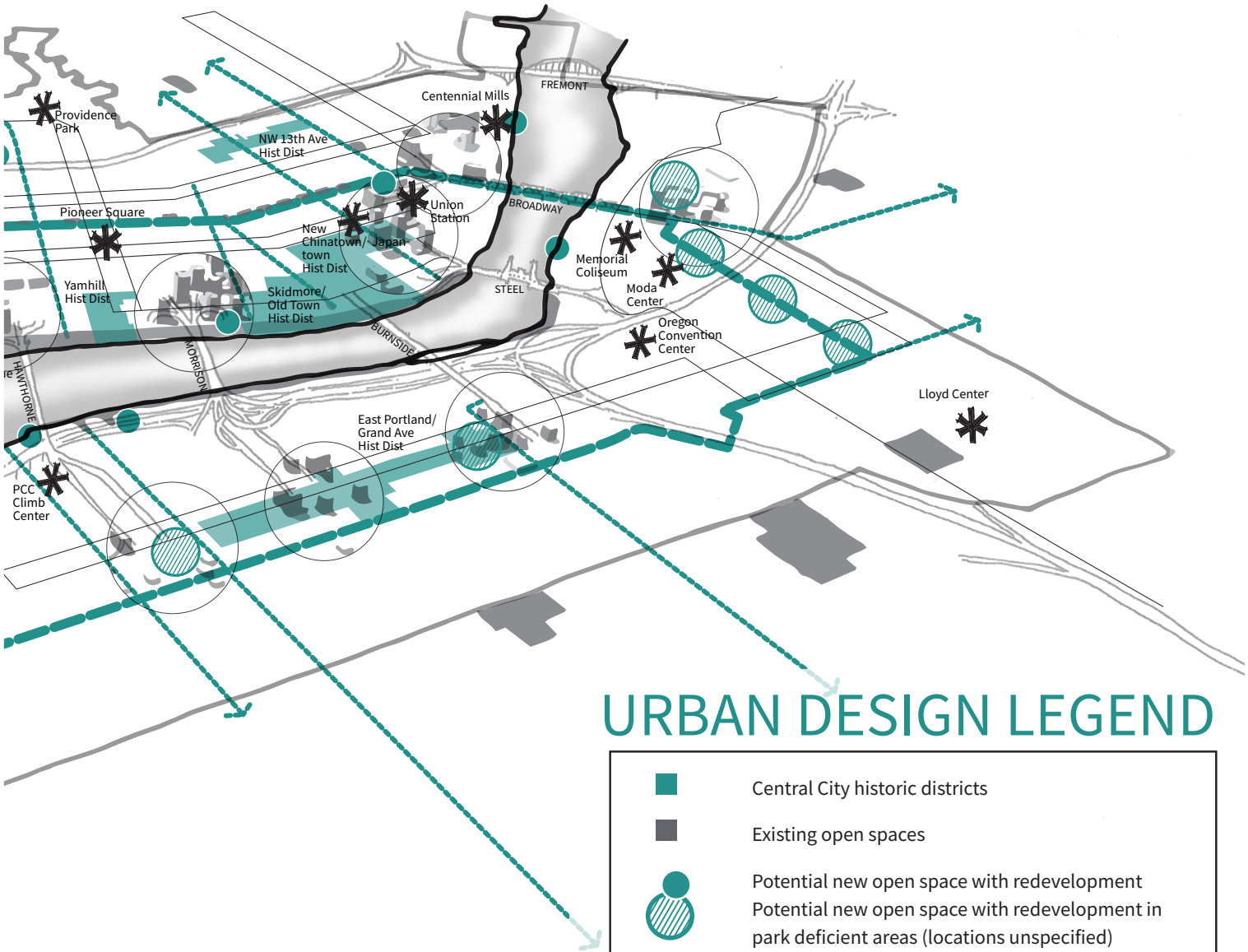
CENTRAL CITY GOALS

GOAL 5.A: The Willamette River is the Central City's defining feature, framed by a well-designed built environment that celebrates views to the larger surrounding landscape, encourages east-west access and orientation and supports a range of river uses.

GOAL 5.B: The Central City is composed of diverse, high-density districts that feature high-quality spaces and a character that facilitates social interaction and expands activities unique to the Central City.

GOAL 5.C: The Central City's public realm is characterized by human-scaled accessible streets, connections, parks, open space, and recreation opportunities that offer a range of different experiences for public interaction.





URBAN DESIGN LEGEND

- Central City historic districts
- Existing open spaces
- Potential new open space with redevelopment
  Potential new open space with redevelopment in park deficient areas (locations unspecified)
- Open space connection
- Potential “Green Loop” linear open space connection
- Attractions
- Bridgehead locations

CENTRAL CITY POLICIES: URBAN DESIGN

Context and Form

These policies address the context and form of the Central City as the most densely developed area in the region, a place where large numbers of people live, work and visit – and how it relates to the region, its surrounding neighborhoods and the natural landscape.

POLICY 5.1 **Experimentation and innovation**. Support the design of new places and uses, both permanent and temporary that promote innovation, experimentation and exchange in the Central City.

POLICY 5.2 **Central, connected Willamette River**. Maintain, enhance and establish a network of open space and tree canopy corridors to make ecological and design connections to the river.

POLICY 5.3 **Dynamic skyline**. Encourage the tallest buildings to locate adjacent to transit hubs and corridors, generally stepping down in height to the Willamette River. Allow taller buildings at bridgeheads and contextually sensitive heights within historic districts. Encourage heights that preserve sunlight on public open spaces and parks.

POLICY 5.4 **Scenic Resources**. Maintain and enhance public views of key landmarks and scenic resources (Vista Bridge, Union Station, Mt. Hood, Willamette River bridges) which define the Central City, help with wayfinding, and connect residents, employees and visitors to Portland's varied and unique landscape.

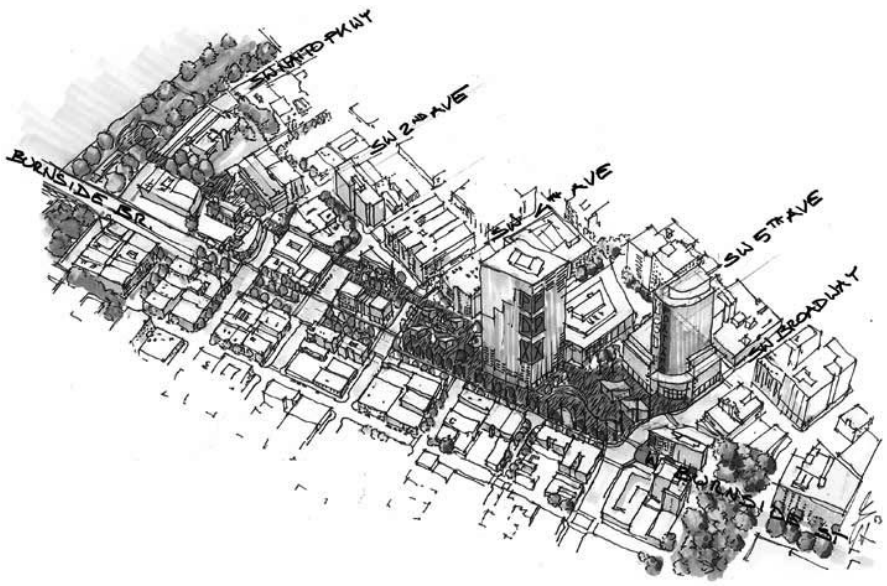
POLICY 5.5 **Large site development**. Encourage redevelopment of large sites that includes new compatible uses, sustainability and equity considerations, scenic resource preservation, pedestrian connections through the site, strong street presence, and new open space amenities.

POLICY 5.6 **Neighborhood transitions**. Establish transitions between the Central City's denser, taller and more commercial and industrial land uses and adjacent neighborhoods, while highlighting key gateway locations.

Connected Public Realm

These policies support a more intentional approach to the design, function, connectivity and character that define the Central City's public realm.

POLICY 5.7 **Public realm**. Enhance the character and function of the public realm through design standards, guidelines, amenities and land uses that activate the pedestrian environment and encourage community gathering.



A PORTLAND TIMES SQUARE

Conceptual sketch exploring how the section of W Burnside St between the Burnside Bridge and SW Broadway could be transformed into series of signature public open spaces culminating in a "Times Square"-style plaza. A "Fountains Walk" pedestrian path on Ankeny Alley would connect the new square to the river through a series of existing and new fountains, linking some portions of Ankeny Alley that are already pedestrian oriented. (Otak 2013)

POLICY 5.8 **Wayfinding**. Develop and maintain wayfinding strategies and tools that allow residents, employees, visitors and customers to navigate the Central City and locate key attractions, businesses, institutions, the riverfront and other destinations in a safe, intuitive and enjoyable manner.

POLICY 5.9 **Street hierarchy and development character**. Establish a more intentional street hierarchy with a greater diversity of street characters, distinguishing three main types: retail/commercial, boulevard and flexible.

See district policies section for related policies in: DT, WE, GH, PL, OT, LA, LD, CE, SW, SD

POLICY 5.10 **Regional corridors and connections**. Elevate the presence, character and role of physical and visual corridors such as trails, transit lines, streets and scenic corridors, helping to bridge neighborhoods across physical and psychological barriers.

POLICY 5.11 **"Green Loop" concept**. Create a "Green Loop" that connects east and west side neighborhoods to open spaces and the Willamette River, with high quality bicycle accommodations and innovative, park-like pedestrian environments and wildlife habitat connections.

Enhance connections to the "Green Loop" alignment on key corridors throughout the Central City to improve access, create activity nodes and support neighborhood attractions and economic development.

POLICY 5.12 **MAX-Portland Streetcar interchanges**. Create supportive environments for transit connections that occur where MAX light rail lines cross Portland Streetcar lines in the West End, Lloyd and the Central Eastside.

POLICY 5.13 **Streetcar lines**. Require active uses near streetcar stations and limit auto-oriented development.

Parks and Open Space

These policies support enhancements to existing open spaces andexpansion of the Central City's parks and open space network.

POLICY 5.14 **Signature open spaces**. Advance and expand the Central City's iconic interconnected system of parks, trails, and natural areas by offering a wide range of social, recreational, contemplative, respite and ecological functions to serve an increasingly diverse population of residents, workers and visitors.

POLICY 5.15 **Open space network**. Beyond signature open spaces, acquire new parks and open spaces and expand opportunities in existing parks and open spaces to meet the needs of Central City residents, workers and visitors for both passive and active recreation, especially in areas zoned for high-density, mixed use development. Enhance the network by improving connections among parks, open spaces, and the riverfront.

Encourage the provision of publicly accessible private plazas and pocket parks with new development.

See district policies section for related policies in: DT, WE, GH, PL, LD, CE, SW, SD; see Governor Tom McCall Waterfront Park policies in Willamette River, Downtown district section

Historic Preservation

The Central City is rich with designated historic landmarks and historic districts that help create a sense of place, contribute to neighborhood character, and recognize Portland's history. These policies support the protection and preservation of historic and culturally significant resources in the city as it continues to grow and change.

POLICY 5.16 **Renovation and rehabilitation**. Encourage the preservation, renovation and rehabilitation of historic buildings.

POLICY 5.17 **Historic resources and districts**. Enhance the identity of historically, culturally and architecturally significant buildings and places, while promoting contextually-sensitive infill development on vacant and surface parking lots.

See district policies section for related policies in: DT, WE, PL, OT, LA, CE

DISTRICT POLICIES: URBAN DESIGN

This section contains Urban Design policies specific to a particular Central City district.

Downtown

POLICY 5.DT-1 **Retail core**. Create and maintain a unified identity for the retail core through signage, banners, lighting, street furnishings and plantings.

POLICY 5.DT-2 **Transit Mall**. Provide a safe and pleasant street environment for transit riders and other pedestrians along SW 5th and 6th Avenues. Maintain the consistent streetscape, transit furnishings, and public art along the corridor.

POLICY 5.DT-3 **Street hierarchy and development character**. Support the signature retail/commercial character of SW Morrison, SW Yamhill, SW Broadway, SW Alder and West Burnside; the signature boulevard character of 5th, 6th and Naito Parkway; and the signature boulevard/flexible character of SW Salmon; and the flexible character of SW Oak and SW Ankeny.

POLICY 5.DT-4 **Open space network**.

a. Civic gathering places. Provide safe and accessible urban spaces for large public gatherings including festivals, parades, concerts, sports events and other assemblies. Reinforce Broadway as Portland's theater and bright lights district.

b. South Park Blocks. Preserve and improve the South Park Blocks as one of Portland's signature open spaces and integrate them with high quality pedestrian and bicycle facilities as well as improved opportunities for habitat.

POLICY 5.DT-5 **Historic resources and districts**. Protect and rehabilitate significant historic resources throughout the district. In particular, protect the historic character and architecturally significant resources of the Yamhill Historic District.

West End

POLICY 5.WE-1 **South Park Blocks frontages**. Encourage active ground floor building frontages along the Park Blocks.

POLICY 5.WE-2 **Street hierarchy and development character**. Support the retail/commercial character of SW 10th Avenue, Jefferson and Yamhill streets and the boulevard character of Morrison, Columbia, Clay and Market streets and 12th Avenue.

POLICY 5.WE-3 **Historic resources and districts**. Retain the personality and character of the West End by encouraging the preservation and rehabilitation of existing buildings and historic resources that represent a wide range of architectural styles, scales and eras.

Goose Hollow

POLICY 5.GH-1 **Distinctive building character**. Encourage the diversity and unique character of Goose Hollow and its wide range of uses, building types, ages and scales. Seek ways to bring new uses and energy into the district while maintaining positive characteristics of existing buildings.

POLICY 5.GH-2 **Natural features**. Support and enhance existing natural features resulting from the district's proximity to the West Hills, such as the varied topography, trees, and vegetation.

POLICY 5.GH-3 **Street hierarchy and development character**. Support the retail/commercial character of West Burnside, SW Yamhill, and SW Jefferson; the unique flexible/boulevard character of SW Salmon; and the flexible character of SW 20th and 16th. Activate ground floor facades throughout the district.

POLICY 5.GH-4 **Open space network**. Make existing open spaces, including Collins Circle, Firefighters Park and the stadium plazas more usable, engaging spaces and improve access to Washington Park. Support the inclusion of green open space in the redevelopment of Lincoln High School.

The Pearl

POLICY 5.PL-1 **NW 13th Avenue Historic District and main stree**t. Protect the historic warehouse character and architecturally significant resources within the district. Continue the active character of the street environment north of the historic district by encouraging active uses; adding and maintaining loading docks; and maintaining lower building heights along NW 13th Avenue from NW Davis Street to the north.

POLICY 5.PL-2 **Under I-405 repurposing**. Support redevelopment of areas under I-405 to create safe, attractive, and engaging spaces.

POLICY 5.PL-3 **Street hierarchy and development characte**r. Support the retail/commercial character of NW 11th, 13th, Lovejoy, and Glisan; as well as the flexible character of NW Davis, Flanders, Johnson, Marshall and Pettygrove.

POLICY 5.PL-4 **Open space network**. Require the development of publicly accessible open space at the Centennial Mills and US Postal Service sites as part of redevelopment to provide linkages to street tree canopy and other open spaces.

POLICY 5.PL-5 **Historic resources and districts**. Encourage the preservation of older and often smaller buildings with historic character.

Old Town/Chinatown

POLICY 5.OT-1 **New Chinatown/Japantown**. Protect significant resources and enhance the historic multi-cultural significance of the New Chinatown/Japantown Historic District. Support the district's historic character, multi-ethnic history and today's Pan-Asian culture.

POLICY 5.OT-2 **Skidmore/Old Town**. Protect historic and architecturally significant resources of the Skidmore/Old Town National Historic Landmark District. Support the district's historic commercial character, history of social service and connection to the Willamette River.

POLICY 5.OT-3 **East-west connectivity**. Increase east-west connections to the Pearl and the riverfront and strengthen the Festival Streets along NW Davis and Flanders streets through supportive adjacent new development and active programming.

POLICY 5.OT-4 **Active uses**. Increase the number of ground floor activating uses and eliminate gaps in the built environment.

POLICY 5.OT-5 **Street hierarchy and development character**. Support the retail/commercial character of W Burnside, NW Broadway, NW Glisan and NW 4th; the boulevard character of NW 5th and 6th, Naito Parkway and NW Everett; and the flexible character of NW Flanders and Davis.

POLICY 5.OT-6 **Historic resources and districts**. Protect and enhance the rich historic and cultural character of Old Town/Chinatown. Preserve and rehabilitate historic resources throughout the district.

Lower Albina

POLICY 5.LA-1 **Russell Street**. Strengthen the character of Russell Street and reestablish the historic connection between Lower Albina and the Vancouver/Williams Corridor by encouraging new mixed uses, rehabilitated buildings and a nighttime orientation.

POLICY 5.LA-2 **Industrial character**. Preserve and enhance the industrial character and functionality of the Lower Albina industrial area.

POLICY 5.LA-3 **Street hierarchy and development character**. Support the retail/commercial character of NE Russell; the boulevard character of Interstate Avenue; and the flexible character of the "strand" connection.

POLICY 5.LA-4 **Historic resources and districts**. Preserve, rehabilitate and celebrate historic structures in Lower Albina, including those in the Russell Street Conservation District and culturally significant African-American resources identified in the Cornerstones of Community Inventory.

Lloyd

POLICY 5.LD-1 **Diverse and distinctive urban places**. Focus more intense development in the Central Lloyd area and Rose Quarter while strengthening the distinct character of the existing Lloyd subareas.

POLICY 5.LD-2 **Connectivity through large blocks**. Take advantage of the unique opportunity for dense, large site development made possible by the large blocks found in the Lloyd. Integrate this development into the surrounding blocks through well designed internal green spaces and pedestrian connections.

POLICY 5.LD-3 **Pedestrian-oriented development**. Discourage new automobile-oriented uses and encourage the eventual redevelopment of large surface parking lots with development that is oriented to the street and enhances the pedestrian environment.

POLICY 5.LD-4 **Street hierarchy and development character**. Support the retail/commercial character of NE Broadway, MLK and Grand; the boulevard character of NE Weidler, Interstate Avenue, NE Lloyd and NE 15th; and the flexible character of NE Clackamas, NE 2nd, 6th and 12th.

POLICY 5.LD-5 **Open space network**. Develop a signature sequence of open spaces, linked through a pedestrian wayfinding system that serves the Central Lloyd area, becomes a primary organizing structure for new development, and offers a diversity of character, experiences, and recreational functions for district residents, workers and visitors.

Central Eastside

POLICY 5.CE-1 **East Portland Grand Avenue Historic District**. Promote the rehabilitation of existing and historic buildings in the Grand Avenue Historic District through enhanced design guidelines and regulations that incent rehabilitation and reuse over demolition. Encourage adaptive reuse of existing structures.

POLICY 5.CE-2 **OMSI Station area**. Create an urban form at the OMSI Station area that facilitates public access from the streetcar and light rail stations to the greenway trail and riverfront, PCC, OMSI, Portland Opera, Portland Spirit, the Oregon Rail Heritage Foundation sites, through public realm enhancements and ground floor active uses that create a safe and vibrant environment.

POLICY 5.CE-3 **Clinton Station area**. Establish an urban form at the Clinton Station area that creates a safe and active environment by incorporating a mix of uses that serve transit riders as well as residents and employees of the station area, Central Eastside, and inner Southeast Portland neighborhoods.

POLICY 5.CE-4 **Urban form on large blocks**. Use building massing and orientation, accessways, and open spaces in the development of large blocks and sites to establish an urban form and block configuration consistent with the rest of the Central Eastside.

POLICY 5.CE-5 **Open space network**. Increase public parks, open space, and recreation opportunities in the district, especially in areas zoned for high density, mixed-use development. Broaden the number and range of available recreation opportunities.

POLICY 5.CE-6 **Street hierarchy and development character**. Support the retail/commercial character of East Burnside, NE Sandy, SE Grand, SE Division, SE Hawthorne and SE Morrison; the boulevard character of SE Stark, NE Couch, SE 11th and SE 12th; and the flexible character of SE Ankeny, SE Salmon, SE Clay, SE 7th and SE Caruthers. Create transitions between industrial and mixed use areas.

POLICY 5.CE-7 **Historic resources and districts**.

a. Industrial character. Maintain and celebrate the historic industrial character of the Central Eastside through the preservation and enhancement of historic buildings and infrastructure that reflect past uses and architectural styles while serving existing and emerging industrial employment uses.

b. Historic main streets. Enhance the character and visibility of historic streets throughout the district such as SE Morrison Street, including areas under viaducts, through public realm improvements and building rehabilitations that acknowledge these streets' historic role in shaping the district, while elevating their current status as important streets for commerce and employment.



MORRISON VIADUCT

Conceptual rendering illustrating the historic main street under the Morrison Bridge viaduct and how the space could possibly be activated by additional uses during the day and at night.

South Waterfront

POLICY 5.SW-1 **Street hierarchy and development character**. Support the retail/commercial character of SW Bond Avenue and SW Gibbs St and the boulevard character of SW Moody.

POLICY 5.SW-2 **Open space network**. Create an exemplary open space network that embraces the river as the district's "front yard" and provides a range of urban amenities, passive and active recreation experiences and ecological functions.

South Downtown/University

POLICY 5.SD-1 **Portland State University character**. Encourage the continued development of a pedestrian-oriented, predominantly university campus environment centered on the South Park Blocks.

Encourage the development of an integrated urban environment with a rich mix of public and private institutions, commercial uses and housing west of Broadway to SW 4th Avenue.

POLICY 5.SD-2 **South Auditorium character**. Retain the modernist feel and pedestrian-focused character of the South Auditorium Plan District, respecting in particular the National Register of Historic Places Halprin Open Space Sequence. Add new uses to increase pedestrian activity in the district. Connect the pedestrian pathways to adjacent districts while maintaining the character, safety, and livability of this neighborhood.

POLICY 5.SD-3 **RiverPlace characte**r. Encourage the continued development of RiverPlace with a broad mix of residential, commercial, recreational and boating uses. Maintain and enhance the cohesive design aesthetic, generous landscaping, and close relationship of the public realm to the river.

POLICY 5.SD-4 **Street hierarchy and development character**. Support the retail/commercial character of 4th Avenue, Broadway and College Streets; as well as the flexible character of Park Avenue and Montgomery Street.

POLICY 5.SD-5 **Open space network**. Support existing open spaces, including the Halprin Open Space Sequence and the Willamette River, to be more accessible, usable and engaging spaces for the community while also supporting the development of new open spaces where opportunities arise. Broaden the range of available recreation experiences.








PORTLAND
AN EVENING WITH
SYLVIA BROWNE
FRI AUG 13 7PM





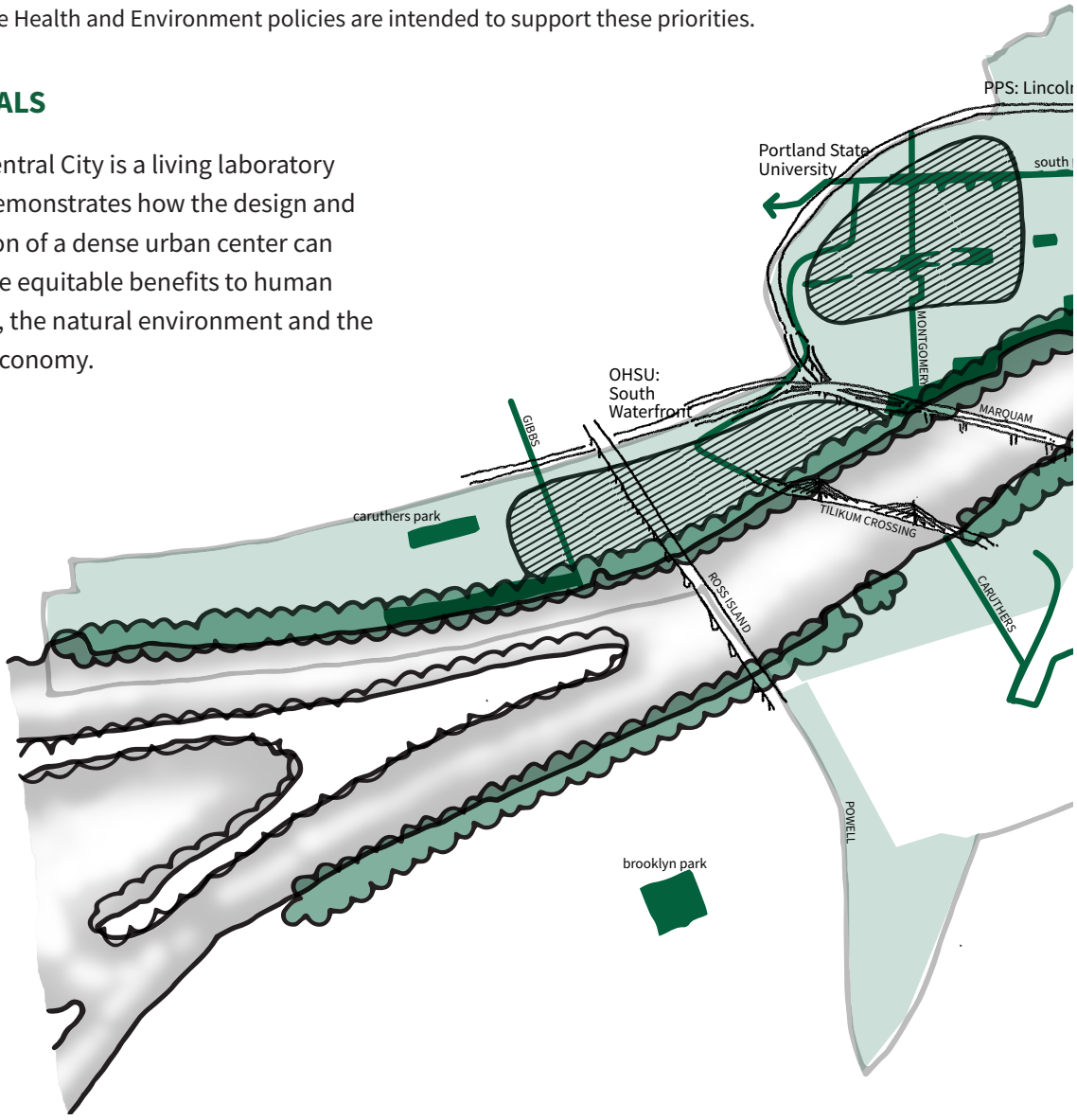


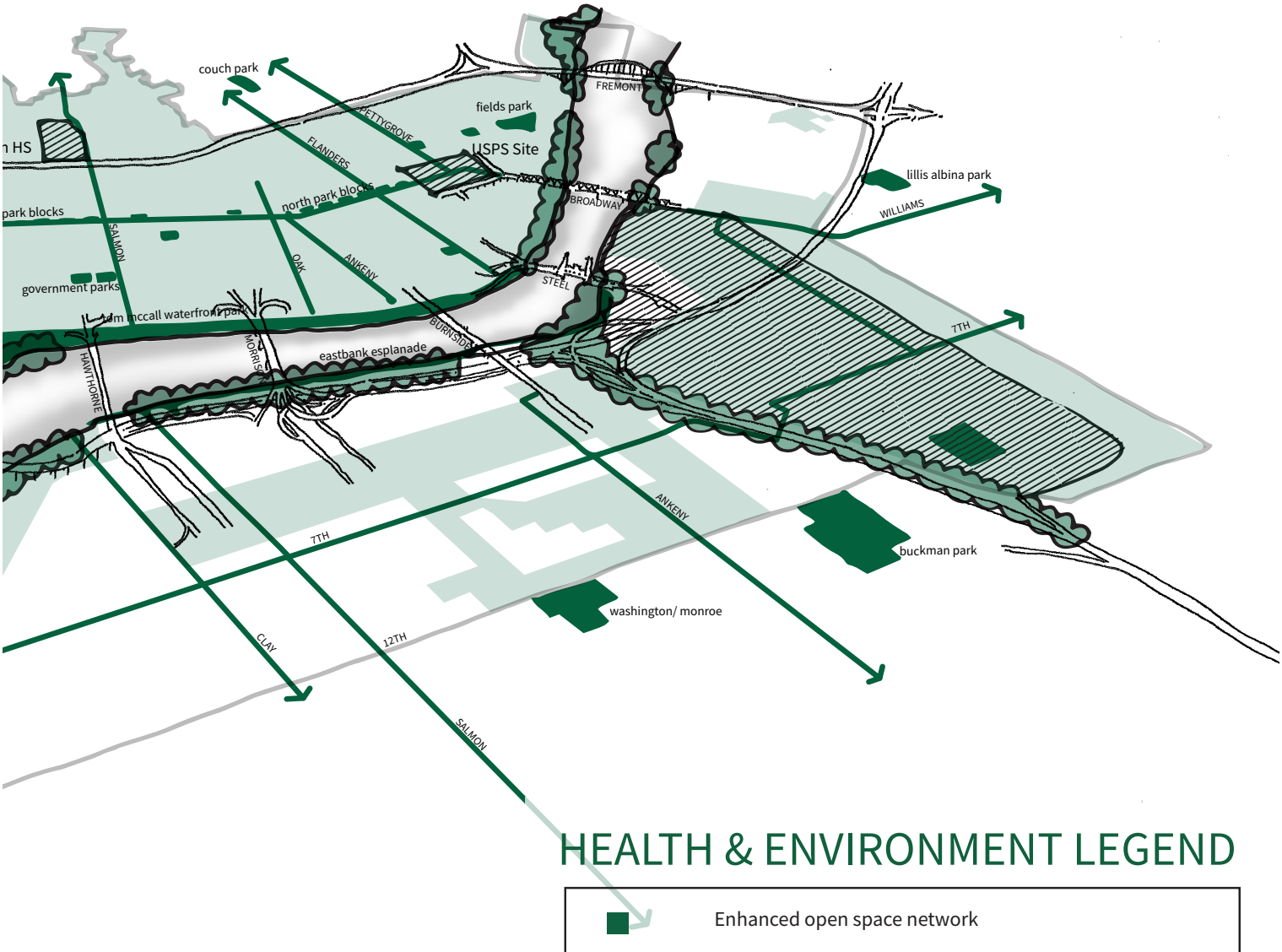
6. HEALTH AND ENVIRONMENT

Portland's Central City continues to be a national leader in demonstrating how a city center can become more livable, prosperous and attractive through urban development that embraces environmental and human health. Stakeholders expressed interest in the public and private sectors continuing to implement and experiment with new infrastructure that contributes to environmental health, such as 1) integrating energy conservation integrated with energy production, 2) stormwater management with urban habitat, and 3) transportation alternatives that lower the city's carbon footprint and promote human health. The Health and Environment policies are intended to support these priorities.

CENTRAL CITY GOALS

GOAL 6.A: The Central City is a living laboratory that demonstrates how the design and function of a dense urban center can provide equitable benefits to human health, the natural environment and the local economy.





HEALTH & ENVIRONMENT LEGEND

- Enhanced open space network
- Enhanced natural resource opportunity area
- High performance development opportunity area
- Green infrastructure opportunity area

32578

CENTRAL CITY POLICIES: HEALTH AND ENVIRONMENT

Resilience

These policies support the Central City's ability to prepare for and respond to natural hazards and disasters; and plan for climate change resilience.

POLICY 6.1 **Natural hazard resilience**. Encourage planning, design and education in the Central City to help prevent or minimize the impacts of natural hazards such as earthquakes, floods and other hazards identified in the citywide Natural Hazard Mitigation Plan.

- **a. New development**. Encourage or require approaches to reduce future natural hazard risks and impacts when planning for or evaluating the location and design of new development.
- **b. Retrofitting**. Encourage the retrofitting of buildings and infrastructure to withstand seismic forces. Prioritize the retrofitting of unreinforced masonry buildings while preserving their architectural character.
- **c. Preparedness**. Support Central City residents' and businesses' efforts to prepare for natural hazards. Ensure the Central City's most vulnerable populations are included in these efforts.
- **d. Code review**. Monitor and update relevant codes to incorporate current knowledge and standards for seismic design and flood protection.

POLICY 6.2 **Climate change resilience**. Assess, monitor and update plans, services, and infrastructure in the Central City to anticipate, respond to, and reduce the risks and adverse impacts associated with evolving climate change conditions.

- **a. Flooding**. Monitor and adapt to changes in hydrology, including future river levels, changes in flood frequency and duration, and changes in stormwater runoff rates.
- **b. Heat island**. Reduce the adverse impacts of urban heat islands on public health, especially those affecting more vulnerable communities.
- **c. Wildlife movement**. Protect and improve the quality, diversity, and accessibility of terrestrial and aquatic wildlife movement corridors.

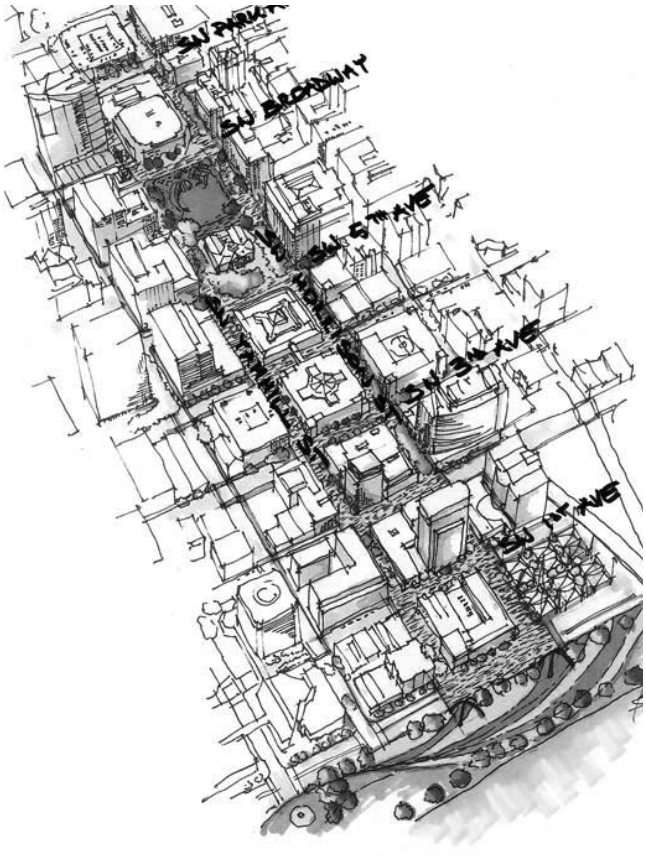
POLICY 6.3 **Multiple functions**. Encourage green infrastructure, parks, open space, and recreation opportunities in the Central City that serve multiple functions to improve stormwater management, reduce heat island effects, create pockets of refuge and habitat, and provide places of respite and recreation for employees, residents and visitors.

POLICY 6.4 **Green infrastructure**. Increase the use of trees, ecoroofs, vertical gardens, sustainable site development, landscaped setbacks and courtyards, living walls and other vegetated facilities to manage stormwater, improve the pedestrian environment, reduce heat island effects, improve air and water quality and create habitat for birds and pollinators.

Health

These policies support the health and livability of the Central City environment, for all its inhabitants and visitors.

POLICY 6.5 **Human health**. Encourage the use of active modes of transportation by creating and enhancing a network of bike and pedestrian facilities that provide access to services and destinations including natural areas. Improve access for all people to locally grown and healthy foods. Encourage the use of building construction methods, materials and products that do not have harmful effects on human health and the environment. Encourage social health by fostering community in a hospitable public realm.



PEDESTRIAN DOWNTOWN CORE

Conceptual drawing illustrating an opportunity to enhance the pedestrian environment on key streets within the downtown core for an increasing number of people to live, work and play within the Central City. The transition from today's car-accessible streets to a pedestrian priority central area could happen incrementally, starting with streets that already experience low levels of car traffic, such as SW Yamhill St, and eventually expand to the entire retail core, spilling across Naito Parkway to the Willamette Riverfront. (Otak 2013)

POLICY 6.6 **Upland habitat connections**. Create an upland wildlife habitat corridor using trees, native vegetation in landscaping, public open spaces and ecoroofs that provide a connection for avian and pollinator species between the West Hills and Willamette River.

POLICY 6.7 **Strategic tree canopy enhancement**. Plant and preserve trees on tax lots, in parks and public spaces, and along rights-of-way, throughout the Central City to meet urban forestry and other

32580

Central City goals and guiding principles including resiliency, human and environmental health, livability, equity, and active transportation.

a. Tree priorities. Encourage planting and preservation of large, healthy non-nuisance trees, native trees, and climate change-resilient trees.

b. Tree Diversity. Improve tree species and age diversity throughout the Central City.

See district policies section for related policies in: CE

POLICY 6.8 **Effective tree planting**. Optimize tree planting opportunities and conditions throughout the Central City.

a. Tree size. Require that trees planted along rights-of-way are as large as is appropriate for the planting space.

b. Soil volume. Require minimum subsurface soil volumes to accommodate larger and healthier trees. In areas with limited planting space, this could be accomplished through the installation of modular suspended pavement systems or structural soils, which increase available soil volume and allow the planting of larger trees without increasing planting strip size.

c. Tree accommodation. Encourage wider sidewalk corridor furnishing zones and other right-of-way design elements (e.g., medians, bulb-outs) to facilitate planting and accommodation of larger canopy tree species.

d. Innovative design. Encourage innovative building and site design that incorporates trees.

Building, infrastructure and site development

These policies support environmentally-friendly, energy efficient development, pushing Portland's Central City forward as a leader in sustainable urban development.

POLICY 6.9 **Buildings and energy**. Increase the energy efficiency of buildings, the use of onsite renewable energy systems, and the development of low-carbon district energy systems. Conserve resources by encouraging the reuse of existing building stock and recycling materials from construction and demolition.

POLICY 6.10 **City investment in street trees**. Invest in street trees as a valuable public infrastructure asset.

a. Multiple benefits. Plant and establish street trees to provide multiple benefits, including stormwater management, quality pedestrian environment, reduction in urban heat island, and wildlife habitat.

b. Maintenance. Support and invest in innovative approaches, including public/private

partnerships, to ensure adequate long-term maintenance of street trees to address tree-related concerns such as sidewalk repair.

POLICY 6.11 **Bird-friendly development**. Encourage bird-friendly building and lighting design and management practices, to reduce hazards to resident and migrating birds.

POLICY 6.12 **Low-carbon development**. Reduce carbon emissions from existing and new buildings, transportation systems and infrastructure.

a. Healthy retrofits. Support retrofits to existing buildings to reduce energy use and improve indoor air quality.

b. Green building. Require high-performance new buildings that meet the energy targets of Architecture 2030, including net-zero energy use in all new buildings by 2030.

c. High performance areas. Encourage "high performance areas" that conserve energy and water; use renewable energy sources; reduce waste and recycle; manage stormwater; improve occupant health; and enhance the character of the neighborhood, particularly in areas with large amounts of planned new development or redevelopment.

d. Solar energy. Encourage the installation of on-site solar photovoltaic systems.

e. Clean district energy. Enable the expansion and establishment of district energy systems that reduce carbon emissions.

f. Low-carbon transportation. Reduce carbon emissions from transportation systems, including supporting electric vehicle infrastructure.

g. Carbon sequestration. Maintain and enhance green infrastructure to increase carbon sequestration and reduce energy needed to cool buildings in summer.

DISTRICT POLICIES: HEALTH AND ENVIRONMENT

This section contains Health and Environment policies specific to a particular Central City district.

West End

POLICY 6.WE-1 **Build on existing high performance areas**. Encourage "high performance areas" that promote energy efficiency and green building technologies and practices at a neighborhood scale, particularly in new development adjacent to the Pearl's Brewery Blocks.

Goose Hollow

POLICY 6.GH-1 **High performance Lincoln High School**. Encourage "high performance areas" in areas with large amounts of planned new development or redevelopment, especially the Lincoln High School site.

POLICY 6.GH-2 **Water management and reuse**. Take advantage of Goose Hollow's topography, identify opportunities for stormwater management, as well as rainwater harvesting and reuse within the district.

The Pearl

POLICY 6.PL-1 **High performance large sites**. Encourage "high performance areas" that promote energy efficiency, green building technologies, sustainable site design and practices at a neighborhood scale, particularly in areas with large amounts of planned new development or redevelopment such as the US Postal Service site.

Old Town/Chinatown

POLICY 6.OT-1 **High performance rehabilitation**. Support the inclusion of carbon reducing and environmentally friendly features and technologies in the rehabilitation of historic structures while preserving their historic character.

Lloyd

POLICY 6.LD-1 **Sustainable district**. Promote innovation and leadership in the Lloyd in the areas of sustainable and restorative development, energy efficiency, water conservation, waste reduction and climate adaptation. Support partnerships that facilitate district-wide strategies.



LLOYD/WEIDLER REDEVELOPMENT

Conceptual rendering of possible new development along NE Weidler Street facing east, illustrating improved bicycle and pedestrian infrastructure, tree canopy enhancement and green infrastructure features.

POLICY 6.LD-2 **Sullivan's Gulch**. Protect and enhance natural resources within Sullivan's Gulch to improve its function as a habitat corridor, reduce the risk of wildfire and landslide, and maintain and enhance public views, while providing flexibility to incorporate a recreation trail.

Central Eastside

POLICY 6.CE-1 **Freight-compatible green infrastructure**. Plan for the development of green infrastructure, in the public right-of-way and on private property, taking into account freight street hierarchy by prioritizing city walkways and bikeways and mixed-use corridors for improvements such as trees and living walls throughout the district. Support the industrial area's functional relationship to the river.

POLICY 6.CE-2 **Strategic tree canopy enhancement**. Prioritize planting along mixed use commercial corridors with higher employment densities and residential uses. Also, encourage plantings along pedestrian and bike corridors. Select trees and locations that provide adequate clearance for freight movement on streets prioritized for freight mobility.

South Waterfront

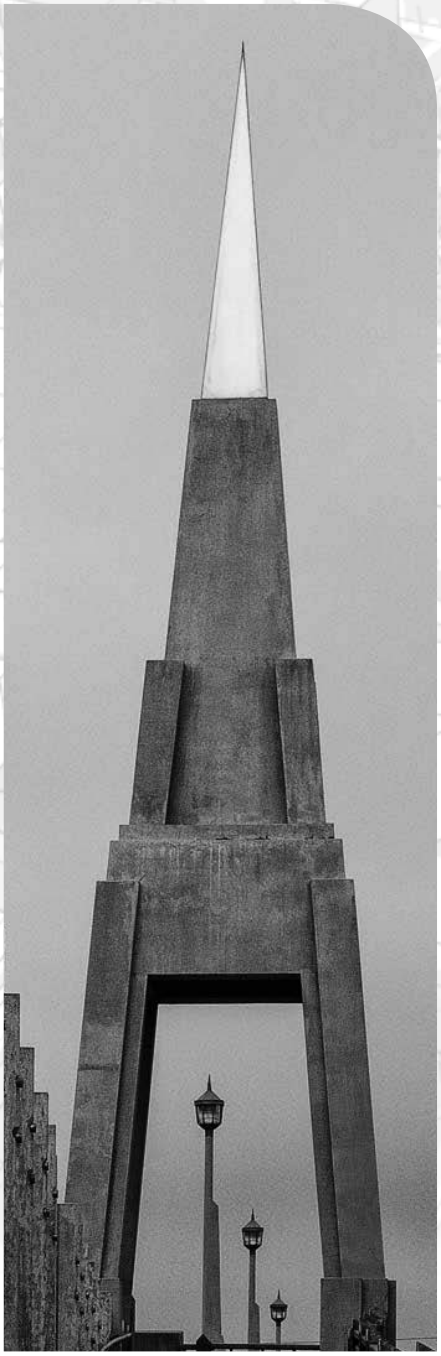
POLICY 6.SW-1 **High performance district**. Encourage "high performance areas" that promote energy efficiently and green building technologies and practices at a neighborhood scale particularly in areas with large amounts of planned new development.

South Downtown/University

POLICY 6.SD-1 **High performance university campus**. Support PSU as an urban laboratory to promote energy efficiency and green building technologies and practices, as well as sustainable site design and development.











CENTRALCITY 2035

DIST

THE CENTRAL CITY DISTRICTS



32586

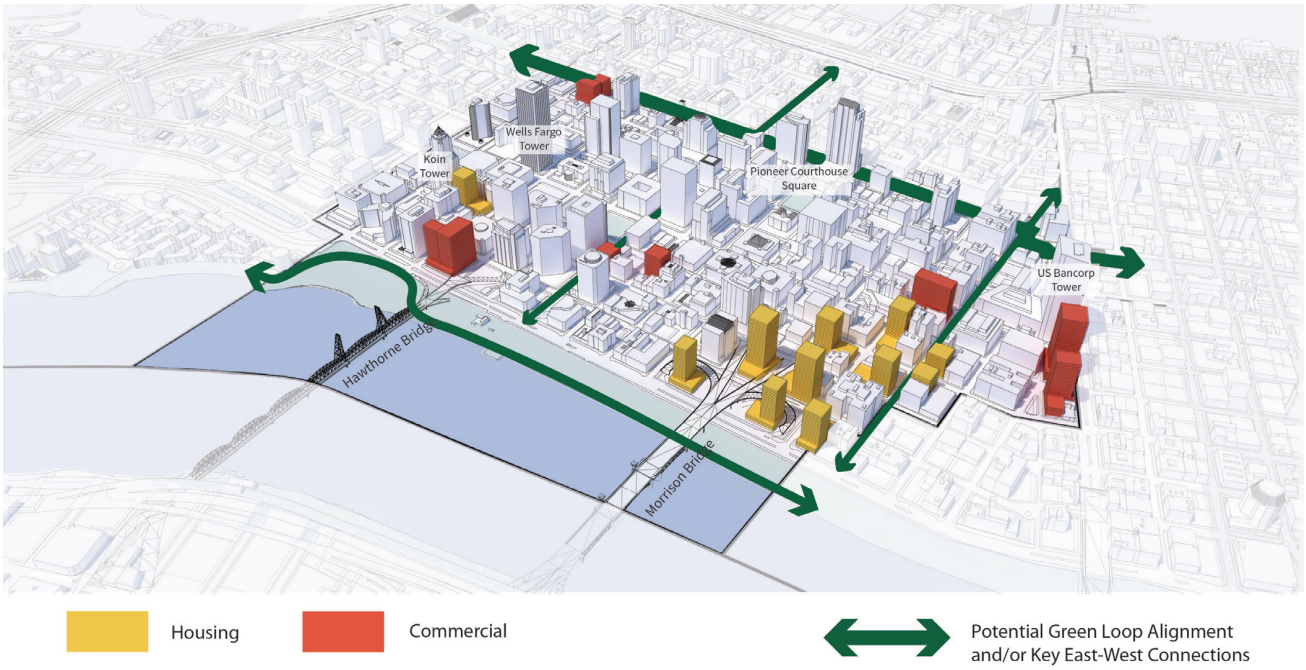
DT DOWNTOWN



Downtown contains many of the city's iconic features, such as tall buildings, Pioneer Courthouse Square, museums, performance halls, civic buildings, the Willamette River and Waterfront Park, and historic bridges. Downtown has been shaped by centuries of history, from Native Americans to the settlement era; the expansion of commerce and trade; urban renewal; urban flight; and renewed efforts at revitalization and residential development. Downtown can continue to be the most important gathering place for Portlanders and visitors, as well as a center for innovation and exchange.

2035 VISION

Downtown is the economic and symbolic heart of the region and the preeminent location for office employment, retail, tourism, arts and culture, entertainment, government, urban living, and ceremonial activities. At the center of the region's multimodal transportation system, and anchored by the Willamette River and signature public spaces, it is the most intensely urban and easily recognized district in Portland's Central City.



Between 2010 and 2035, Downtown is expected to grow by 3,000 households and 7,000 jobs, for a total of 4,600 households and 55,200 jobs. This rendering illustrates a possible development scenario approximating future growth. The arrows illustrate a potential "Green Loop" alignment and key flexible street connections leading to the river and adjacent neighborhoods.

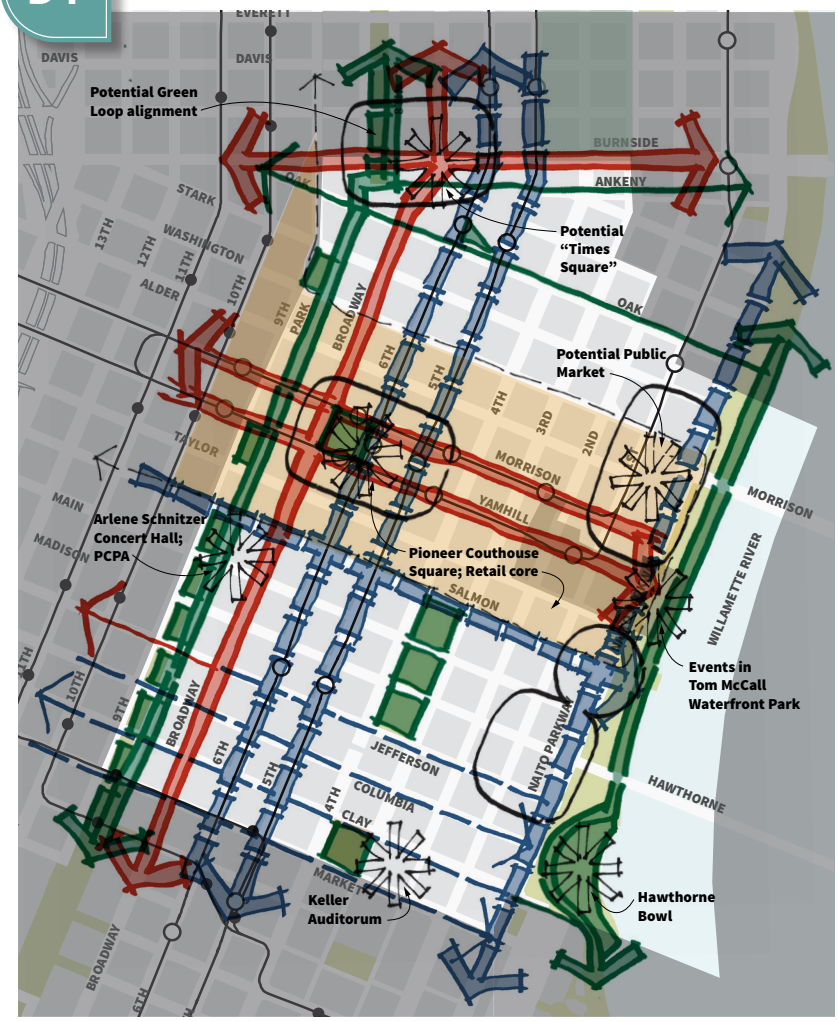
KEY ELEMENTS

- Extend the Retail Core to the north and to the riverfront
- Establish a clearer set of east-west connections
- Enhance the character of Naito Parkway
- Support a future "Green Loop" alignment along the South Park Blocks

DIAGRAM LEGEND:

- *Retail/Commercial character*
- *Boulevard character*
- *Flexible character*
- *Key intersection, gateway or bridgehead location*
- *Potential new open space*
- *Attraction*

DT URBAN DESIGN CONCEPT DIAGRAM



Downtown serves as both the office and retail core for the Central City. The area is home to numerous parks and attractions, including Pioneer Courthouse Square, Governor Tom McCall Waterfront Park, the Arlene Schnitzer Concert Hall and Keller Auditorium. Key intersections and gateways include the Willamette River bridgeheads; SW Broadway and West Burnside; and the Pioneer Square MAX interchange area on the Transit Mall.

The concept diagram also highlights the desired retail/commercial character of SW Morrison and Yamhill streets, West Burnside Street and SW Broadway; the desired boulevard character of 5th and 6th avenues and Naito Parkway; the signature east-west connection of SW Salmon Street; the potential Green Loop alignment along SW Park Avenue and the Willamette Greenway trail along the waterfront.

32588

WE WEST END

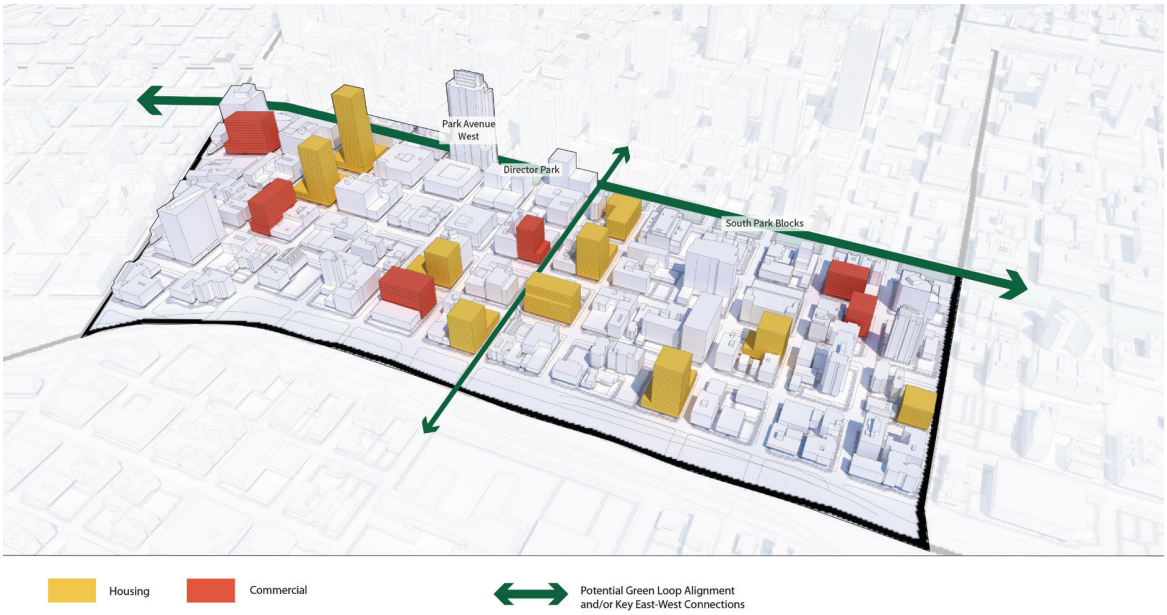


The West End is a downtown mixed-use and residential neighborhood. Its urban character is shaped by numerous historic buildings, new housing projects, many restaurants and retail activities, as well as a strong relationship with the South Park Blocks and Cultural District. However, the area also contains a number of surface parking lots. Over the last decade the West End has established stronger ties with Portland State University to the south and the Pearl to the north, effectively stretching the retail core from Downtown to the Brewery Blocks.

2035 VISION

The West End is a thriving, mixed-use urban residential neighborhood with a diverse and distinctive architectural character, a range of building ages and scales and a wealth of historical, cultural, institutional and open space assets. The district benefits from its pedestrian orientation and central location, with excellent multimodal access to Portland State University, the South Park Blocks, Goose Hollow and Providence Park, the Pearl and the Downtown retail core.

The West End hosts an attractive mixture of urban, family-friendly residential development with a range of scales, types and amenities that accommodate a socio-economically diverse population. It is a true mixed-use environment, where residents live in harmony with successful retail, cultural and office development.



Between 2010 and 2035, the West End is expected to grow by 3,000 households and 3,000 jobs, for a total of 6,800 households and 9,900 jobs. This rendering illustrates a possible development scenario approximating future growth. The arrows illustrate a potential "Green Loop" alignment and key flexible street connections leading to the river and adjacent neighborhoods.

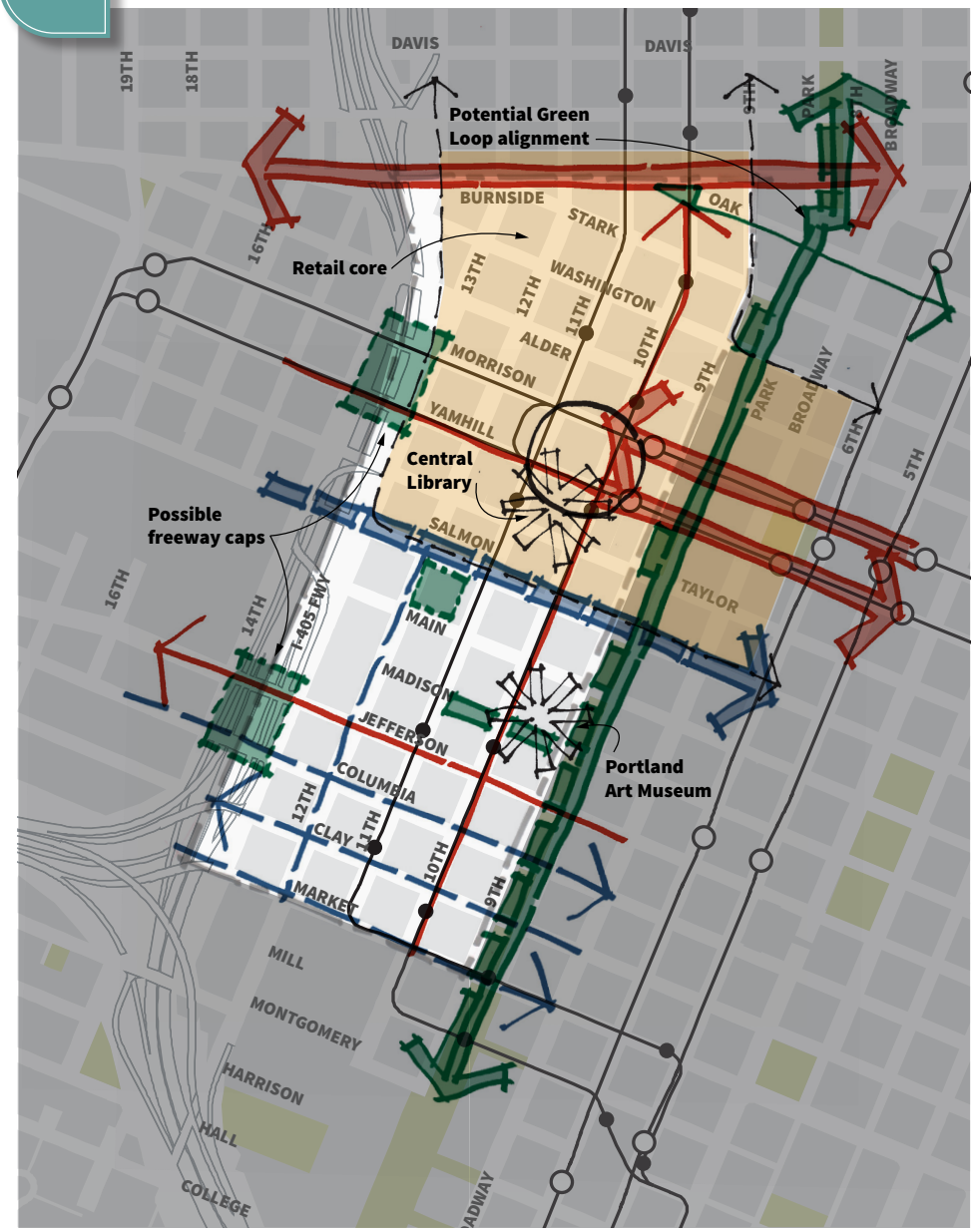
KEY ELEMENTS

- Strengthen Jefferson main street as a neighborhood serving retail commercial corridor
- Integrate new development with historic fabric
- Explore freeway capping opportunities to better connect with Goose Hollow
- Highlight the MAX/ Streetcar interchange as a civic place
- Re-envision SW 12th Avenue as a boulevard

DIAGRAM LEGEND:

- *Retail/Commercial character*
- *Boulevard character*
- *Flexible character*
- *Key intersection, gateway or bridgehead location*
- *Potential new open space*
- *Attraction*

WE URBAN DESIGN CONCEPT DIAGRAM



The West End has a predominantly residential character south of Salmon and a more mixed-use character to the north. The area is home to numerous attractions, including the Portland Art Museum and Central Library. Key intersections and gateways include SW Morrison and Yamhill streets between 10th and 11th avenues where the MAX and streetcar lines intersect. Potential I-405 caps are also shown at SW Jefferson/Columbia and SW Yamhill/Morrison streets.

The concept diagram also highlights the desired retail/commercial character of SW 10th Avenue, West Burnside Street, SW Jefferson into Goose Hollow, Morrison and Yamhill streets; the desired boulevard character of SW Columbia, Clay and Market streets and SW 12th Avenue; and the signature east-west connection of SW Salmon Street. Potential I-405 caps are shown at Morrison/Yamhill and Columbia/Jefferson, potentially offering new open space opportunities and improved crossing experiences.

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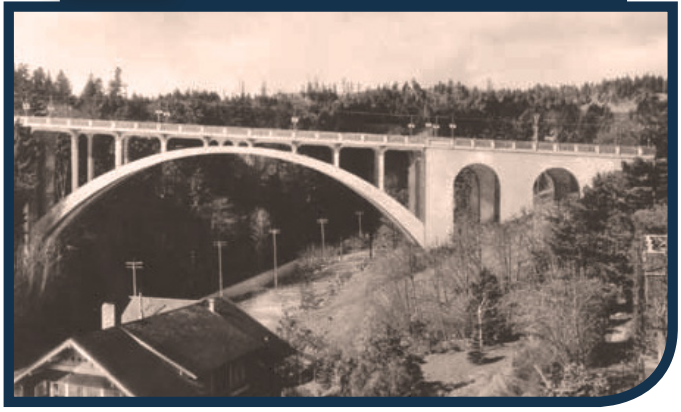
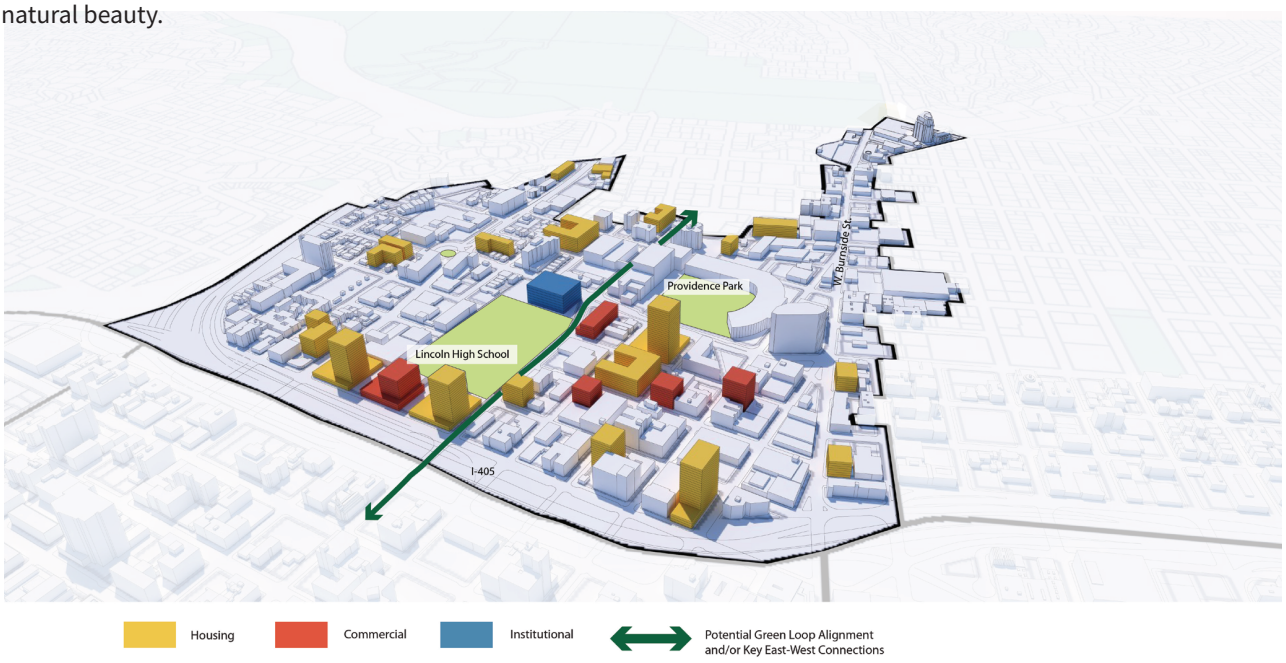
GH GOOSE HOLLOW



Goose Hollow is a mixed-use district with diverse residential, commercial and institutional uses. There is an eclectic mix of building types and ages, including a number of historic landmarks. Housing in the district ranges from high-rise apartments and condominiums to single-family homes. Goose Hollow is home to several large institutions which attract high volumes of people to the area. With light rail running through the heart of Goose Hollow, it is highly accessible.

2035 VISION

Goose Hollow is a family-friendly urban community with thriving neighborhood businesses and excellent access to downtown, Portland State University, the Northwest District and Washington Park. The district's major attractions, including Providence Park, Lincoln High School, the Multnomah Athletic Club and religious institutions, exist in harmony with surrounding mixed-use development, and attract visitors from all over the region to dine, shop, and play in Goose Hollow. Bordering Washington Park, the Vista Bridge and West Hills, the district is known for its natural beauty.



Between 2010 and 2035, Goose Hollow is expected to grow by 1,000 households and 2,000 jobs, for a total of 4,900 households and 7,300 jobs. This rendering illustrates a possible development scenario approximating future growth. The arrows illustrate key flexible street connections leading to the river and adjacent neighborhoods.

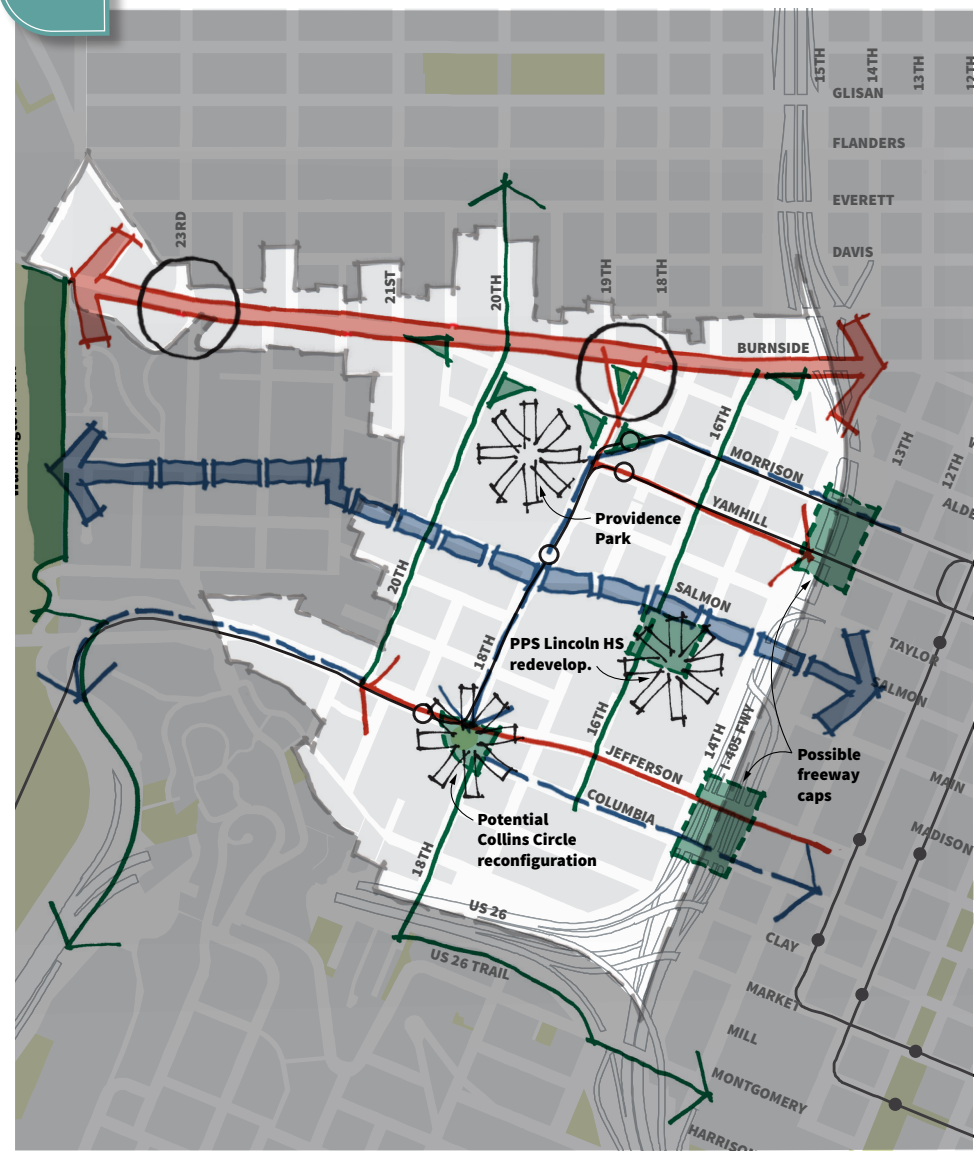
KEY ELEMENTS

- Develop Jefferson Street as the center of a residential community
- Improve the character and create new places along West Burnside
- Create new public spaces at Lincoln High School
- Strengthen the identify of SW Salmon as a key east-west green corridor
- Explore freeway capping opportunities across I-405

DIAGRAM LEGEND:

- *Retail/Commercial character*
- *Boulevard character*
- *Flexible character*
- *Key intersection, gateway or bridgehead location*
- *Potential new open space*
- *Attraction*

GH URBAN DESIGN CONCEPT DIAGRAM



Goose Hollow has a diverse mix of residential, commercial and institutional uses. The area is home to numerous attractions, including Providence Park, Lincoln High School and the Collins Circle/Jefferson main street area. Key intersections and gateways include West Burnside Street and 23rd Avenue as well as West Burnside Street and 18th Avenue.

Potential I-405 caps are shown at SW Jefferson/Columbia and SW Yamhill/Morrison streets and new or improved open spaces are shown at potential future reconfigurations of Collins Circle and Lincoln High School. The concept diagram also highlights the desired retail/commercial character of West Burnside Street, SW Yamhill and Jefferson streets; the desired boulevard character of SW Columbia Street, the central portion of SW 18th Avenue, SW Morrison Street and the western end of SW Jefferson Street. The diagram highlights the unique opportunity presented by SW Salmon Street, a potential signature green corridor linking Goose Hollow to the West End and Downtown, and the desired flexible character of SW 20th and 16th avenues, offering improved north-south access through the district.

32592

PL

THE PEARL

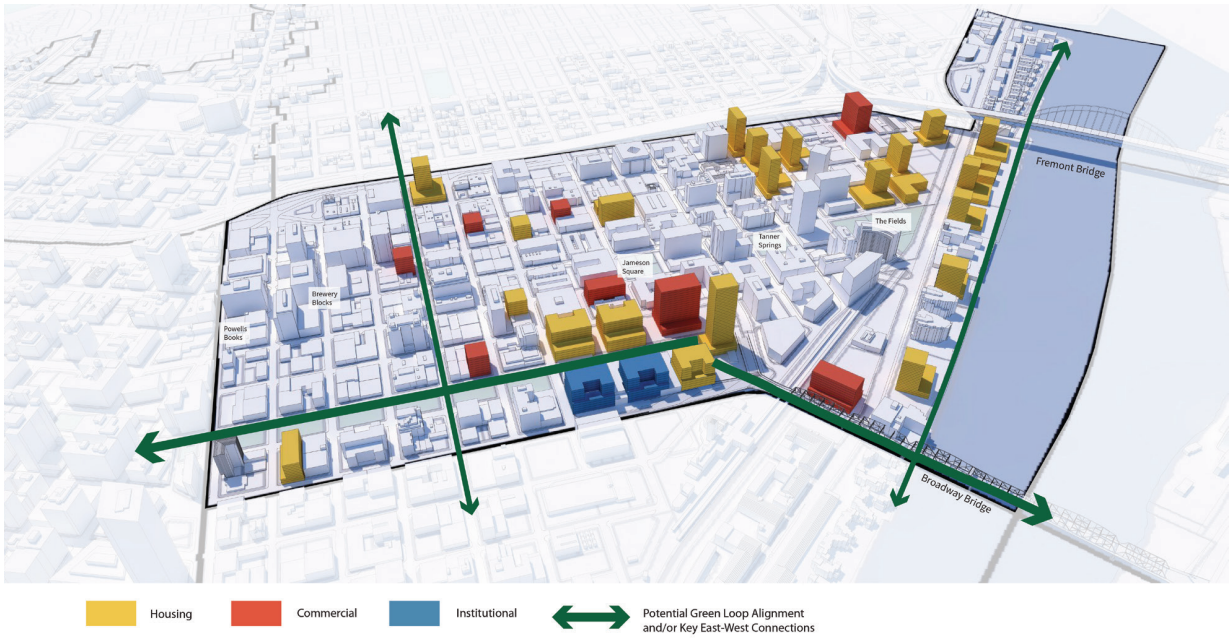


Characterized by a mix of housing, employment, retail and arts and entertainment establishments, the Pearl is supported by a multimodal transportation network, a system of parks, affordable and market rate housing, and a growing job base. The area combines new architecture within the context of its industrial past, with many former warehouse and industrial service buildings now repurposed for new uses. The residents of the Pearl are some of the most diverse in the Central City and include people at all income levels, families with children, seniors and students.

2035 VISION

A highly livable and multimodal urban neighborhood, the Pearl is a culturally and ethnically diverse, family-friendly complete community, with excellent access to public amenities including the Willamette River, retail services, cultural institutions and public transportation.

The district is a twenty-first century model of social, environmental, and economic sustainability. Its industrial past and historical assets, high quality mixed-use development, exciting urban riverfront, shops, art galleries and restaurants attract visitors from all over the world, creating an ideal setting for its numerous creative-sector businesses.



Between 2010 and 2035, the Pearl is expected to grow by 6,000 households and 4,000 jobs, for a total of 11,600 households and 14,700 jobs. This rendering illustrates a possible development scenario approximating future growth. The arrows illustrate a potential "Green Loop" alignment and key flexible street connections leading to the river and adjacent neighborhoods.

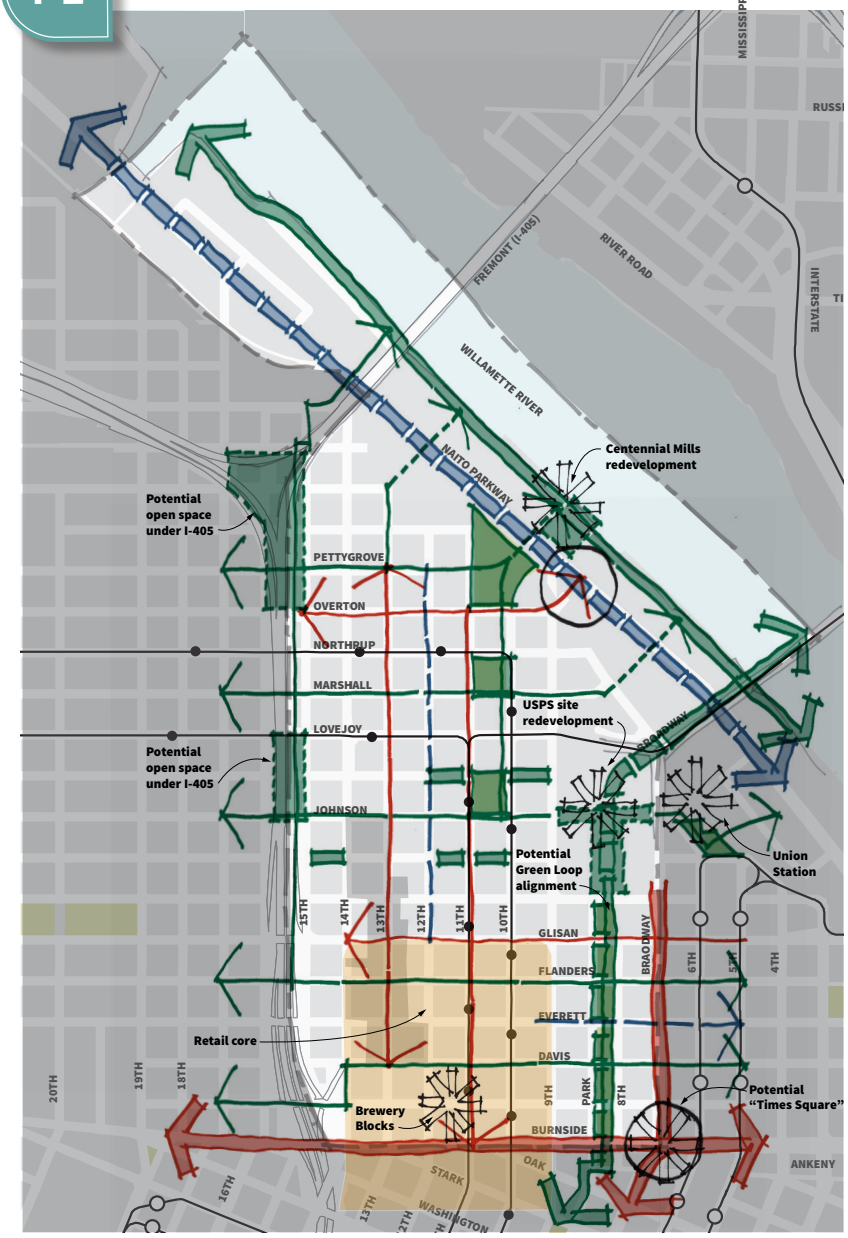
KEY ELEMENTS

- Extend the retail core to NW Glisan
- Explore open spaces uses for parcels under I-405
- Redevelop the US Postal Service site for high density employment and signature city attractions
- Create a unique urban riverfront with Centennial Mills serving as the centerpiece
- Develop the "Green Loop" through the North Park Blocks to the Broadway Bridge

DIAGRAM LEGEND:

- *Retail/Commercial character*
- *Boulevard character*
- *Flexible character*
- *Key intersection, gateway or bridgehead location*
- *Potential new open space*
- *Attraction*

PL URBAN DESIGN CONCEPT DIAGRAM



The Pearl hosts a truly diverse mix of residential, commercial, industrial and institutional uses. Attractions include the Brewery Blocks and Powell's City of Books and great potential for new attractions exists at the United States Postal Service site and at Centennial Mills. Key intersections and gateways include NW 9th Avenue and Naito Parkway and West Burnside Street and NW Broadway.

The concept diagram also highlights the desired retail/commercial character of NW 11th and 13th avenues, NW Overton, Glisan and West Burnside streets, and NW Broadway; the desired boulevard character of Naito Parkway, NW 12th Avenue and NW Everett Street; and the desired flexible character of NW Davis, Flanders, Johnson, Marshall and Pettygrove streets. The diagram also shows the potential Green Loop alignment along Park Avenue through the USPS site, with connections via Johnson and Flanders to Northwest Portland and the greenway trail.

OT OLD TOWN/CHINATOWN

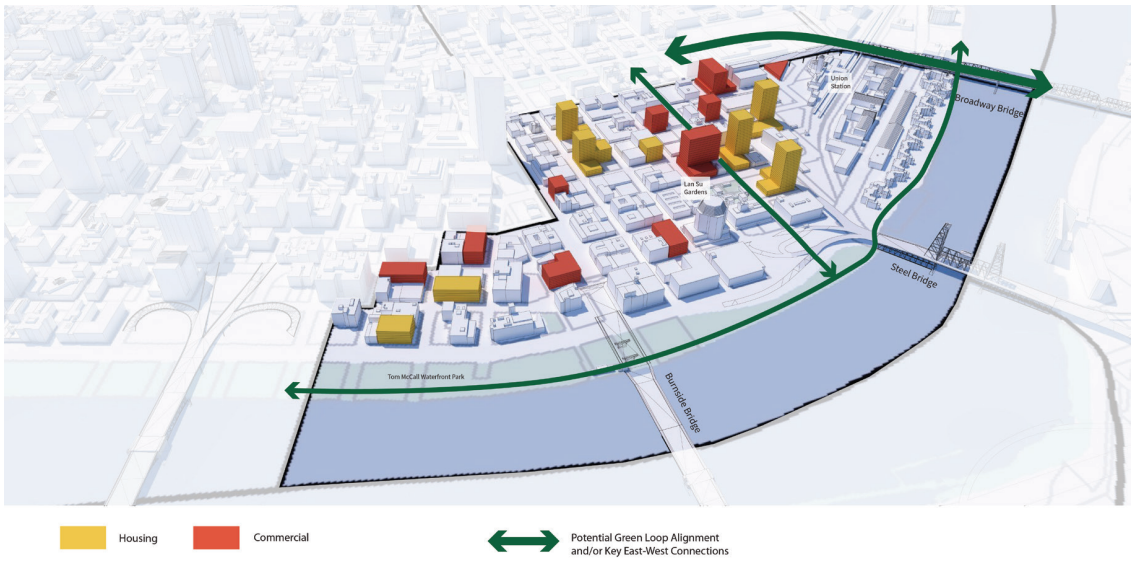


The site of Portland's earliest commercial development, the Old Town/Chinatown area is rich in culture and historic buildings that evoke the city's early years. More than 40 percent of the area lies within two historic districts: the Skidmore/Old Town Historic District and New Chinatown/Japantown Historic District. Skidmore/Old Town is home to one of the largest collections of 19th century commercial cast iron buildings in the country and is designated as a National Historic Landmark. New Chinatown/ Japantown commemorates Portland's 19th and early 20th century Asian heritage. NW Broadway runs through the western portion of the area, connecting downtown to iconic Union Station and the Broadway Bridge.

2035 VISION

Old Town/Chinatown is a vibrant, resilient, 24-hour neighborhood rooted in a rich cultural and historical past. The district's two thriving historic districts, numerous multi-cultural attractions and higher education institutions foster a thriving mix of office employers, creative industry start-ups, retail shops and a range of entertainment venues, restaurants and special events.

The district has a balanced mix of market rate, student and affordable housing. Its social service agencies continue to play a critical public health role within the Portland region. The district has a mix of human-scaled, restored historic buildings and contextually sensitive infill development. It is well connected to the rest of the Central City and the region through excellent multi-modal transportation facilities and safe and attractive street connections to adjacent neighborhoods and an active riverfront.



Between 2010 and 2035, Old Town/Chinatown is expected to grow by 2,000 households and 3,000 jobs, for a total of 3,900 households and 8,200 jobs. This rendering illustrates a possible development scenario approximating future growth. The arrows illustrate a potential "Green Loop" alignment and key flexible street connections leading to the river and adjacent neighborhoods.

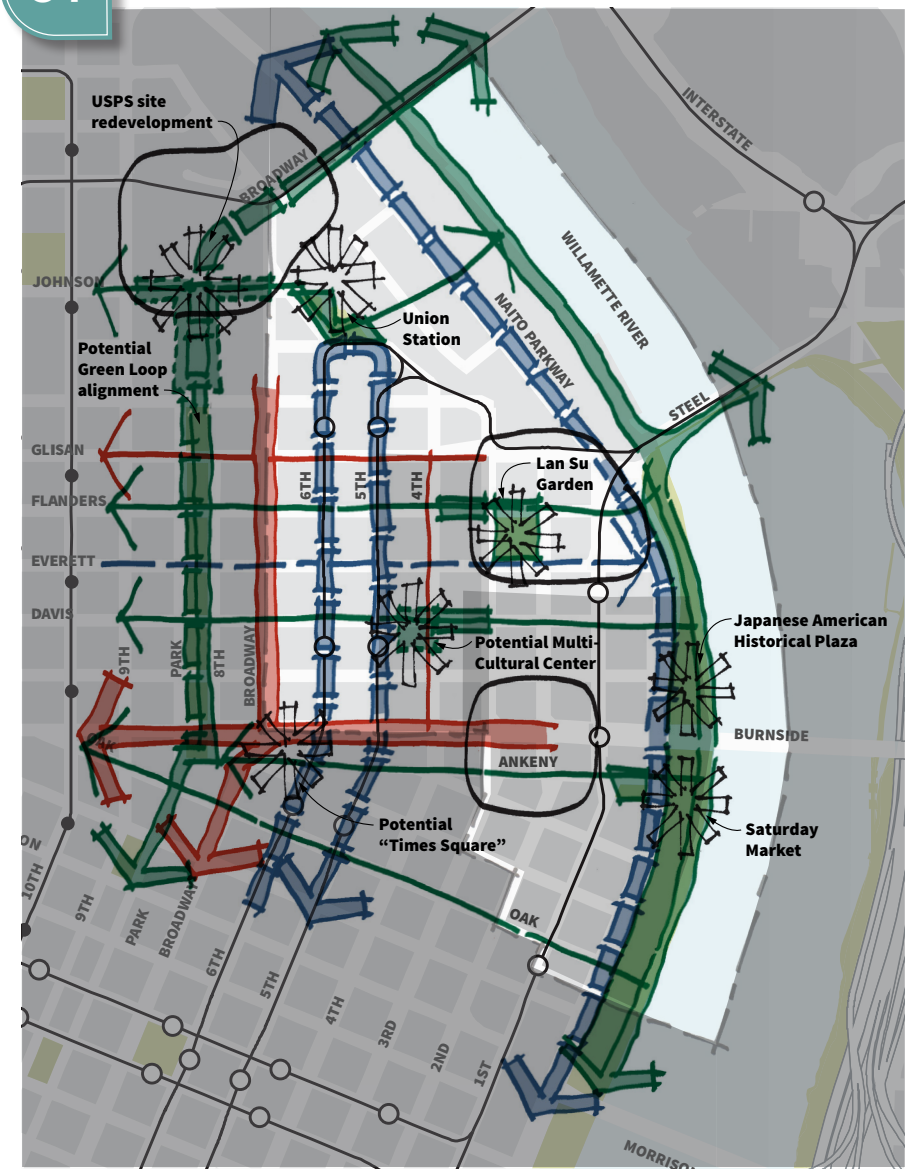
KEY ELEMENTS

- Highlight the intersection at Broadway and Burnside
- Strengthen east-west connections between the North Park Blocks and the river
- Explore development of a multi-cultural history center
- Create a 4th Avenue main street

DIAGRAM LEGEND:

- *Retail/Commercial character*
- *Boulevard character*
- *Flexible character*
- *Key intersection, gateway or bridgehead location*
- *Potential new open space*
- *Attraction*

OT URBAN DESIGN CONCEPT DIAGRAM



Old own/Chinatown has several distinct subareas: the Skidmore/Old Town Historic District to the south, the New Chinatown/ Japantown Historic District flanked by the NW Glisan Street corridor to the north, and the NW Broadway area to the west. While this area already features some signature public attractions including the Lan Su Garden and Union Station, it could benefit from new ones, including a possible Multi-Cultural History Center and a new public space at the intersection of Broadway and West Burnside Street. Key intersections and gateways include the Burnside and Steel bridgeheads as well as the Chinatown Gate at West Burnside Street and 4th Avenue.

The concept diagram also highlights the desired retail/commercial character of West Burnside Street, NW Broadway, NW Glisan Street and NW 4th Avenue; the desired boulevard character of NW 5th and 6th avenues, Naito Parkway and NW Everett Street; and the flexible character and key east-west connections of NW Flanders and Davis streets to the Willamette River greenway trail.

32596

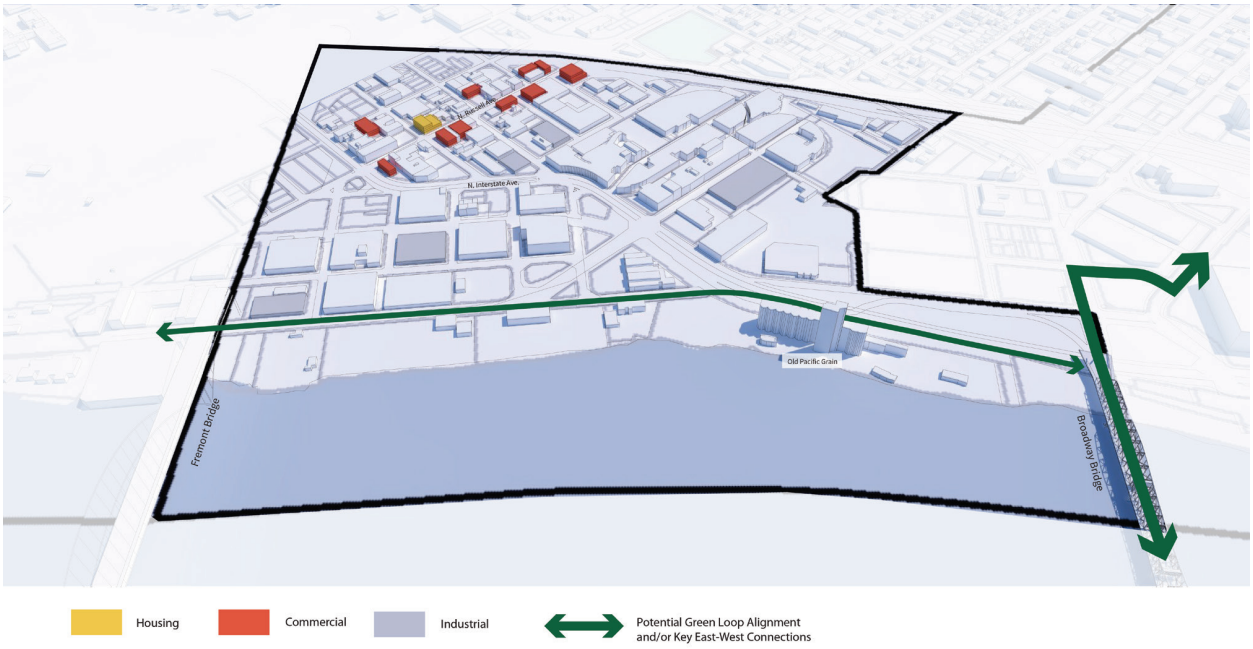
LA LOWER ALBINA



Lower Albina is primarily an industrial district, with a working harbor area, an important living-wage job base and a small mixed-use historic area along N Russell Street. Freight movement by trucks and trains is an important part of the economic well-being of Lower Albina. The access route to I-5 South and I-84 is NE Broadway to the Wheeler on-ramp. Interstate Avenue is the major north/south arterial in Lower Albina and is used for automobiles, trucks, light rail, transit, bicycles, and pedestrians. Russell Street is the main east-west connection. The nearby Union Pacific rail yard is classified as a Freight District. Planning efforts from the last few decades in Lower Albina have focused on retaining and enhancing the industrial and employment functions of the district.

2035 VISION

Lower Albina is a strong industrial and employment area supported by the working harbor, providing diverse employment and development opportunities. The historic N Russell Street is vibrant and rich with mixed-use and commercial activities that are compatible with nearby industrial and employment uses.



Between 2010 and 2035, Lower Albina is expected to grow by about 200 households and 200 jobs, for a total of 300 households and 2,300 jobs. This rendering illustrates a possible development scenario showing what growth might look like in the district. The arrows illustrate a potential "Green Loop" alignment and key flexible street connections leading to the river and adjacent neighborhoods.

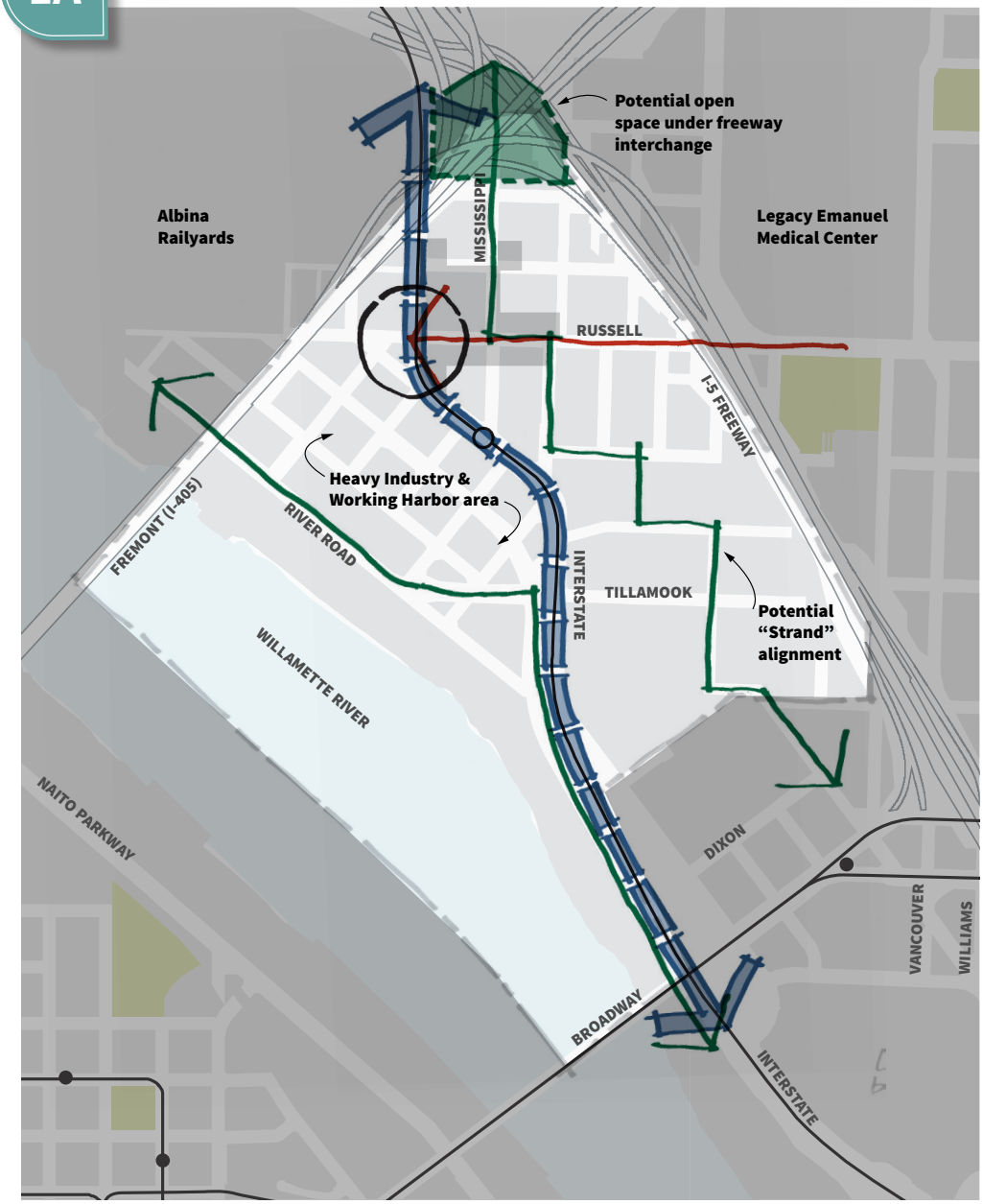
KEY ELEMENTS

- Celebrate historic N Russell Street and expand retail and commercial activity east, reestablishing the historic connection between Lower Albina and the Vancouver/ Williams corridor
- Preserve the district industrial character while adding flexibility for some commercial uses
- Support regionally-significant heavy industry and the working harbor

DIAGRAM LEGEND:

- *Retail/Commercial character*
- *Boulevard character*
- *Flexible character*
- *Key intersection, gateway or bridgehead location*
- *Potential new open space*
- *Attraction*

LA URBAN DESIGN CONCEPT DIAGRAM



Lower Albina is largely an industrial and employment area with a heavy industrial and working harbor area west of Interstate Avenue; a general industrial area east of Interstate Avenue; and the historic N Russell Street mixed use area. Attractions include establishments along N Russell Street, including restaurants, bars and the Widmer Brothers Brewing Company. Key intersections and gateways include N Russell Street and N Interstate Avenue.

A potential new open space is shown under the I-405/I-5 freeway interchange. The concept diagram also highlights the desired retail/commercial character of N Russell Street; the desired boulevard character of N Interstate Avenue; the opportunity for a new flexible "strand" connection, and future Greenway Trail improvements along River Road.

32598

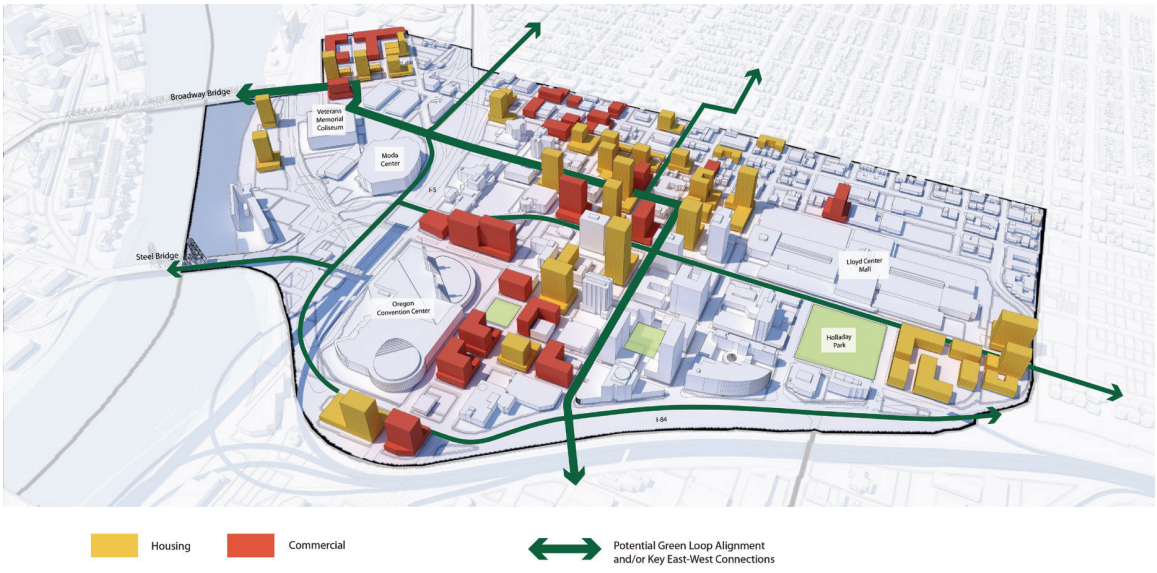
LD LLOYD



The Lloyd district is characterized by a number of large region-serving facilities, including the Moda Center, Oregon Convention Center and the Lloyd Center shopping mall, as well as a concentration of large office buildings and neighborhood-serving retail on the eastern portion of NE Broadway. The Lloyd district has been the focus of a number of planning efforts in the past few decades, many seeking to build on the district's existing assets, such as its regional transportation connections and concentration of regionally significant event facilities. The Lloyd district has also been identified as an "EcoDistrict," with a focus on equitable, sustainable, and resilient urban regeneration. The district contains an enormous amount of development potential and unique opportunities for placemaking. As the district redevelops, there will also be opportunities to integrate nature into a densely developed urban area and to become a model of sustainable urban development.

2035 VISION

Lloyd is an intensely urban eastside center of the Central City with regional attractions and high quality transit. It is one of the most vital and livable districts in the Central City, with a strong employment base, successful residential communities with market rate and affordable housing options, as well as a variety of amenities. The district is a model of sustainability and resilience, complete with well-designed open spaces, streets, and high-performance green buildings and infrastructure.



Between 2010 and 2035, Lloyd is expected to grow by 8,000 households and 9,000 jobs, for a total of 9,000 households and 25,800 jobs. This rendering illustrates a possible development scenario approximating future growth. The arrows illustrate a potential "Green Loop" alignment and key flexible street connections leading to the river and adjacent neighborhoods.

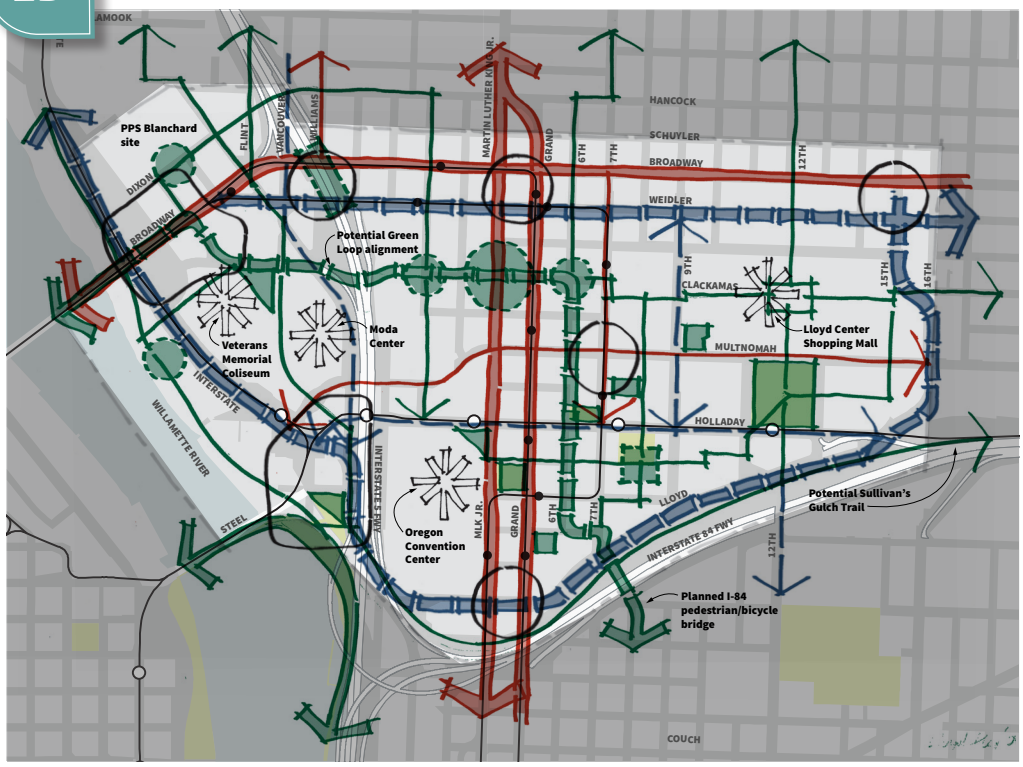
KEY ELEMENTS

- Create an east-west open space spine
- Promote high-density mixed-use development and supportive amenities in the core
- Encourage sustainable development including green buildings, green infrastructure and habitat enhancement
- Support the development of unique gateways into and out of the district

DIAGRAM LEGEND:

- *Retail/Commercial character*
- *Boulevard character*
- *Flexible character*
- *Key intersection, gateway or bridgehead location*
- *Potential new open space*
- *Attraction*

LD URBAN DESIGN CONCEPT DIAGRAM



Lloyd is a high-density, mixed use area with well-established office and entertainment functions and a growing residential community. Attractions include the Rose Quarter, Oregon Convention Center and Lloyd Center Mall. Key intersections and gateways are identified circling the district, with several located on the NE Broadway/Weidler street corridor and others along N Interstate Avenue and NE Lloyd Boulevard.

The diagram incorporates design concepts for a new freeway interchange at Broadway/Weidler, as well as several potential new open spaces throughout the district, including a string of desired parks roughly along NE Clackamas Street. The concept diagram also highlights the desired retail/commercial character of NE Broadway, MLK Boulevard and Grand Avenue; the desired boulevard character of NE Weidler Street, N Interstate Avenue, NE Wheeler and 15th avenues and NE Lloyd Boulevard; and a system of flexible connections on NE Clackamas Street, NE 2nd, 6th and 12th avenues, with a potential Green Loop alignment along 6th/7th and Clackamas.

CE CENTRAL EASTSIDE

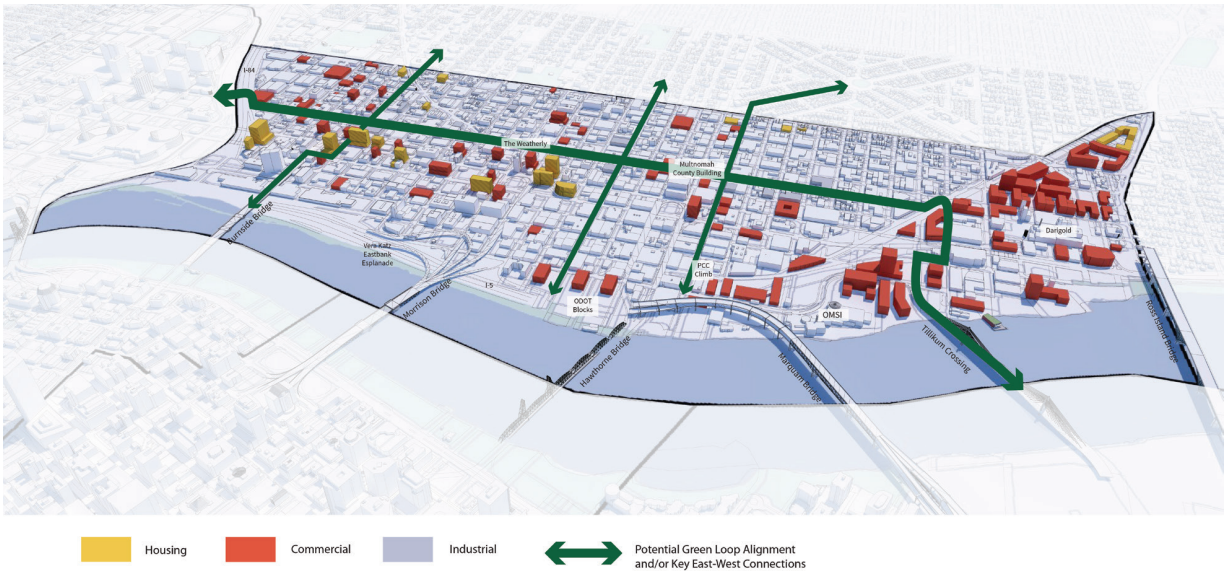


The Central Eastside is one of the most dynamic and rapidly changing parts of Portland's Central City. Ever since its initial development in the late 19th century, the district has had a unique mix of industrial, commercial and residential uses. This continues today with new residential and office buildings being built along historic main streets lined with older warehouses that have been rehabilitated for manufacturing and compatible industries.

2035 VISION

The Central Eastside is a large and vibrant industrial employment district where existing industrial and distribution businesses continue to thrive while the district's job base grows and diversifies to attract new and emerging industries. Bridges and other connections between industry in the district and academic partners west of the river support collaboration, innovation and business development activities.

The district's riverfront is a regional amenity and destination for employees, residents and visitors, with a variety of attractions and activities that bring people to, along and in the river. The riverfront by the OMSI light rail transit station area is a major hub for a variety of commercial, educational, and other uses. River recreation and transportation flourish along the riverfront, supported by docks and other amenities.



Between 2010 and 2035, the Central Eastside is expected to grow by 7,000 households and 8,000 jobs, for a total of 7,900 households and 25,000 jobs. This rendering illustrates a possible development scenario approximating future growth. The arrows illustrate a potential "Green Loop" alignment and key flexible street connections leading to the river and adjacent neighborhoods

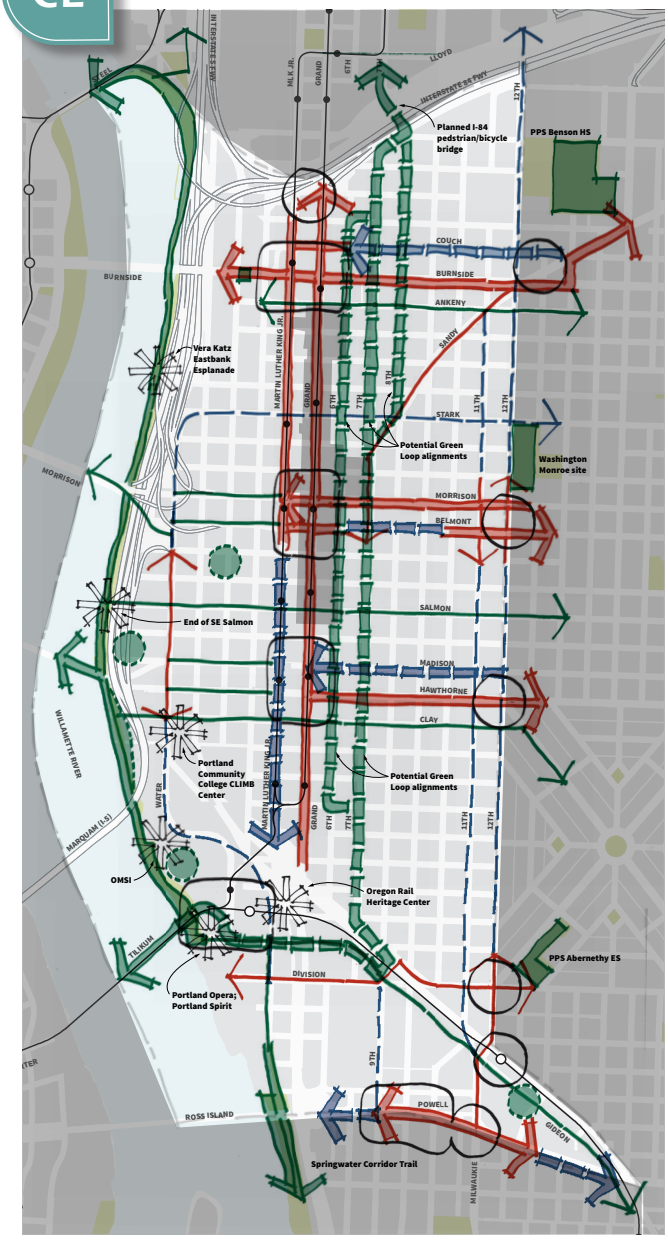
KEY ELEMENTS

- Preserve the industrial sanctuary while allowing for higher employment density
- Strengthen the transportation system for all, promote active transportation and accommodate freight
- Support manufacturing, industrial services and other Central Eastside sectors as part of the Innovation Quadrant
- Enhance livability and activate mixed use corridors
- Create a regional riverfront destination

DIAGRAM LEGEND:

- *Retail/Commercial character*
- *Boulevard character*
- *Flexible character*
- *Key intersection, gateway or bridgehead location*
- *Potential new open space*
- *Attraction*

CE URBAN DESIGN CONCEPT DIAGRAM



The Central Eastside is predominately an industrial and employment area organized around several mixed use corridors. Attractions include the Oregon Museum of Science and Industry (OMSI) and the Vera Katz Eastbank Esplanade. Key intersections and gateways include the Willamette River bridgeheads, East Burnside and Sandy Boulevard.

The diagram highlights several sites for potential new parks or open spaces in the district, many of which are along the waterfront or adjacent to new transit station areas. The concept diagram also highlights the desired retail/commercial character of Sandy, Hawthorne, Powell and northern MLK boulevards, Grand and Water avenues, East Burnside, SE Morrison, Belmont, and Division streets, and the desired boulevard character of SE 11th and 12th avenues, NE Couch, Stark, Belmont and Madison streets. The diagram also shows a few potential alternatives for the Green Loop alignment through the district, acknowledging that more process is needed to effectively balance freight movement with active transportation facilities. It identifies a flexible design character for SE Ankeny, SE Salmon, Clay and Caruthers, 6th and 7th avenues, the Vera Katz Eastside Esplanade, and the areas under the Morrison and Hawthorne viaducts.

32602

SW SOUTH WATERFRONT

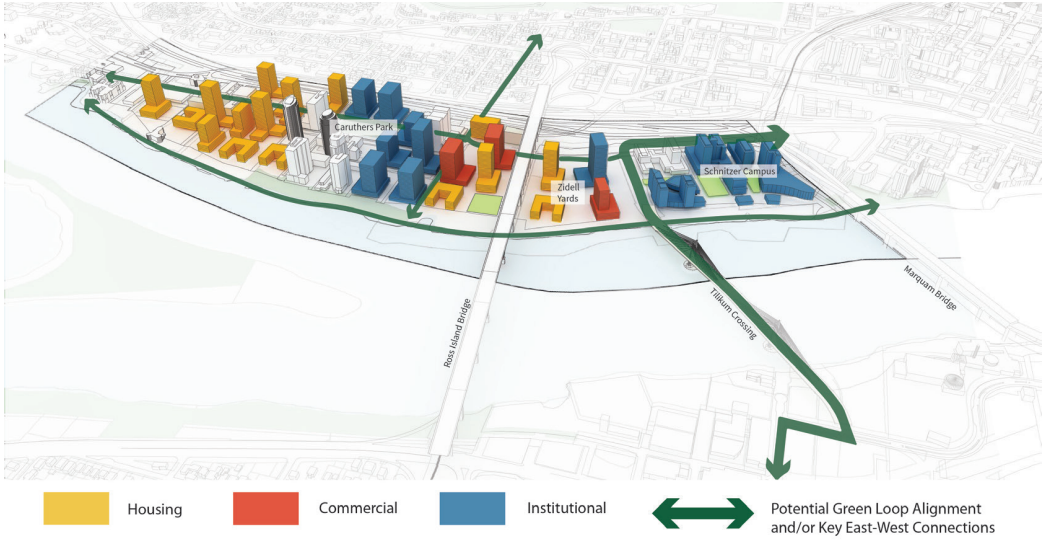


Less than a decade ago South Waterfront was characterized by vacant brownfield sites and underutilized buildings. Now the district is home to more than 1,300 housing units, a growing mix of jobs, new parks and greenway amenities, and will soon be connected with the most diverse multimodal transportation network in the state. Oregon Health and Science University is beginning to develop the Schnitzer Campus, a science and high tech research university. A public/private development partnership is also underway for the Zidell properties, which includes the potential for new parks, greenway connections, housing and office development.

2035 VISION

The southern gateway to the Central City, South Waterfront is a dense, vibrant, walkable, distinctly urban mixed-use community, with market rate and affordable housing options. It has excellent access to transit, parks and neighborhood amenities, as well as the Willamette River and greenway trail. The district serves as a model for sustainable development.

The district benefits from strong connections to the South Downtown/University District, Downtown, the Central Eastside, adjacent neighborhoods and a clean and healthy river that provides a range of urban amenities, recreational opportunities, beautiful views and ecological functions.



Between 2010 and 2035, South Waterfront is expected to grow by 4,000 households and 10,000 jobs, for a total of 5,100 households and 11,200 jobs. This rendering illustrates a possible development scenario approximating future growth. The arrows illustrate a potential "Green Loop" alignment and key flexible street connections leading to the river and adjacent neighborhoods.

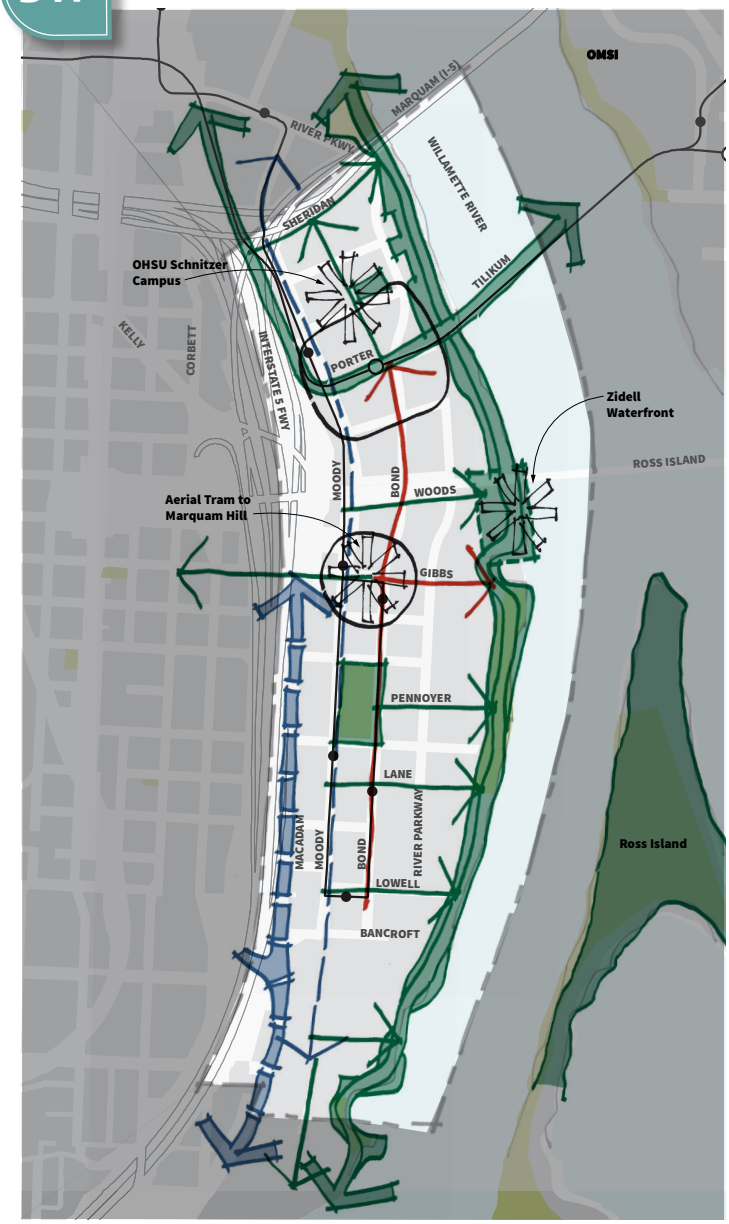
KEY ELEMENTS

- Create a signature riverfront open space as part of the greenway system
- Enhance the transit hub at the tram landing
- Concentrate retail along SW Bond and Gibbs
- Improve multimodal connections to the south and west

DIAGRAM LEGEND:

- *Retail/Commercial character*
- *Boulevard character*
- *Flexible character*
- *Key intersection, gateway or bridgehead location*
- *Potential new open space*
- *Attraction*

SW URBAN DESIGN CONCEPT DIAGRAM

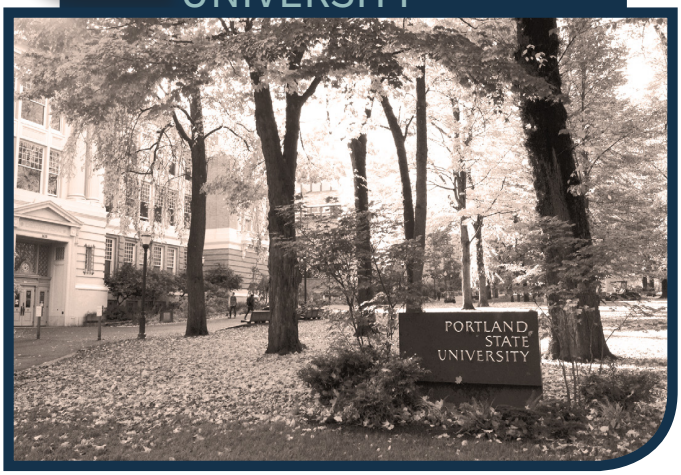


South Waterfront is a predominately institutional and residential mixed use district. Attractions include the Schnitzer Campus of Oregon Health and Science University, the Collaborative Life Sciences Building, Aerial Tram and South Waterfront Greenway. Key intersections and gateways include the Tilikum Crossing bridgehead and SW Moody and Gibbs streets.

The diagram highlights potential new open spaces at the base of the Ross Island Bridge and in the northern part of the District on the OHSU Schnitzer Campus. The concept diagram also highlights the desired retail/commercial character of SW Bond and Gibbs streets; the boulevard character of SW Macadam and Moody avenues; and the flexible character of the greenway trail and a series of east-west connections to it.

32604

SD SOUTH DOWNTOWN/ UNIVERSITY

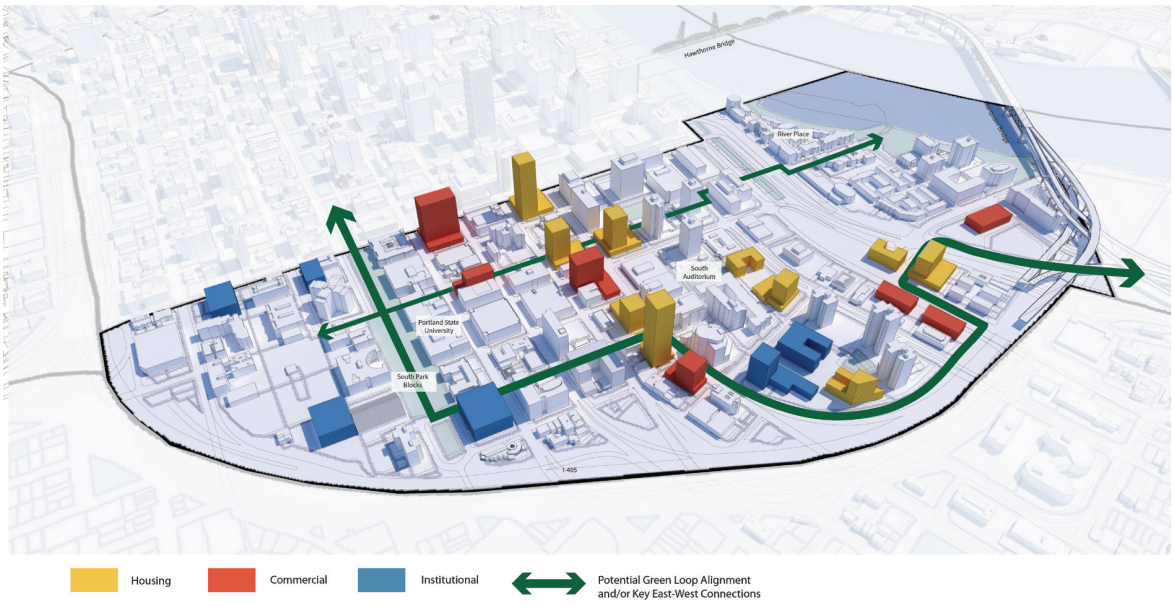


The South Downtown includes three distinct urban districts: Portland State University (PSU), the South Auditorium blocks and RiverPlace. With close to 30,000 enrolled students, PSU's growth and development is guided by the University District Framework Plan (2010). The strategic direction for the Central City as a center for innovation and exchange aligns strongly with PSU and its surrounding area. The South Auditorium Project, developed in the 1960s, was the city's first urban renewal area and now includes modern office buildings and apartment towers. The area is connected by a system of Lawrence Halprin-designed parks, fountains and pedestrian pathways. A community of apartments, condos and ground floor retail, RiverPlace is one of the few places in the Central City with direct access to the water's edge.

2035 VISION

South Downtown/University is the livable, accessible home to: 1) Portland State University, Oregon's largest university; 2)the South Auditorium District, a unique open space, commercial and residential landscape created by Portland's first experiment with urban renewal; and 3) RiverPlace, a dynamic, dense residential and commercial district with an intimate relationship to the Willamette River.

While each of these three areas has its distinct character, in combination they provide the setting for a growing international, multi-cultural center of learning, fostering information exchange and innovation. The district plays a key role in accommodating and incubating the Portland region's growing cluster of knowledge-based, research-oriented enterprises while remaining an attractive, vibrant and livable residential area.



Between 2010 and 2035, South Downtown/University is expected to grow by 3,000 households and 4,000 jobs, for a total of 6,200 households and 14,400 jobs. This rendering illustrates a possible development scenario approximating future growth. The arrows illustrate a potential "Green Loop" alignment and key flexible street connections leading to the river and adjacent neighborhoods.

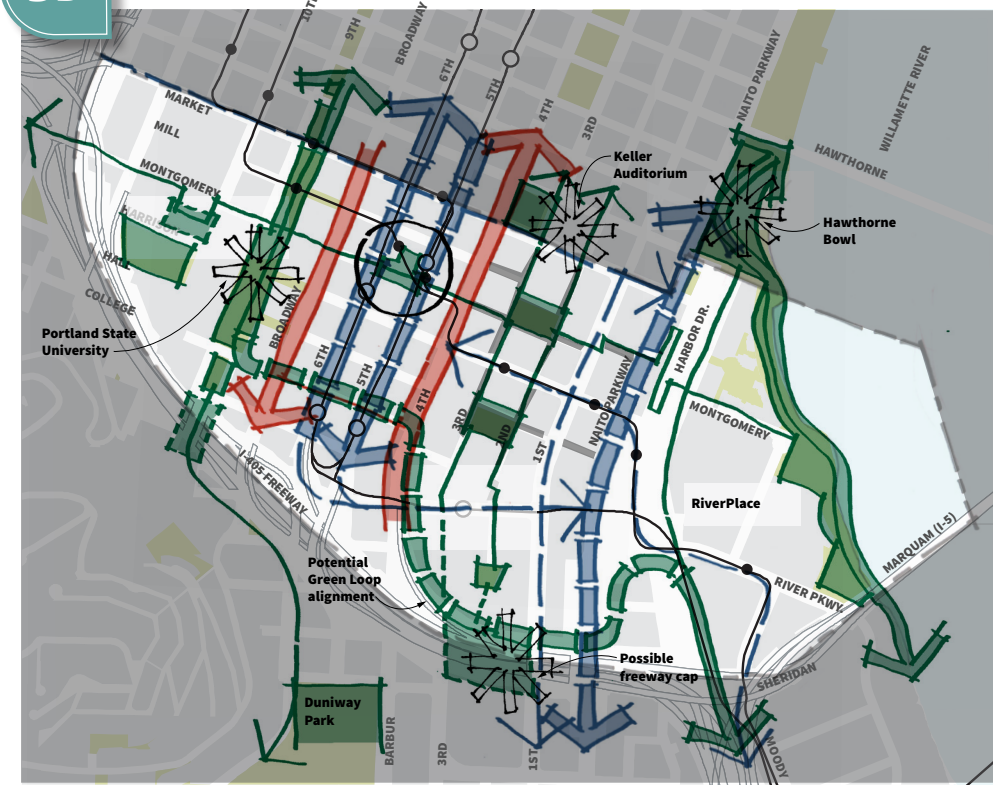
KEY ELEMENTS

- Develop key a "Green Loop" connection between the South Park Blocks and SW Moody Street
- Focus new retail activity on 4th Avenue, College and Broadway
- Improve multi-modal connections across I-405
- Strengthen routes to the Willamette River

DIAGRAM LEGEND:

- *Retail/Commercial character*
- *Boulevard character*
- *Flexible character*
- *Key intersection, gateway or bridgehead location*
- *Potential new open space*
- *Attraction*

SD URBAN DESIGN CONCEPT DIAGRAM



South Downtown/University has three distinct subareas, each with its own unique character: 1) Portland State University (PSU); 2) the South Auditorium District, including the Halprin Open Space Sequence; and 3) RiverPlace. Major attractions include Portland State University. Key intersections and gateways include PSU's Urban Plaza bounded by SW 5th, 6th, Mill and Montgomery.

The diagram shows a potential I-405 cap at SW 1st Avenue, which could offer new open space opportunities and stronger connections to the south. The concept diagram also highlights the desired retail/commercial character of SW Broadway, SW College Street, and SW 4th Avenue and the boulevard character of Naito Parkway, SW 1st, and 5th and 6th avenues. A potential Green Loop alignment is shown toward the southern end of the district, as well as the southerly extensions of the SW 2nd and 3rd pedestrian paths, connecting the South Auditorium District and PSU to the Tilikum Crossing and the greenway trail.

32606

GLOSSARY

The Central City 2035 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 Central City 2035 Plan, unless the context clearly indicates another meaning. The definitions below are consistent with those in the Comprehensive Plan. Words not included in this Glossary are defined by their dictions meaning, or in some cases, by their meaning in state or federal law.

Active transportation: Transportation that involved physical activity including walking, biking and using transit.

Adopt: This directs the City to adopt a specific plan or regulation.

Affordable housing: Housing that serves extremely low, very low, and low-income households. In determining affordability, the cost of housing, utilities, and transportation are considered. The U.S. Department of Housing and Urban Development (HUD) defines "affordable' as housing that costs no more than 20 percent of a household's monthly income.

Bird-friendly building design: Structural design approaches that reduce the risk of mortality or harm to resident and migratory birds. Approaches may include windows and building façade treatments that deter bird strikes (such as patterned glass or reduced exterior glass), exterior and interior lighting designs that direct light downward or otherwise avoid light spoil, and turning lights off at night during specified periods.

Boulevard Street Type: Busy, continuous streets with emphasis on access and flow that provide multimodal access and circulation for vehicles, transit, bicycles and pedestrians. The streetscape includes visible green features. Ground floor retail uses are allowed and encouraged at key locations.

Buildable land: Vacant and underutilized land that can be developed or redeveloped.

Capitalize: To gain by turning something that already exists into an advantage.

City: City is capitalized when it refers specifically to City of Portland government. When it is used to designate a geographic area it is not capitalized.

Complete neighborhood: A neighborhood where people have safe and convenient access to the goods and services needed in daily life, which include a variety of housing options, grocery stores and other commercial services, high-quality public schools, and parks. Complete neighborhoods are also easily accessible by foot, wheelchair, bike and transit for people of all ages and abilities.

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 enable safe access for all modes, including people walking and bicycling, those using a mobility device, motorists, and transit riders.

Consider: Take into account when planning or making decisions.

Continue: Persist in an activity or process.

Coordinate: Work together with others toward a common goal; collaborate.

Cultural resource: Aspects of cultural systems that contain significant information about a culture. These resources include,

32608

but are not limited to, districts, sites, buildings, structures, and objects that are associated with people, cultures, and human activities and events, either in the present or in the past.

Design: Determine the shape or configuration of something. This verb is used for physical outcomes for which the City will establish parameters for plans and through implementation.

Discourage: To try to deter or prevent from happening.

Displacement: Households or businesses involuntarily forced to move from a neighborhood because of increasing market values, rents, or changes in the neighborhoods' ability to meet basic needs in the case of households or erosion of traditional client base in the case of businesses.

Ecological function: The physical, chemical, and biological functions of a watershed such as flow conveyance and storage, channel dynamics, nutrient cycling, microclimate, filtration, control of pollution and sedimentation, water quality, terrestrial and aquatic habitat, and biodiversity.

Enable: To supply with the means, knowledge, or opportunity; make able.

Encourage: Promote or foster something that people or other organizations are already doing or could do.

Enhance: To further improve the quality or value of something that is already valuable.

Ensure: To make something certain; to make sure that something will happen or be available.

Equity: Equity is when everyone has access to the opportunities necessary to satisfy their essential needs, advance their well-being, and achieve their full potential.

Establish: Create something, such as a program or project that does not yet exist.

Expand: Make something that already exists more extensive.

Evaluate: Assess the range of outcomes, and identify costs and benefits.

Facilitate: To make something easier; to help bring about or make run more smoothly.

Flexible Street Type: Highly specialized localized street designs responsive to community needs and adjacent land uses and development that could be in public or private ownership. Key public features include low volume, low speed quiet streets that are part of a connected, primarily pedestrian and local bicycle network. Visible green features are encouraged.

Foster: This directs the City to encourage or guide the incremental development of something over a long period of time.

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.

Guide: Shape or direct actions over time to achieve certain outcomes. This verb is used when the City has a role in shaping outcomes, but implementation involves multiple other implementers and actions taking place over a long period of time.

Habitat Corridor: Natural and built areas that provide safe, healthy places for resident and migratory fish and wildlife species that live in and move through the city. As a system they link habitats in Portland and the region, facilitating safe fish and wildlife access and movement through and between habitat areas. Enhanced habitat corridors are places where there is existing significant fish or wildlife habitat, as identified in the Natural Resource Inventory, and where habitat connectivity will be

improved over time. Potential habitat corridors will be established over time. They are places where habitat features and functions (e.g., trees, vegetation, nesting and perching sites and food, etc.) will be integrated into generally more developed areas of the city.

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.

Historic resource: A structure, place, or object that has a relationship to events or conditions of the human past. Historic resources may be significant for architectural, historical, and cultural reasons. Examples include historic landmarks, conservation landmarks, historic districts, conservation districts, and structures or objects that are identified as contributing to the historic significance of a district, including resources that are listed in the National Register of Historic places. Structures, places, and objects that are included in historic inventories are potential historic resources.

Improve: Make the current situation better; increase; enhance; expand services or facilities; to become better in terms of quality or condition.

Infrastructure: Consists of assets in two general networks that serve whole communities — transportation modalities (roads, rail, etc.) and utilities. These are 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, 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.

Invest: Spend money and/or other resources.

Limit: Minimize something or the effects of something.

Maintain: Keep what you have; conserve; preserve; continue.

Older adults: Population over 65 (as defined by the Age-Friendly City Action Plan)

Park: Broad term that includes developed parks, open spaces, plazas, community centers and natural areas.

Placemaking: The collaborative act of identifying current or creating new, distinctive public environments or places to be experienced by people. These places build on existing assets that include physical, social, or natural characteristics.

Portlanders: People who live, work, do business, own property, or visit Portland, including people of any race, ethnicity, sex, gender or gender identify, sexual orientation, belief system, policy ideology, ability, socioeconomic status, educational status, veteran status, place of origin, language spoken, age, or geography.

Prevent: Don't allow at all; stop from happening; prohibit.

Prioritize: To treat something as more important that something else. Policies that use this verb must identify the thing that will be treated as more important, and the thing that will be treated as less important.

Prosperity: When the term prosperity is used, it includes prosperity for households not just for businesses.

Protect: To defend or guard against loss, injury, or destruction.

Provide: To supply, offer, or make available. The City must be able to supply the item or service in question.

Public realm: The system of publicly accessible spaces that is made up of parks and other open spaces, streets, trails, public or civic buildings, and publicly-accessible spaces in private buildings (such as lobbies or courtyards). This system works with, and is framed by, adjacent development and building edges that help energize and define the public spaces of streets, sidewalks and parks.

Reduce: Have less of something than in the current situation.

Reinforce: To strengthen something that already exists with additional investment or effort.

Remove: To do away with; eliminate.

Require: Compel; demand something.

Resilience/resiliency: The capability to anticipate, prepare for, respond , and recover from significant multi-hazard threats with minimum damage to social well-being, the economy, and the environment.

Restore: Recreate elements that are missing; move something back to its original condition; rehabilitate.

Retail Commercial Street Type: Busy, continuous streets with retail activity throughout the day, evenings and weekends. They provide for multi-modal access for vehicles, transit, bicycles and pedestrians. Ground-floor retail uses are required or strongly encouraged. Multi-level or specialized retail is encouraged along with green features that support retail street vitality. Neighborhood main streets are an example of retail commercial streets.

Right-of-way: The area between adjacent properties, including g street surfaces, curbs and sidewalk, and may also include additional area on either side of the sidewalk. The size and configuration of the right-of-way vary from street to street, as do the sizes of the actual street surfaces and sidewalks. Rights-of-way are generally dedicated to the movement of vehicles, pedestrians and/or goods.

Stormwater Management: Techniques used to reduce pollutants from, detain, retain, or provide a discharge point for stormwater runoff that best preserves or mimics the natural hydrologic cycle. Stormwater management reduces combined sewer overflows and basement sewer backups, and helps meet the capacity of existing infrastructure.

Strengthen: To make or become stronger; to build up; give strength to.

Strive: Devote serious effort or energy to; work to achieve over time.

Support: To keep from weakening.

Traded sector: A business sector consisting of companies that compete in markets extending beyond the metropolitan region. These companies include exporters to markets outside the region, suppliers to regional exporters, and businesses whose products substitute for regional imports.

Transit Station Areas: Areas within ½ mile of light rail and other high-capacity transit station.

Transparency: Reliable, relevant, and timely publicly available information about government activities and decision making.

Under-served: People and places that historically and currently do not have equitable resources, access to infrastructure, health environments, housing choice, etc. Disparities may exist both in services and outcomes.

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.

Urban heat island: The urban heat island effect is a measurable increase in ambient urban air temperatures resulting primarily from the replacement of vegetation with buildings, roads, and other heat–absorbing infrastructure. The heat island effect can result in significant temperature differences between rural and urban areas.

Utilize: To put to use; to make practical or worthwhile use of. Conveys intention to apply a resource toward a purpose.

Watershed: A watershed is the area that catches rain and snow and drains into a corresponding river, stream, or other water body. It is a geographic area that begins at ridge tops (highest elevations) and ends at a river, lake, or wetland (lowest elevation). Within a watershed, there can also be sub–watersheds. These drainage areas are smaller and are defined by their tributaries.

Wayfinding system: A system that helps people orient themselves within a space and helps them navigate from one place to another. Components could include maps, graphics, signage, directional arrows and lighting.

PUBLIC ENGAGEMENT: HOW WE GOT HERE

The Central City 2035 Plan Discussion Draft brings together more than five years of work and the voices of thousands. In addition to the outreach events and activities summarized below, hundreds of Portlanders provided formal testimony to the Planning and Sustainability Commission and City Council on the various projects that guided the development of this plan.

The public will continue to play a crucial role moving forward as the Plan is refined through the CC2035 process. Public engagement for the CC2035 Concept Plan and each of the three quadrant plans is summarized below.

CENTRAL CITY 2035 CONCEPT PLAN (2010-2012)

An 18-member Central City Advisory Group (AG) was appointed to serve for one year, representing stakeholders or stakeholder groups with experience in different issues and/or interests in the future of the Central City. All meetings of the group were open to the public and included time for public comment.

During late 2010 and 2011, City staff and the Advisory Group conducted a series of workshops and symposiums to scope the range of issues that CC2035 needed to address. At each symposium a group of expert panelists considered existing conditions, opportunities and constraints to addressing the topic discussed, and recommended strategies and objectives to better achieve the desired outcomes they identified. All events were open to the general public and included time for public comment. Approximately 435 people attended a symposium or workshop.

- Economic Vitality: two symposiums, 21 panelists
- Housing and Community Development: two symposiums, 21 panelists
- Willamette River: two symposiums, 25 panelists
- Mobility: two symposiums, 23 panelists
- Public Safety: one symposium, 15 panelists
- Civic and Cultural Life: two symposiums, 29 panelists
- Urban Design: three workshops, 53 participants
- Historic Resources: two symposiums, 25 panelists

A 17-member Central City 2035 Steering Committee met eight times to guide staff on the development of a Concept Plan to develop policies and guide development and decision-making for the quadrant plan process. All meetings were open to the public and included time for
public comment.

THE QUADRANT PLANS (2010-2015)

Public events, meetings, project milestones and opportunities for engagement were promoted and featured on each project's respective website; the BPS website; in quadrant-specific and BPS e-newsletters and emails; on social media; and in various newspapers including the Oregonian, Daily Journal of Commerce, Willamette Week and Portland Tribune.

N/NE Quadrant Plan (2012)

A 30-member stakeholder advisory committee (SAC) met 19 times and held an additional 14 subcommittee meetings. All meeting were open to the public and provided opportunity for public comment. In addition:

- Staff attended 100 community meetings, reaching more than 1,100 people
- Staff hosted 10 public events, reaching nearly 600 people
- Web tools and surveys reached an additional 140 people

West Quadrant Plan (2015)

A 33-member stakeholder advisory committee (SAC) met 16 times. All meetings were open to the public and provided opportunity for public comment. In addition:

- Staff attended 110 community meetings, reaching approximately 1100 people
- Staff hosted 12 public events, reaching more than 400 people
- Web tools, mailers and surveys reached an additional 700 people

Southeast Quadrant Plan (2015)

A 30-member stakeholder advisory committee (SAC) met 14 times. In addition, open-membership working groups were formed, focusing on the 1) Central Reach; 2) transportation; and 3) policy. These groups met numerous times during the quadrant process.

- Staff attended 93 community meetings, reaching nearly 500 people
- Staff hosted 15 public events related to the quadrant and Willamette River, reaching an additional 500 people
- Web tools and mailers reached an additional 1,000 people

DEVELOPMENT OF CC2035

Staff integrated the CC2035 Concept Plan, quadrant plans and other work, including the Central City Floor Area Ratio (FAR) Bonus and Transfer Study and the Central City Scenic Resources Inventory, into a consolidated Central City 2035 Plan. Staff is grateful for the collaboration, expertise and great ideas that thousands of dedicated volunteers brought to this process.

WHAT'S IN THE **CENTRAL CITY 2035 PLAN?**

Volume 1: Goals and Policies

The long-range vision for the Central City

- Big ideas to inspire a generation of Portlanders
- A framework of goals and policies to guide City projects for the next 20 years
- Highlights of the plan by district

Volume 2: Zoning Code and Map Amendments

Regulations to implement the Plan

- Central City Plan District including transfers, height, FAR and parking
- River Overlay Zones and River Review
- Scenic Resource Overlay Zone
- Maps for base and overlay zones, height, FAR
- Transportation System Plan

Volume 3: Inventories

Updated inventories that informed the zoning amendments

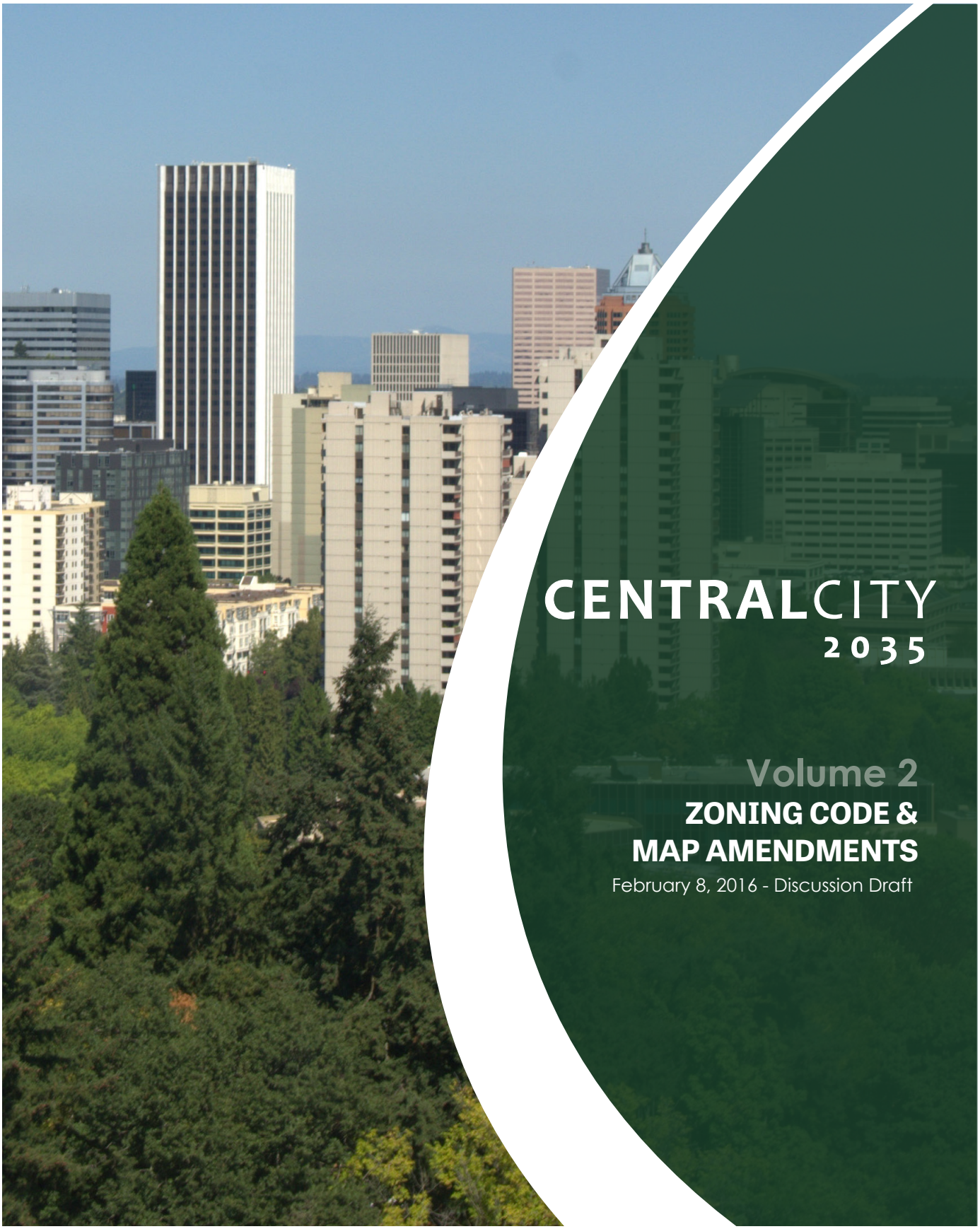
- Central City Scenic Resources
- Willamette River Central Reach Natural Resources Inventory

Volume 4: Background Materials

Prior plans and research provided for reference

Volume 5: Implementation Plan

City's targets and the actions it will take to implement the Plan



CENTRALCITY 2035

Volume 2
ZONING CODE & MAP AMENDMENTS

February 8, 2016 - Discussion Draft

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

Portland's Central City 2035 Plan proposes changes to create a prosperous, healthy, equitable and resilient urban core.

For more information:

Visit the project website	www.portlandoregon.gov/bps/CC2035
Email the project team	cc2035@portlandoregon.gov
Call the helpline	503-823-4286

Para obtener más información, por favor llame al 503-823-4286.
如需更多資訊，請致電：503−823−4286。
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ACKNOWLEDGEMENTS

This plan is the culmination of work over the past five years on the Central City Concept Plan, three quadrant plans (North/Northeast Quadrant Plan, West Quadrant Plan, Southeast Quadrant Plan), Natural and Scenic Resources inventories and the Bonus and Transfer Study. Many thanks to the thousands of stakeholders who participated in those processes and whose contributions helped to shape this plan.

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Amanda Fritz, Commissioner

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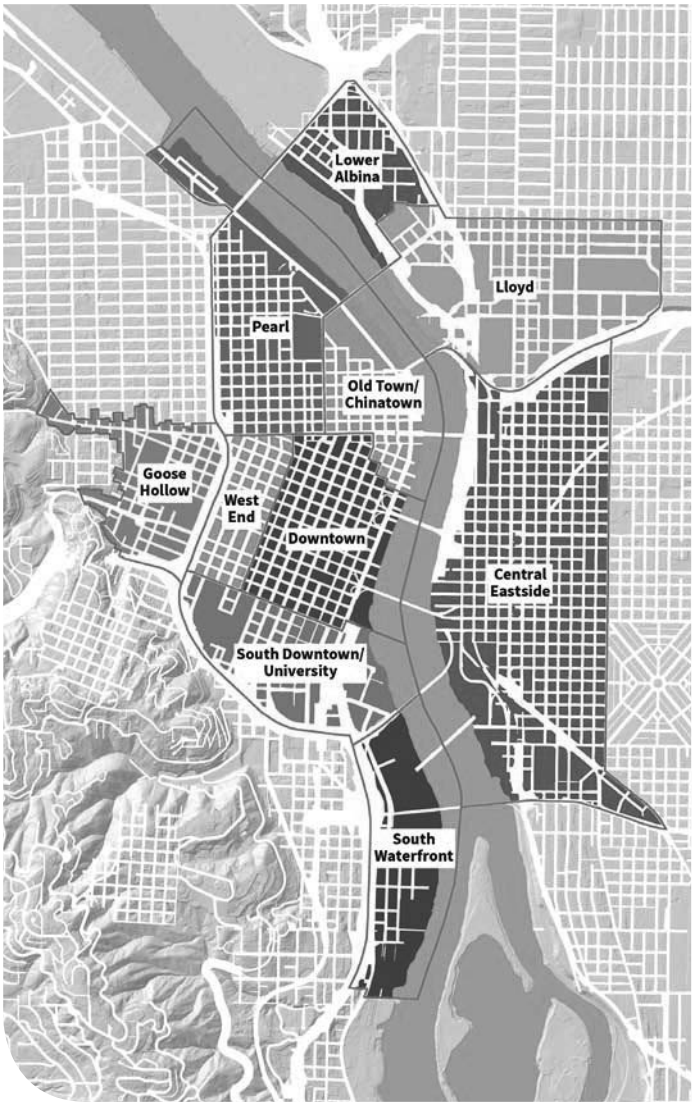



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CC2035 |**TABLE OF CONTENTS**

ZONING CODE AND MAP AMENDMENTS

Introduction

Major Amendments.....1

- 33.510 Central City Plan District.....3
- 33.475 River Overlay Zones (new chapter) 415
- 33.430 Environmental Zones 501
- 33.440 Greenway Overlay Zones 509
- 33.480 Scenic Resource Zone.....535
- 33.865 River Review (new chapter) 577
- 33.900s List of Terms and Definitions 605

Minor Amendments.....609

- 33.10 Legal Framework and Relationships.....611
- 33.140 Employment and Industrial Zones.....615
- 33.248 Mitigation Restoration Plantings.....625
- 33.258 Nonconforming Development.....627
- 33.272 Public Trails.....629
- 33.465.230 Pleasant Valley Natural Resources Overlay Zone.....637
- 33.508.290 Cascade Station/Portland International Center Plan District..641
- 33.515 Columbia South Shore Plan District.....645
- 33.580 South Auditorium Plan District.....649
- 33.700.110 Prior Conditions of Approval 655
- 33.808 Central City Parking Review.....659
- 33.815 Conditional Uses 677
- 33.825.025 Review Procedures, Building Models 683
- 33.840 Greenway Goal Exception (new chapter) 687
- 33.846.080 Demolition Review 691

- 33.920 Descriptions of the Use Categories.....695
- 33.930 Measurements.....703

Proposed Zoning and Comprehensive Plan Maps 710

- Base Zones.....711
- Overlay Zones 713
- Comprehensive Plan Designations.....715

TRANSPORTATION-RELATED AMENDMENTS TO THE COMPREHENSIVE PLAN

- Central City Multimodal Mixed-Use Area.....717
- Transportation System Plan 717
- TSP/Comprehensive Plan policy amendments 719
- Transportation performance targets.....722
- Street classification maps
    1. Traffic 723
    2. Transit 724
    3. Emergency Response.....725
    4. Freight 726
    5. Bicycle 727
    6. Pedestrian 728
    7. Street Design 729
- TSP Central City 2035 Studies List 731
- TSP Central City 2035 Candidate Project Map.....733
- TPS Central City 2035 Candidate Project List.....734

LIST OF MAPS

Major Amendments

Map title	Page
Existing 510-1 Central City Plan District and Subdistricts	275
Existing 510-2 Maximum Floor Area Map 1 of 2	277
Existing 510-2 Maximum Floor Area Map 2 of 2	279
Existing 510-3 Maximum Heights Map 1 of 3	281
Existing 510-3 Maximum Heights Map 2 of 3	283
Existing 510-3 Maximum Heights Map 3 of 3	285
Existing 510-4 Bonus Options Target Areas Map 1 of 2	287
Existing 510-4 Bonus Options Target Areas Map 2 of 2	289
Existing 510-5 Required Residential Development Areas Map 1 of 2	291
Existing 510-5 Required Residential Development Areas Map 2 of 2	293
Existing 510-6 Required Building Lines Map 1 of 2	295
Existing 510-6 Required Building Lines Map 2 of 2	297
Existing 510-7 Ground Floor Active Use Areas Map 1 of 2	299
Existing 510-7 Ground Floor Active Use Areas Map 2 of 2	301
Existing 510-8 Core and Parking Sectors Map 1 of 2	303
Existing 510-8 Core and Parking Sectors Map 2 of 2	305
Existing 510-9 Parking Access Restricted Streets Map 1 of 2	307
Existing 510-9 Parking Access Restricted Streets Map 2 of 2	309
Existing 510-10 Areas Where Additional Uses are Allowed in the OS Zone Map 1 of 2	311
Existing 510-10 Areas Where Additional Uses are Allowed in the OS Zone Map 2 of 2	313
Existing 510-11 Special Areas Map 1 of 2	315
Existing 510-11 Special Areas Map 2 of 2	317
Existing 510-12 Streetcar Alignment	319
Existing 510-13 Park Blocks Frontages	321
Existing 510-14 Areas Where Additional Uses are Allowed in the RX Zone	323
Existing 510-15 South Waterfront Greenway Public Access	325
Existing 510-16 North Pearl Height Opportunity Area Map 1 of 2	327
Existing 510-16 South Waterfront Height Opportunity Area Map 2 of 2	329

Existing 510-17 South Waterfront 2002 Top of Bank Line	331
Existing 510-18 Area Where Vehicle Sales and Leasing, and Exterior Display and Storage are Restricted	333
Existing 510-19 North Pearl Subarea Special Building Height Corridor	335
Existing 510-20 Pearl Development Transfer Opportunity Area	337
Existing 510-21 Required Retail Sales and Service Use in South Waterfront	339
Proposed 510-1 Central City Plan District and Subdistricts	341
Proposed 510-2 Maximum Floor Area Ratios Map 1 of 2	343
Proposed 510-2 Maximum Floor Area Ratios Map 2 of 2	345
Proposed 510-3 Maximum Heights Map 1 of 3	347
Proposed 510-3 Maximum Heights Map 2 of 3	349
Proposed 510-3 Maximum Heights Map 3 of 3	351
Proposed 510-4 Maximum Heights including Eligible Height Increases Map 1 of 3	353
Proposed 510-4 Maximum Heights including Eligible Height Increases Map 2 of 3	355
Proposed 510-4 Maximum Heights including Eligible Height Increases Map 3 of 3	357
Proposed 510-5 FAR Bonus Options Target Areas Map 1 of 2	359
Proposed 510-5 FAR Bonus Options Target Areas Map 2 of 2	361
Proposed 510-6 Special Residential Use Areas Map 1 of 2	363
Proposed 510-6 Special Residential Use Areas Map 2 of 2	365
Proposed 510-7 Options for Required Building Lines Map 1 of 2	367
Proposed 510-7 Options for Required Building Lines Map 2 of 2	369
Proposed 510-8 Ground Floor Windows Map 1 of 2	371
Proposed 510-8 Ground Floor Windows Map 2 of 2	373
Proposed 510-9 Ground Floor Active Use Areas Map 1 of 2	375
Proposed 510-9 Ground Floor Active Use Areas Map 2 of 2	377
Proposed 510-10 Parking Sectors Map 1 of 2	379
Proposed 510-10 Parking Sectors Map 2 of 2	381
Proposed 510-11 Areas Where Additional Uses are Allowed in the OS Zone Map 1 of 2	383
Proposed 510-11 Areas Where Additional Uses are Allowed in the OS Zone Map 2 of 2	385
Proposed 510-12 Retail Sales and Services Limited Map 1 of 2	387
Proposed 510-12 Retail Sales and Services Limited Map 2 of 2	389
Proposed 510-13 Streetcar Alignment	391
Proposed 510-14 South Park Blocks Frontages	393

Proposed 510-15 South Waterfront Greenway Public Access	395
Proposed 510-16 North Pearl Height Opportunity Area Map 1 of 2	397
Proposed 510-16 South Waterfront Height Opportunity Area Map 2 of 2	399
Proposed 510-17 Area Where Vehicle Repair and Vehicle Sales and Leasing Uses are Restricted Map 1 of 2	401
Proposed 510-17 Area Where Vehicle Repair and Vehicle Sales and Leasing Uses are Restricted Map 2 of 2	403
Proposed 510-18 North Pearl Subarea Special Building Height Corridor	405
Proposed 510-19 Required Master Plan Sites Map 1 of 2	407
Proposed 510-19 Required Master Plan Sites Map 2 of 2	409
Proposed 510-20 View Corridor Areas Map 1 of 2	411
Proposed 510-20 View Corridor Areas Map 2 of 2	413
475-1 Draft Central Reach River Overlay Boundary	485
475-2 Top-of-Bank Map 1 of 3	487
475-2 Top-of-Bank Map 2 of 3	489
475-2 Top-of-Bank Map 3 of 3	491
475-3 Draft Landscaping Requirements at Governor Tom McCall Waterfront Park and Public Beaches Map 1 of 2	493
475-3 Draft Landscaping Requirements at Governor Tom McCall Waterfront Park and Public Beaches Map 2 of 2	495
475-4 Draft Central Reach River Environmental Overlay Zone Map 1 of 2	496-7
475-4 Draft Central Reach River Environmental Overlay Zone Map 2 of 2	498-9
440-1 Draft Willamette Greenway Public Access Map 1 of 5	525
440-1 Draft Willamette Greenway Public Access Map 2 of 5	527
440-1 Draft Willamette Greenway Public Access Map 3 of 5	529
Deleted 440-1 Draft Willamette Greenway Public Access Map 4 of 5	531
440-1 Draft Willamette Greenway Public Access Map 5 of 5	533
Scenic Corridors Map 23	550
Map 1 Scenic Resources Protection Plan	551
Map 2a Scenic Resources Protection Plan	552
Map 2b Scenic Resources Protection Plan	552
Map 3 Scenic Resources Protection Plan	553
Map 4 Scenic Resources Protection Plan	554
Map 5 Scenic Resources Protection Plan	555

Map 6 Scenic Resources Protection Plan	556-7
Map 7a Scenic Resources Protection Plan	558
Map 7b Scenic Resources Protection Plan	558
Map 8 Scenic Resources Protection Plan	559
Map 9 Scenic Resources Protection Plan	560
Map 10 Scenic Resources Protection Plan	561
Map 11 Scenic Resources Protection Plan	562-3
Map 12 Scenic Resources Protection Plan	564
Map 13 Scenic Resources Protection Plan	565
Map 14a Scenic Resources Protection Plan	566
Map 14b Scenic Resources Protection Plan	566
Map 15a Scenic Resources Protection Plan	567
Map 15b Scenic Resources Protection Plan	567
Map 16a Scenic Resources Protection Plan	568
Map 16b Scenic Resources Protection Plan	568
Map 16c Scenic Resources Protection Plan	569
Map 17 Scenic Resources Protection Plan	570
Map 18a Scenic Resources Protection Plan	571
Map 18b Scenic Resources Protection Plan	571
Map 19a Scenic Resources Protection Plan	572
Map 19b Scenic Resources Protection Plan	572
Map 19c Scenic Resources Protection Plan	573
Map 20a Scenic Resources Protection Plan	573
Map 20b Scenic Resources Protection Plan	574
Map 21 Scenic Resources Protection Plan	575
Map 22 Scenic Resources Protection Plan	576

Minor Amendments

Map title	**Page**
Existing 580-2 South Auditorium Plan District: FAR Maximum Floor Area Ratios	651
Proposed 580-2 South Auditorium Plan District: FAR Maximum Floor Area Ratios	653

Proposed Zoning and Comprehensive Plan Maps

Map title	Page
Central City Existing Zoning	711
Central City Proposed Zoning	712
Central City Existing Overlay Zones	713
Central City Proposed Overlay Zones	714
Central City Existing Comprehensive Plan	715
Central City Proposed Comprehensive Plan	716

Transportation-Related Amendments to the Comprehensive Plan

Map title	Page
Street Classification Map	723
Proposed Central City Transit Classifications	724
Proposed Central City Emergency Response Classifications	725
Proposed Central City Freight Classifications	726
Proposed Central City Bicycle Classifications	727
Proposed Central City Pedestrian Classifications	728
Proposed Central City Street Design Classifications	729
Draft Central City 2035 Candidate Projects	730

A. Introduction

This section contains the major and minor zoning code amendments that staff are proposing to implement the policy framework of the draft *Central City 2035 Plan* along with code commentary pages that are intended to help clarify the intent of the code change and 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.

Language to be added is underlined. Language to be deleted is shown in ~~strikethrough~~. Shading indicates blocks of text with no substantive changes.

Major Amendments

Major code amendments are proposed for:

33.510 Central City Plan District
33.475 River Overlay Zones (New)
33.430 Environmental Zones
33.440 Greenway Overlay Zones
33.480 Scenic Resources
33.865 River Review (New)
33.900s List of Terms and Definitions

Amendments to the Central City Plan District
The Central City plan district was created to implement the policies of the Central City Plan in 1988. It has been amended on several occasions to implement various area plans including the River District, University District, South Waterfront, West End and North Pearl District plans. The Central City 2035 planning process provides the opportunity for a comprehensive update of the plan district regulations to reflect changes in the Central City since 1988 and integrate new public policy direction from efforts like the Climate Action Plan and the Portland Plan.

The plan district provisions have been extensively revised to support and implement the goals, policies and action items of the Central City 2035 Concept Plan and the three Central City quadrant plans. Highlights of some of the proposed code revisions include:

- A comprehensive overhaul of the floor area (FAR) bonus and transfer system to reflect the prioritization of affordable housing and the preservation and seismic upgrade of historic resources;
- A new master plan tool for large sites that requires development to orient to transit and provide open space and public realm amenities;
- Flexible employment zones in the Central Eastside to accommodate high tech, light manufacturing, software development and creative industries;
- Flexibility in the Central Residential (RX) zone for additional retail and office uses, especially in existing buildings

- Refinement of the maximum building height pattern including: increased bonus height options along the south Transit Mall extension and at the bridgeheads; height limitations along public view corridors; and removal of height bonus options in historic districts;
- Comprehensive overhaul and simplification of the parking regulations while promoting reduction of auto trips in the Central City;
- New tools that support active streetscapes including increased ground floor window requirements and provisions for extensions of the sidewalk, plazas and green areas;
- Requirements for ecoroofs, LEED Gold buildings and Transportation Demand Management (TDR) for development projects;
- Prohibition of new drive-through facilities; and
- Expanded retail allowances in Gov. Tom McCall Waterfront park and Holladay park

Amendments to River and Environmental Codes

Planning for the Willamette River/Central Reach is also part of the Central City 2035 Plan. Updated zoning provisions for the Willamette River and abutting lands implement several Central City 2035 and river planning objectives, including activating the riverfront, bringing people to, along and into the river and improving water quality and fish and wildlife habitat.

The Willamette Greenway zoning code in the Central City is being replaced with new zoning code and maps. A new River Environmental Overlay Zone and a new River Review replaces the old Greenway Review. Highlights of the changes include:

- Expansion of the River Setback from 25ft to 50ft from top of bank. This keeps non-river-dependent development further away from the river and provides more space for the Greenway Trail and natural resource enhancement;
- New landscaping standards within the setback that allow a diversity of vegetation to be planted; and
- A new River Environmental Overlay Zone applied to high and medium ranked natural resources, including the Willamette River and riparian area. The “river e zone” is modelled after the Environmental Conservation Overlay Zone in the rest of Portland. It includes exemptions and standards for typical impacts, along with mitigation for those impacts. If exemptions and standards cannot be met, then projects will go through River Review, which replaces Greenway Review.

Amendments to Scenic Resource Related Code

The Scenic Resources Protection Plan is being updated for the Central City. The plan includes refinements to views of or across the Central City. In addition, the Scenic Resources Overlay Zone, (s overlay), is being applied to view corridors throughout Portland. Highlights include:

- Updated maximum building heights to protect view corridors; and
- Updated vegetation management provisions for view corridors that allow tree removal where trees are blocking the view.

33.510 Central City Plan District

510

Sections:

General

33.510.010 Purpose
33.510.020 Where the Regulations Apply
33.510.030 Application of Regulations Along Proposed Rights-of-Way and Accessways

Use Regulations

33.510.100 Vehicle Repair and Vehicle Sales or Leasing ~~Uses~~
~~33.510.105 Vehicle Sales or Leasing~~
33.510.110 Mixed Use Waterfront Development
33.510.112 Commercial Parking
~~33.510.113 Retail Sales And Service and Office Uses in the IG1 Zone~~
~~33.510.114 Exemptions for Portland State University~~
33.510.115 Additional Uses Allowed in the Open Space Zone
33.510.116 Retail Sales And Service Uses for Specified Sites ~~in the CX and EX Zones~~
33.510.117 Retail Sales And Service and Office Uses in the RX Zone
~~33.510.118 Use Regulations for Specified Sites in the West End Subdistrict Subarea~~
33.510.118 Residential Uses in the EX zone
33.510.119~~13~~ Retail Sales And Service and Office Uses in the IG1 Zone
33.510.120~~19~~ Retail Sales And Service and Office Uses in Specified Historic Resources in the ~~IG2 and~~ IH Zone~~s~~

Development Standards

33.510.200 Floor Area Ratios
33.510.205 Height
33.510.210 Floor Area and Height Bonus Options
33.510.215 Required Building Lines
33.510.220 Ground Floor Windows
33.510.221 ~~Required~~ Windows Above the Ground Floor
~~33.510.223 Exterior Display and Storage~~
~~33.510.224 Mechanical Equipment along the Portland Streetcar Alignment~~
33.510.225 Ground Floor Active Uses
~~33.510.226 Minimum Active Floor Area~~
33.510.230 Required Residential Development Areas
33.510.240 Drive-Through Facilities
33.510.242 Demolitions
33.510.243 Eco Roofs
33.510.244 Low Carbon Buildings
33.510.250~~1~~ Additional Standards in the North Pearl Subarea
33.510.251~~2~~ Additional Standards in the South Waterfront Subdistrict
33.510.252 Additional Standard in the Central Eastside Subdistrict
33.510.253 Greenway Overlay Zone in the South Waterfront Subdistrict
33.510.255 Central City Master Plans
33.510.256 Additional Standards for Sites Requiring Central City Master Plans
33.510.257 Signs for Additional Uses Allowed in the Open Space Zone

Commentary

33.510.010 Purpose: The purpose statement has been rewritten and now references the CC2035 Plan, which will supersede the Central City Plan and the other plans mentioned.

33.510.260 Transportation Demand Management

Parking and Access

33.510.261 Parking And Access Built after (the effective date of this code)

33.510.262 Parking Built before (the effective date of this code)

~~33.510.263 Parking in the Core Area~~

~~33.510.264 Parking in Lloyd District~~

~~33.510.265 Parking in the Goose Hollow Subdistrict, Lower Albina Subdistrict , Central Eastside Subdistrict, and River District Sectors 1 and 2~~

~~33.510.267 Parking in the South Waterfront Subdistrict~~

510-1 Central City Plan District and Subdistricts

510-2 Maximum Floor Area

510-3 Maximum Heights

510-4 Maximum Heights including Eligible Height Increases

510-~~4~~5 FAR Bonus Options Target Areas

~~510-5 Required Residential Development Areas~~ 510-6 Special Residential Use Areas

510-~~6~~7 Options for Required Building Lines

510-8 Ground Floor Windows

510-~~7~~9 Ground Floor Active Use Areas

510-~~8~~10 ~~Core and~~ Parking Sectors

~~510-9 Parking Access Restricted Streets~~

510-~~10~~11 Areas Where Additional Uses are Allowed in the OS Zone

~~510-11 Special Areas~~ 510-12 Retail Sales and Services Limited

510-~~12~~13 Streetcar Alignment

510-~~13~~14 South Park Blocks Frontages

~~510-14 Areas Where Additional Uses are Allowed in the RX Zone~~

510-15 South Waterfront Greenway Public Access Map

510-16 North Pearl Height Opportunity Area / South Waterfront Height Opportunity

~~510-17 South Waterfront 2002 Top of Bank Line~~

510-~~18~~17 Area Where Vehicle Repair and Vehicle Sales and Leasing~~, and Exterior Display and Storage are~~ Uses are Restricted

510-~~19~~18 North Pearl Subarea Special Building Height Corridor

~~510-20 Pearl Development Transfer Opportunity Area~~

~~510-21 Required Retail Sales and Service Use in South Waterfront~~

510-19 Required Master Plan Sites

510-20 View Corridor Areas

General

33.510.010 Purpose

The Central City plan district implements the Central City 2035 Plan. The regulations address the unique role the Central City plays as the region's premier center for jobs, health and human services, tourism, entertainment and urban living. The regulations encourage a high-density urban area with a broad mix of commercial, residential, industrial and institutional uses, foster transit-supportive development, pedestrian and bicycle-friendly streets, a vibrant public realm and a healthy urban river. ~~Central City Plan and other plans applicable to the Central City area. These other plans include the Downtown Plan, the River District Plan, the University District Plan, and the Central City Transportation Management Plan. The Central City plan district implements portions of these plans by adding code provisions that address special circumstances existing in the Central City area.~~

Commentary

33.510.100 Vehicle Repair Uses

33.510.105 Vehicle Sales or Leasing

These two sections have been combined and staff is proposing to expand areas where the restriction of vehicle repair use, sales and leasing applies. Map 510-17 has been updated to reflect the area.

Specifically, the identified area on the new map:

a. reflects areas near MAX lines where high pedestrian volume exists or is anticipated
b. continues to reflect the existing exclusion of the western tip of Goose Hollow;
c. excludes areas where the MAX alignment is elevated or otherwise separated from the surface street system, presenting no potential conflicts with cars or pedestrians (e.g., elevated section between South Downtown/University and South Waterfront).
d. excludes the predominately industrial Central Eastside and Lower Albina subdistricts

33.510.020 Where the Regulations Apply
The regulations of this chapter apply to the Central City plan district. The boundaries of the plan district and its subdistricts are shown on Map 510-1 at the end of this chapter, and on the Official Zoning Maps. The plan district standards for uses, floor area ratio (FAR), height, FAR bonuses and transfers, required residential development, amount of parking, and Central City master plans control when in conflict with any base or overlay zone. For other regulations, in cases of conflict the most restrictive regulation controls. The information depicted on Maps 510-1 through ~~510-7~~ 510-20 is part of the plan district regulations and is subject to the same amendment procedures as amendments to the text of this chapter.

33.510.030 Application of Regulations Along Proposed Rights-of-Way and Accessways
Where Maps 510-1 through 510-19~~6~~ identify a right-of-way as a "proposed right-of-way" or "proposed accessway," the location of the right-of-way or accessway on the map represents only a conceptual location. When dedicated or improved, the location of the right-of-way or accessway may vary from the conceptual location shown on these maps. Regulations of this chapter that are based on the location of a proposed right-of-way or accessway apply as follows:

A. If the right-of-way or accessway has been improved or dedicated, the regulation applies based on the actual location of the right-of-way, tract, or easement.

B. If the right-of-way or accessway has not been improved or dedicated, the regulation applies based on the location of the facility as shown on the street plan for the area that has been accepted by City Council. The street plan is maintained by the Portland Office of Transportation and is documented in the Transportation Element of Portland's Comprehensive Plan.

Use Regulations

33.510.100 Vehicle Repair and Vehicle Sales or Leasing

A. Vehicle Repair uses are prohibited in the areas shown on Map 510-17.

B. The sale or leasing of consumer vehicles, including passenger vehicles, motorcycles, light and medium trucks, travel trailers, and other recreational vehicles, is prohibited in the areas shown on Map 510-17, with the exception that offices for the sale or leasing of consumer vehicles where the vehicles are displayed or stored elsewhere are allowed.

~~**33.510.100 Vehicle Repair Uses**~~
~~Vehicle Repair uses are prohibited in the Downtown subdistrict, and in the Goose Hollow subdistrict on the portion of a site within 500 feet of a light rail alignment.~~

~~**33.510.105 Vehicle Sales or Leasing**~~
~~Sale or lease of consumer vehicles, including passenger vehicles, motorcycles, light and medium trucks, travel trailers, and other recreational vehicles., is prohibited in the portions of the Downtown and Goose Hollow subdistricts shown on Map 510-18. Offices for sale or lease of vehicles, where the vehicles are displayed or stored elsewhere, are allowed.~~

Commentary

33.510.113 Retail Sales And Service and Office Uses in the IG1 Zone. This section is being moved to 33.510.119. Subparagraphs B. Historic Resources and C. Employment Opportunity Subarea have been updated.

33.510.110 Mixed Use Waterfront Development

A. Purpose. The Central City 2035 Plan area fronts on portions of the working harbor. The working harbor is the area downstream from the Broadway Bridge. Sites developed for mixed use projects in residential zones along the working harbor will better implement the Central City 2035 Plan, Willamette Greenway Plan, Lower Willamette River Management Plan, and Comprehensive Plan if compatible river dependent industrial activities are allowed as part of mixed use projects.

B. Where these regulations apply. The regulations of this section apply to portions of sites in the RX zone that are next to the Willamette River, and are downstream from the Broadway Bridge.

C. Additional uses allowed. The following uses are allowed in the nonresidential portion of a mixed use development:

1. Passenger ship docking facilities and accessory customs and cargo handling facilities; and
2. Marinas.

D. Minimum residential density. Where there are any non-residential uses on the site, minimum residential densities are one dwelling unit for each 2,000 square feet of site area.

33.510.112 Commercial Parking

Commercial Parking is subject to special regulations in Sections 33.510.261 ~~through .267~~. Visitor Parking and Undedicated General Parking, as described in Section 33.510.261, are Commercial Parking. The other types of parking are accessory parking although they ~~some of them~~ may operate as commercial parking according to 33.510.261.

~~**33.510.113 Retail Sales And Service and Office Uses in the IG1 Zone**~~

~~**A. Generally.**~~

~~1. Where these regulations apply. The regulations of this subsection apply to sites in the IG1 Zone that are not subject to Subsections B and C, below.~~

~~2. Allowed uses. One Retail Sales And Service or Office use is allowed per site. The square footage of the floor area plus the exterior display and storage area may be up to 3,000 square feet.~~

~~3. Conditional uses.~~

~~a. More than one Retail Sales And Service or Office use on a site is a conditional use.~~

~~b. Retail Sales And Service uses where the net building area plus the exterior display and storage area is more than 3,000 square feet are a conditional use. Retail Sales And Service uses where the net building area plus the exterior display and storage area is more than 25,000 square feet, or the square footage of the site area, whichever is less, are prohibited.~~

~~c. Office uses where the net building area plus the exterior display and storage area is more than 3,000 square feet are a conditional use. Office uses where the net~~

Commentary

~~building area is more than 60,000 square feet or the square footage of the site area, whichever is less, are prohibited.~~

~~B. Historic resources.~~

1. ~~Where these regulations apply. The regulations of this subsection apply in the IG1 Zone to historic resources that are listed on the National Register of Historic Places or are identified as contributing to the historic significance of a Historic District or a Conservation District.~~
2. ~~Allowed uses. Up to 12,000 square feet on a site may be in Retail Sales And Service or Office use. The total amount of square footage includes net building area, exterior display, and storage area of all Retail Sales And Service and Office uses on the site. More than 12,000 square feet on a site in Retail Sales And Service uses is prohibited.~~
3. ~~Conditional uses. More than 12,000 square feet on a site may be in Office uses if approved through a conditional use. The total amount of square footage includes net building area, exterior display, and storage area of Office uses on the site. If there are also Retail Sales And Service uses on the site, no more than 12,000 square feet may be in Retail Sales And Service use.~~

~~C. Employment Opportunity Subarea.~~

1. ~~Purpose. The regulations of this subsection 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 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. 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.~~
   c. ~~Industrial Office. Up to 60,000 square feet of the net building area on a site may be in Industrial Office use.~~
4. ~~Conditional uses.~~

Commentary

33.510.114 Exemptions for Portland State University

During the West Quadrant Planning process, RX portions of these sites were proposed to be rezoned to CX to eliminate the need for this provision.

33.510.115 Additional Uses Allowed in the Open Space Zone

During the quadrant planning processes stakeholders discussed the need to activate the riverfront and develop multifunctional riverfront open spaces that would be a regional attraction. Portland Parks and Recreation also expressed an interest in increasing Retail Sales and service use allowances in the Central City.

Staff is proposing to increase retail sales and service use allowances for Governor Tom McCall Waterfront Park and Holladay Park. These sites have been added to Map 510-11- Areas Where Additional Uses are Allowed in the OS Zone. The number of uses is not limited but staff proposes that no single use have a net building area greater than 2500 square feet. On sites of 5 acres or less the total amount of Retail Sales And Service uses on the site can be no more than 5 percent of the total site area. On sites that are more than 10,000sq ft each Retail Sales And Service use may be up to 2,500 square feet, but the total amount on the site can be no more than 10,000 square feet. The provisions applicable to Providence Park are not changing.

Staff is also proposing that the River recreation "r" overlay be changed to River "g" or general to allow for retail sales and service uses as described without the river dependent requirements that come with the "r" overlay.

~~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.~~

~~33.510.114 Exemptions for Portland State University~~

~~**A.** Development by Portland State University within the University District, is exempt from the Conditional Use requirements of Section 33.815.070, Sites with Split Zoning;~~

~~**B.** Development by Portland State University within the University District is exempt from the Conditional Use requirements of Chapter 33.815, Conditional Uses, in situations where a use would be allowed if it was not associated with the University. Instead, such development is subject only to the regulations of the base zone, overlay zone, and plan district.~~

33.510.115 Additional Uses Allowed in the Open Space Zone

A. Purpose. Additional uses are allowed on certain sites zoned OS within the Central City plan district in recognition of the diversity of functions that Central City open spaces provide to residents and visitors. The Central City's open spaces tend to be more urban than open spaces found outside the Central City. Plazas, parks, and other improved outdoor spaces found in the Central City may be designed for a more intensive use and some may be adjacent to the Willamette River, while others ~~and~~ may include little or no green space. In some cases, more intense activities are appropriate when the open space site is located near a Transit Station. These open spaces may contain buildings, benches, art, coffee shops or restaurants, or other small retail shops. These uses are encouraged in some urban parks in the Central City to help promote downtown as a regional attraction, enhance the Central City's role in culture and entertainment, provide space for outdoor activities that are appropriate in an urban setting, and increase desirable activity within and near the open space.

B. Additional uses allowed. The following uses are allowed on sites in the OS zone that are also shown on Map 510-~~10~~11:

1. ~~One~~ Retail Sales and Service use~~s such as flower, food and drink stands, and other similar pedestrian-oriented uses, per site is~~ are allowed as follows:

   a. On sites that are 5 acres or less in size, t~~T~~he net building area of each Retail Sales And Service ~~the~~ use may be up to 2,500 square feet, but the total amount of Retail Sales And Service uses on the site can be no more ~~larger~~ than 5 percent of the total site area ~~of the site~~.

   b. On sites that are more than 5 acres in size, the net building area of each Retail Sales And Service use may be up to 2,500 square feet, but the total amount of Retail Sales And Service uses on the site can be no more than 10,000 square feet.

Commentary

33.510.115 Additional Uses Allowed in the Open Space Zone
B4.b

This provision is specifically applicable to Providence Park, but a park as large as Tom McCall Waterfront Park would also be eligible per current code. To avoid this staff has added that sites within the River General Overlay are not eligible.

C-D – Clarification has been added that the lead city agencies on the Providence Park Good Neighbor Agreement and Comprehensive Transportation Management Plan are the Office of Management and Finance and the Portland Bureau of Transportation. This is a clarification of existing procedure, not a substantive change.

2. Parking that is totally below grade and existed as of February 9, 2000; and

3. The uses listed in Subparagraph B.3.a. are allowed on sites that meet the requirements of Subparagraph B.3.b. Adjustments to this paragraph are prohibited.

   a. Uses allowed:

      (1) Major Event Entertainment;

      (2) Commercial Outdoor Recreation; and

      (3) Up to 15,000 square feet of Office.

   b. Requirements for sites where uses in Subparagraph B.3.a. are proposed:

      (1) The site must be at least 5 acres in area;

      (2) The site must be within 500 feet of a Transit Station;

      (3) The site is not within the River General overlay zone;

      (~~4~~3) The standards of Chapter 33.262, Off-Site Impacts, must be met;

      (~~5~~4) The site must have an unexpired Good Neighbor Agreement that is approved by City Council as described in 33.510.115.C, below;

      (~~6~~5) The site must have a Comprehensive Transportation Management Plan that is approved by City Council as described in 33.510.115.D, below; and

      (~~7~~6) If the site is not managed by the owner, the site must have an Operating Agreement that is approved by City Council.

C. Good Neighbor Agreement

1. Purpose. The Good Neighbor Agreement requirements provide an opportunity to consider the impacts of a Major Event Entertainment or Commercial Outdoor Recreation use on nearby residents and businesses. This is achieved by requiring owners or operators to meet with interested parties and by requiring the formulation of a written implementation program referred to as a "Good Neighbor Agreement" before a building permit is issued.

2. When a Good Neighbor Agreement is required. A Good Neighbor Agreement, approved by the City Council, is required before a building permit will be issued for sites with a Major Event Entertainment or Commercial Outdoor Recreation use. The Good Neighbor Agreement does not have to be updated before each building permit is issued, but it must be current at the time of permit issuance.

3. Required process for development and approval of a Good Neighbor Agreement. The owner or operator of the Major Event Entertainment or Commercial Outdoor Recreation use must complete the steps listed in this paragraph. For purposes of this requirement, “applicant” means the owner or operator.

   a. Develop a Draft Good Neighbor Agreement. The applicant must develop a Draft Good Neighbor Agreement that includes all of the elements listed in Paragraph C.4., below.

   b. Contact the neighbors. The applicant must contact neighboring property owners and organizations as described below:

Commentary

No Substantive Change.

(1) Schedule a meeting. The applicant must schedule a meeting to discuss the draft agreement;

(2) Mail notice of the meeting to neighbors. The applicant must mail written notice of the meeting, as specified below:

- The notice must be mailed at least 14 days before the date of the meeting;
- The notice must be mailed to all property owners within 1,000 feet of the site and to recognized organizations in which the site is located and recognized organizations within 1,000 feet of the site; and
- The notice must include the date, time, and place of the meeting, and a copy of the Draft Good Neighbor Agreement.

c. Hold the Good Neighbor Agreement meeting. Hold the meeting as described below:

(1) Purpose of meeting. The purpose of the meeting is to provide the opportunity for all interested parties to identify concerns that should be considered through the Good Neighbor Agreement. The anticipated outcome of the meeting is an agreement between the neighbors—including residents and businesses—and the applicant as to how each issue will be considered in the Good Neighbor Agreement. However, a consensus is not required;

(2) Attendance by City staff. City staff may attend the meetings to offer suggestions or information, identify potential problems with the Draft Good Neighbor Agreement, or to observe. Participation by City staff in the meeting is not required and does not indicate City approval of the Good Neighbor Agreement;

(3) Additional meetings. Additional meetings may be held.

d. City Council hearing. The applicant must request a City Council hearing. The applicant must request City Council to consider both the Comprehensive Transportation Management Plan and the Good Neighbor Agreement at the same hearing. The purpose of the hearing is for Council to ensure that the applicant has taken the procedural steps required by this paragraph and has adequately addressed the elements in the Good Neighbor Agreement required by Paragraph C.4. <u>City staff from the Office of Management and Finance and the Bureau of Transportation will provide advice to City Council.</u> The Council may approve, approve with modifications, or reject the Good Neighbor Agreement.

At least 14 days before the hearing, the applicant must file the following materials with the City Auditor's Office:

(1) A copy of the notice of the Good Neighbor Agreement meeting mailed to neighbors as required by C.3.b.(2), above;

(2) The names and addresses of all those to whom the notice of the Good Neighbor Agreement meeting was mailed;

(3) The names and addresses of those who attended the meeting;

Commentary

No substantive change.

(4) The Draft Good Neighbor Agreement and, if different, the version of the Good Neighbor Agreement that the applicant requests Council to approve;

(5) Any other versions of the Good Neighbor Agreement which were reviewed at the meeting;

(6) A copy of the notice of City Council hearing required by C.3.e.(1), below; and

(7) The names and addresses of all those to whom the notice of City Council hearing was mailed.

e. Notice of City Council hearing. The applicant must mail written notice of the City Council hearing as specified below:

(1) The notice must be mailed to all property owners within 1,000 feet of the site, to recognized organizations in which the site is located and recognized organizations within 1,000 feet of the site, and to those who attended the Good Neighbor Agreement meeting;

(2) The notice must also be published in a recognized newspaper;

(3) The notice must be mailed at least 14 days before the hearing; and

(4) The notice must contain at least the following information:

- The date, time, and place of the City Council hearing;
- A copy of the Good Neighbor Agreement that is filed with the City Auditor's Office, as specified in C.3.d.(4);
- The street address or other easily understood geographical reference to the property to be covered by the Good Neighbor Agreement;
- A statement that the purpose of the hearing is for Council to ensure that the applicant has taken the procedural steps required by Paragraph 33.510.115.C.3. of the Zoning Code, and has included the elements in the Good Neighbor Agreement required by Paragraph 33.510.115.C.4. of the Zoning Code;
- A statement that Council may approve, approve with modifications, or reject the Good Neighbor Agreement;
- An explanation of the local decision-making process for making this decision, as described in this section of the Zoning Code;
- An invitation to comment, in writing, on the proposal and the place, date, and time that comments are due. This date and time must be at least 14 days from the mailing date of the notice;
- A statement that all information submitted by the applicant is available for review from the City Auditor, and that copies can be obtained for a fee equal to the City's cost for providing the copies; and
- A statement that issues which may provide the basis for an appeal to the Land Use Board of Appeals must be raised before the comment period expires and that such issues must be raised with sufficient specificity to afford the City Council an opportunity to respond to the issues.

Commentary

No substantive change.

f. Notice of City Council decision. The City Auditor will file the notice of decision by the next working day after the decision is made. Within 5 days of filing the notice of decision, the City Auditor will mail a notice of the decision to all property owners within 1,000 feet of the site, to recognized organizations in which the site is located and recognized organizations within 1,000 feet of the site, and to all who testified at the Council hearing, submitted written comments, or requested such notice in writing.

4. Elements of a Good Neighbor Agreement. The Good Neighbor Agreement must consider all of the following items:

a. Event schedules, including coordination with nearby facilities to minimize impacts on the neighborhood of concurrent events;

b. Event limitations;

c. Noise management;

d. Box Office hours of operation;

e. Litter management;

f. Lighting;

g. Communications, including a process for receiving, recording, and responding to community comments;

h. Alcohol management;

i. Security;

j. Hours of operation including those for set-up and take-down;

k. Community use of the site;

l. Motorized events;

m. Oversight committee;

n. Enforcement of the Good Neighbor Agreement;

o. Exceptions to the Good Neighbor Agreement;

p. Process and requirements for updating, amending, or terminating the Good Neighbor Agreement; and

q. Effective date, term of the agreement, and date of expiration.

D. Comprehensive Transportation Management Plan

1. Purpose. The Comprehensive Transportation Management Plan requirements provide an opportunity to consider the impacts of traffic and parking on nearby residents and businesses. This is achieved by requiring owners or operators to complete an analysis of traffic issues, suggest mitigation measures, and make the draft report available to the neighbors of the site.

Commentary

No substantive change.

2. When a Comprehensive Transportation Management Plan is required. A Comprehensive Transportation Management Plan is required before a building permit will be issued for sites with a Major Event Entertainment or Commercial Outdoor Recreation use.

3. Required process for development and approval of a Comprehensive Transportation Management Plan. The owner or operator of the Major Event Entertainment or Commercial Outdoor Recreation use must complete the steps listed in this paragraph. For purposes of this requirement, "applicant" means the owner or operator.

   a. Develop a Draft Comprehensive Transportation Management Plan. The applicant must develop a Draft Comprehensive Transportation Management Plan that includes all of the elements listed in Paragraph D.4., below.

   b. Notice of Draft Plan. The applicant must mail written notice to all property owners within 1,000 feet of the site and to recognized organizations in which the site is located and recognized organizations within 1,000 feet of the site that the Draft Comprehensive Transportation Management Plan is available.

   c. City Council hearing. The applicant must request a City Council hearing. The Comprehensive Transportation Management Plan must be considered at a City Council hearing held to also consider the Good Neighbor Agreement. The hearing must be at least 14 days after the notice to neighbors that the Draft Comprehensive Transportation Management Plan is available, as required by Subparagraph D.3.b., above, is mailed.

      The purpose of the hearing is for Council to ensure that the applicant has taken the procedural steps required by this paragraph and has adequately addressed the elements in the Comprehensive Transportation Management Plan required by Paragraph D.4. City staff from the Office of Management and Finance and the Bureau of Transportation will provide advice to City Council. The Council may approve, approve with modifications, or reject the Comprehensive Transportation Management Plan.

      At least 14 days before the hearing, the applicant must file the following materials with the City Auditor's Office:

      (1) A copy of the notice to neighbors that the Draft Comprehensive Transportation Management Plan is available, as required by D.3.b., above;

      (2) The names and addresses of all those to whom notice that the Draft Comprehensive Transportation Management Plan is available was mailed;

      (3) The Draft Comprehensive Transportation Management Plan that has been made available to the neighbors, and, if different, the version of the Comprehensive Transportation Management Plan that the applicant requests Council to approve;

      (4) A copy of the notice of City Council hearing required by Subparagraph D.3.d., below; and

      (5) The names and addresses of all those to whom the notice of City Council hearing was mailed.

Commentary

No substantive change.

d. Notice of City Council hearing. The applicant must mail written notice of the City Council hearing as specified below:

(1) The notice must be mailed to all property owners within 1,000 feet of the site, and to recognized organizations in which the site is located and recognized organizations within 1,000 feet of the site;

(2) The notice must also be published in a recognized newspaper;

(3) The notice must be mailed at least 14 days before the hearing; and

(4) The notice must contain at least the following information:

- The date, time, and place of the City Council hearing;
- A copy of the Comprehensive Transportation Management Plan requested to be approved by Council and filed with the City Auditor's Office, as specified in D.3.c.(3);
- The street address or other easily understood geographical reference to property to be covered by the Comprehensive Transportation Management Plan;
- A statement that the purpose of the hearing is for Council to ensure that the applicant has taken the procedural steps required by Paragraph 33.510.115.D.3. of the Zoning Code, and has included the elements in
- the Comprehensive Transportation Management Plan required by Paragraph 33.510.115.D.4. of the Zoning Code;
- A statement that Council may approve, approve with modifications, or reject the Comprehensive Transportation Management Plan;
- An explanation of the local decision-making process for making this decision, as described in this section of the Zoning Code;
- An invitation to comment, in writing, on the proposal and the place, date, and time that comments are due. This date and time must be at least 14 days from the mailing date of the notice;
- A statement that all information submitted by the applicant is available for review, and that copies can be obtained for a fee equal to the City's cost for providing the copies; and
- A statement that issues which may provide the basis for an appeal to the Land Use Board of Appeals must be raised before the comment period expires and that such issues must be raised with sufficient specificity to afford the City Council an opportunity to respond to the issues.

e. Notice of City Council decision. The City Auditor will file the notice of decision by the next working day after the decision is made. Within 5 days of filing the notice of decision, the City Auditor will mail a notice of the decision to all property owners within 1,000 feet of the site, to all neighborhood associations and business associations within 1,000 feet of the site, and to all who testified at the Council hearing, submitted written comments, or requested such notice in writing.

Commentary

33.510.116 Retail Sales And Service Uses for Specified Sites ~~in the CX and EX Zones~~

The amended criteria will continue to apply to specific sites in the Pearl subdistrict (River District) and South Waterfront subdistricts..OMSI and Clinton Station Areas in the Central Eastside subdistrict have been added.

Although the original standards allowed Retail Sales and Service uses up to 60,000 sq. ft. in the South Waterfront subdistrict (CX zone) and up to 50,000 sq. ft. in the Pearl subdistrict (EX zone) as a conditional use, the new standard limits these uses to 50,000 sq. ft. on all sites identified on Map 510-12 to be consistent and to ensure that the development of commercial uses larger than a typical city block is not allowed by these provisions. The intent is to prevent large scale retail uses in the Central City that could be a regional draw, increase traffic in the downtown as well as potentially increasing conflicts with the primary land use direction and character of the subdistricts.

4. Elements of a Comprehensive Transportation Management Plan. The Comprehensive Transportation Management Plan must consider all of the following items:

   a. Existing conditions, including traffic counts, parking availability, attendee mode splits, and site access and circulation;

   b. Impacts of anticipated Major Event Entertainment and Commercial Outdoor Recreation uses, including a parking demand analysis; and

   c. Proposed mitigation measures.

33.510.116 Retail Sales And Service Uses for Specified Sites ~~in the CX and EX Zones~~

A. Purpose. Limits on the size of Retail Sales And Service uses promote neighborhood-serving commercial development and help reduce traffic congestion associated with large-scale retailers.

B. L**imitation.** On sites shown on Map 510-12, Retail Sales And Service uses are allowed up to 40,000 square feet of net building area for each use. Retail Sales And Service uses larger than 40,000 square feet for each use are a conditional use. Retail Sales And Service uses larger than 50,000 square feet for each use are prohibited. This limitation does not apply to hotel uses.

~~**B. CX Zone limitation.** On sites in the CX zone within the South Waterfront Subdistrict as shown on Map 510-11, Retail Sales And Service uses are allowed up to 40,000 square feet of net building area for each use. Retail Sales And Service uses larger than 40,000 square feet for each use are a conditional use. Retail Sales And Service uses larger than 60,000 square feet for each use are prohibited. This limitation does not apply to hotel uses.~~

~~**C. EX Zone limitation.** On sites in the EX zone within the area shown on Map 510-11, Retail Sales Retail Sales And Service uses larger than 40,000 square feet for each use are a conditional use. Retail Sales And Service uses larger than 50,000 square feet of floor area for each use are prohibited.~~

Commentary

33.510.117 Retail Sales And Service and Office uses in the RX zone.

During the West Quadrant planning process, a desire was expressed to increase flexibility for a mix of uses in the RX zone, particularly to encourage ground floor commercial uses. This section has been amended accordingly to clarify and increase allowances for office and retail in the RX zone. If the ground floor is in retail sales and service or office, an additional, moderate amount of building square footage could be allowed to be in these uses – allowing for more mixed use development but maintaining residential as the dominant use.

33.510.117 Retail Sales And Service and Office Uses in the RX Zone

A. Purpose. The provisions of this section enhance the residential character of the RX zone and improve the economic viability of residential development by allowing commercial uses. At the same time, commercial uses are regulated to assure that residential uses are the primary use in the zone.

B. Where these regulations apply. The regulations of this section apply to sites in the RX zone~~, except in the area shown on Map 510-14, and supersede the regulations of the base zone. Sites in the area shown on Map 510-14 are subject to the regulations of Section 33.510.118, Use Regulations for Specified Sites in the West End Subarea, not those of this section~~.

The regulations of Paragraph D.2. apply to sites that are not on the Park Block frontages; the regulations of Paragraph D.3. apply to sites that are on the Park Block frontages. The Park Block frontages are shown on Map 510-~~13~~14.

C. Adjustments prohibited. Adjustments to the regulations of this section are prohibited.

D. Retail Sales And Service and Office uses in the RX zone.

1. Outdoor activities on all sites. All commercial uses must be conducted entirely within fully enclosed buildings. Exterior display of goods and exterior storage are not allowed. Outdoor seating for restaurants and pedestrian-oriented accessory uses, such as flower, food, or drink stands, are exempt from this requirement.

2. Sites not on Park Block frontages. On sites that are not on the Park Block frontages, shown on Map 510-~~13~~14, the following regulations apply:

   a. New multi-dwelling development. Retail Sales and Service or Office uses are allowed as part of a new multi-dwelling development as follows:

      (1) ~~Limited uses.~~Up to 20 percent of the net building area of a new multi-dwelling development may be in Retail Sales And Service or Office use; or

      (2) Up to 40 percent of the net building area of a new multi-dwelling development may be in Retail Sales And Service or Office Use if 100 percent of the area of the ground floor contains one of the following:

      - Retail Sales And Service use;
      - Office use; or
      - Common areas, such as lobbies, exercise rooms, laundry rooms, waste and recycling areas, mechanical rooms, loading areas and entrances to structured parking, that are associated with a Household Living or Group Living use.
      - ~~If all of the Retail Sales And Service or Office uses are on the ground floor, up to 40 percent of the net building area of a new multi-dwelling development may be in Retail Sales And Service or Office uses;~~
      - ~~If any portion of the Retail Sales And Service or Office uses is not on the ground floor, up to 20 percent of the net building area of a new multi-dwelling development may be in Retail Sales And Service or Office uses.~~

Commentary

D.2.a(2) Conditional Uses. Conditional use provisions have been deleted. The first conditional use is no longer necessary because of revisions to D.2.a(1). With the elimination of the RX zone in the northern portion of the West End, the second conditional use provision would not apply to any RX areas in the Central City.

D.2.b Conversion of existing multi-dwelling development. The RX Zone is intended to be primarily residential. The possibility of allowing up to 100 percent retail uses, rather than the existing 40 percent allowed today, was discussed as part of the West Quadrant process as a way to reduce development pressure on older residential buildings. Staff believes that this percentage is too high to maintain the intent of the zone. Sixty percent seems like a meaningful increase to maintain residential units in each building and support the desire for residential development in the zone. West End neighborhood representatives requested that the conversion of units above the ground floor also be allowed. While this is not common at this time, staff has drafted the code language to allow for this.

D.2.c Existing non-residential development. During the West Quadrant Plan a desire was expressed to preserve older buildings that are not formally designated as historic, including non-residential buildings in the RX zone. This new provision allows existing non-residential buildings in the RX zone (e.g. meeting halls, churches, community centers and other special-purpose buildings) to be used for office and retail uses. Most of these buildings are not well suited to residential use and are at risk of demolition if their current non-residential use ends or is no longer feasible. Similar provisions already exists for designated historic resources in the RH and RX zones (see 33.445.610).

3. Sites on Park Block frontages: Retail allowances along the Park Blocks have been updated to increase the allowance for ground floor retail and office to be consist with CC 2035 plan policies to activate areas around the potential green loop. A conditional use review is required if any retail or office is located above the ground floor.

~~(2) Conditional uses.~~

- ~~If any portion of the Retail Sales And Service or Office uses is not on the ground floor, more than 20 and up to 40 percent of the net building area of a new multi-dwelling development may be in Retail Sales And Service or Office uses if approved as a conditional use;~~
- ~~If the entire site is within 500 feet of a Transit Station, more than 20 and up to 50 percent of the net building area of a new multi-dwelling development may be in Retail Sales And Service or Office uses if approved as a conditional use.~~

b. Conversion of ~~existing~~ existing multi-dwelling development. Up to ~~40~~ 60 percent of ~~existing~~ net building area in a multi-dwelling development that existed on [insert effective date] may be converted to Retail Sales And Service and Office uses. ~~if the following are met:~~

~~(1) All of the Retail Sales And Service or Office uses must be on the ground floor; and~~

~~(2) The conversion may not result in a net loss of the square footage in residential use, or a net loss in the number of dwelling units in the development.~~

c. Up to 100 percent of the net building area of a building may be in a Retail Sales And Service or Office use if

(1) A legally established non-residential use was operating in the building on [insert effective date]; and

(2) Any dwelling units located in the building on [insert effective date] are maintained.

3. Sites on Park Block frontages. On sites that are on the Park Block frontages, shown on Map 510-~~13~~14, the following regulations apply:

a. Up to 100 percent of the floor area of the ground floor of a building may be in Retail Sales And Service or Office use; and

b. Up to 20 percent of the net building area located somewhere other than the ground floor is allowed if approved through a Conditional Use review.

~~a. New multi-dwelling development. Up to 20 percent of the net building area of a new multi-dwelling development may be in Retail Sales And Service or Office uses if approved as a conditional use;~~

~~b. Conversion of existing multi-dwelling development. Conversion of existing multi-dwelling development to Retail Sales And Service and Office uses is prohibited.~~

Commentary

33.510.118 Use Regulations for Specified Sites in the West End Subarea

The original *Downtown's West End Plan* (2002) proposed the creation of A, B, and C sites within a mapped area of the West End. The strategy for the area was to preserve RX zoning, but increase flexibility for a wider range of non-residential uses on some sites. Type C sites were the most restrictive in terms of allowances of other uses, but even these sites could accommodate a wider range of uses if certain criteria were met.

Since 2002 none of the Type C sites have redeveloped and the housing replacement provisions available for these sites have never been used. It's unclear whether this is a result of the zoning pattern or simply of the market.

Staff proposes to eliminate this code section. During the West Quadrant process there was interest in allowing more flexibility in this area for non-residential uses. Staff is proposing to update the zoning in the area to CX which will accommodate the non-residential uses, but also allow for residential uses.

This area of the West End is special in that an applicant can bonus up to 12:1 from 6:1 (<33 percent residential building) or 9:1 (>33 percent residential building). Bonuses need to be earned, and in most areas of the Central City, *at least* the first 2:1 must be through the new proposed affordable housing bonus. In this specific area, to continue supporting affordable housing as the area transitions to CX, staff is proposing that at least the first 3:1 be earned through the affordable housing bonus.

The bonus would apply to the entire area and not just Type C sites. Staff believes there is potential for this area to heavily utilize the bonus, producing units or money for the affordable housing fund. Portland Housing Bureau supports the change.

33.510.118 Use Regulations for Specified Sites in the West End Subarea

A. Purpose. Provisions within this section are intended to encourage an infill pattern of development in the portion of the West End Subarea shown on Map 510-14. This infill strategy preserves the Central Residential zone while encouraging a wider range of nonresidential uses. These provisions limit redevelopment pressure on existing housing.

B. Where these regulations apply. The regulations of this section apply to sites in the area shown on Map 510-14, and supersede the regulations of the base zone. Minimum residential densities must be met only where specified in this section. The regulations of Subsection D. apply to Type C sites. Where the site, or a portion of the site, occupies a full block, the regulations of Subsection E. apply to the full block portion of the site. Portions of the site that are not part of the full block must meet the regulations for sites that are less than a full block. The regulations of Subsections F., G., and H. apply where the site occupies less than one full block.

C. Adjustments prohibited. Adjustments to the regulations of this section are prohibited.

D. Demolition on Type C sites. Demolition on Type C sites as shown on Map 510-14, is subject to Subsection 33.510.242.C.

E. Full block sites. Where the site, or a portion of the site, occupies a full block, at least 50 percent of all net floor area on the full block portion of the site must be in Household Living uses, and the minimum residential density requirement of the RX Zone must be met. The net floor area that is not in Household Living uses is regulated as specified in Subsection F., with all percentages of allowed development based on the floor area in nonresidential use, not the total floor area on the block.

F. Type A sites. On Type A sites, as shown on Map 510-14, where the site occupies less than one full block, the following use regulations apply:

1. Household Living, Retail Sales And Service, Office, Schools, Parks And Open Areas, Colleges, Medical Centers, Religious Institutions, and Daycare Uses. Up to 100 percent of the net floor area may be in Household Living, Retail Sales And Service, Office, Schools, Parks And Open Areas, Colleges, Medical Centers, Religious Institutions, and Daycare uses;

2. Group Living. Group Living for up to 15 residents is allowed. Group Living for more than 15 residents is a conditional use. See Chapter 33.239;

3. Basic Utilities and Community Service uses:

   a. Up to 20 percent of the net floor area may be in Basic Utilities and Community Service uses; and

   b. More than 20 percent of the net floor area in Basic Utilities and Community Service uses is a conditional use;

4. Radio Frequency Transmission Facilities. Some Radio Frequency Transmission Facilities are allowed by right, while others are conditional uses. See Chapter 33.274;

5. Commercial Parking is subject to Central City Parking Review;

6. Rail Lines And Utility Corridors are a conditional use;

Commentary

7. Uses and amounts of uses not specifically listed in this subsection are prohibited.

G. Type B sites. On Type B sites, as shown on Map 510-14, where the site occupies less than one full block, the following use regulations apply:

1. Household Living uses. Up to 100 percent of the net floor area may be in Household Living uses;

2. Schools, Colleges, Medical Centers, Religious Institutions, Parks And Open Areas, and Daycare uses. Up to 100 percent of the net floor area may be in Schools, Colleges, Medical Centers, Religious Institutions, Parks And Open Areas, and Daycare uses if the requirements of Subsection I. are met;

3. Group Living. Group Living for up to 15 residents is allowed. Group Living for more than 15 residents is a conditional use. See Chapter 33.239;

4. Retail Sales And Service and Office uses:

   a. Up to 125 percent of the net floor area that existed on the site on January 1, 2002 may be in Retail Sales And Service or Office uses if the requirements of Paragraphs I.2. and 3. are met. The applicant must document the amount of floor area that existed on the site on January 1, 2002;

   b. More than 125 percent of the net floor area that existed on the site on January 1, 2002 in Retail Sales And Service and Office uses is a conditional use, subject to the approval criteria of 33.815.122 and the requirements of Subsection I. Only the square footage above 125 percent is a conditional use, and only the square footage above 125 percent must meet the requirements of Paragraph I.1.

5. Basic Utilities and Community Service uses:

   a. Up to 20 percent of the net floor area may be in Basic Utilities and Community Service uses; and

   b. More than 20 percent of the net floor area in Basic Utilities and Community Service uses is a conditional use;

6. Radio Frequency Transmission Facilities. Some Radio Frequency Transmission Facilities are allowed by right, while others are conditional uses. See Chapter 33.274.

7. Commercial Parking is subject to Central City Parking Review.

8. Rail Lines And Utility Corridors are a conditional use;

9. Uses and amounts of uses not specifically listed in this subsection are prohibited.

H. Type C sites. On Type C sites, as shown on Map 510-14, where the site occupies less than one full block, the following use regulations apply:

1. Household Living, Parks And Open Areas, and Daycare uses. Up to 100 percent of the net floor area may be in Household Living, Parks And Open Areas, and Daycare uses.

2. Group Living. Group Living for up to 15 residents is allowed. Group Living for more than 15 residents is a conditional use. See Chapter 33.239.

3. Retail Sales And Service and Office uses:

Commentary

a. Up to 20 percent of the floor area may be in Retail Sales And Service and Office uses;

b. More than 20 percent and up to 40 percent of the floor area in Retail Sales And Service and Office uses is a conditional use, subject to the approval criteria of 33.815.110; and

c. If all portions of the site are within 500 feet of a Transit Station, more than 20 percent and up to 50 percent of the floor area in Retail Sales And Service and Office uses is a conditional use, subject to the approval criteria of 33.815.110;

d. Up to 100 percent of the floor area may be in Retail Sales And Service or Office uses if the requirements of Subsections I. and J. are met.

4. Up to 100 percent of the floor area may be in College, Religious Institution, Medical Center, and School uses if the requirements of Subsections I. and J. are met.

5. Basic Utilities and Community Service uses:

a. Up to 20 percent of the floor area may be in Basic Utilities and Community Service uses; and

b. More than 20 percent of the floor area in Basic Utilities and Community Service uses is a conditional use;

6. Radio Frequency Transmission Facilities. Some Radio Frequency Transmission Facilities are allowed by right, while others are conditional uses. See Chapter 33.274.

7. Commercial Parking is subject to Central City Parking Review.

8. Rail Lines And Utility Corridors are a conditional use;

9. Uses and amounts of uses not specifically listed in this subsection are prohibited.

I. Development standards. The development standards of this subsection must be met when required by Subsections G. or H.

1. Mixed-use character. The following formula is used to determine the maximum square footage of nonresidential development allowed on the site:

(Residential net floor area developed in the area shown on Map 510-14 since January 1, 2002) minus (Nonresidential net floor area developed in the area shown on Map 510-14 since January 1, 2002) equals the maximum nonresidential net floor area allowed on the site. Net floor area is considered to be "developed" when an occupancy permit has been issued.

If the result of the calculation is zero or a negative number, no nonresidential net floor area is allowed on the site;

2. No surface parking. Surface parking on the site is prohibited. All existing surface parking on the site must be removed as part of the proposal; and

3. Active ground floor uses. The proposed development must meet the requirements of Section 33.510.225, Ground Floor Active Uses. Parking is not allowed in portions of a building that are required to meet this standard.

Commentary

J. Housing mitigation. The standards of this subsection must be met when required by Subsection H. The applicant must mitigate for the lost housing using one of the three methods in this subsection:

1. Method 1: Replace the housing as part of the proposed development, as follows.

   a. The development proposed for the site must include at least the same number of dwelling units as existed on the site on January 1, 2002;

   b. The development proposed for the site must include at least the same amount of square footage in residential use as existed on the site on January 1, 2002; and

   c. There must be a covenant for the dwelling units and square footage used to meet this provision; the covenant must meet the requirements of Paragraph J.4.;

2. Method 2: Donate another site for residential development, as follows.

   a. The donated site must be at least 5,000 square feet in area, or at least half the size of the area of the site proposed for development, whichever is larger;

   b. The donated site must be within the Central City plan district and west of the Willamette River; and

   c. The site must be donated to the Portland Development Commission (PDC). PDC will ensure that the donated site is developed to replace both the number of dwelling units and the residential square footage lost through the proposal. PDC will also ensure that the dwelling units will be affordable to households earning less than 60 percent of median family income for the region, and that the units will remain so for at least 60 years;

3. Method 3: Ensure preservation of existing affordable housing, as follows:

   a. For each dwelling unit that existed on the site on January 1, 2002, two existing dwelling units must be preserved as specified in this paragraph;

   b. The units to be preserved must be in the West End subarea of the Downtown subdistrict; and

   c. There must be a covenant for the dwelling units used to meet this provision; the covenant must meet the requirements of Paragraph J.4.;

4. Dwelling unit preservation and affordability. Where required by this subsection, the property owner must submit a letter from the Portland Development Commission (PDC) certifying the following. The letter must be included with the development application, except for situations described in Subsection 33.510.118.D., where the letter must be included with the application for a demolition permit.

   a. That the owner has executed a covenant with the City that complies with the requirements of Section 33.700.060;

   b. That the covenant ensures that:

      (1) The dwelling units will be affordable to households earning less than 60 percent of median family income for the region, and that the units will remain so for at least 60 years; and

      (2) The dwelling units will be preserved for at least 60 years.

Commentary

33.510.118 Residential Use Restrictions in the EX zone
This is a new provision defining residential use restrictions in the EX zone in the Lower Albina and Central Eastside subdistricts where EX zoning exists or is proposed. The SE Quadrant Plan proposed EX zoning with residential uses prohibited for multiple areas and allowed only as a conditional use for others. This maintains the employment focus of this area. The N/NE Quadrant Plan proposed a zone change from IG1 to IG1 with an EX Comprehensive Plan designation. If this area is rezoned to EX at a later date, housing will be prohibited. These restrictions reduce the chance for conflicts between residential uses and industrial employment uses.

Map 510-6 Special Residential Use Areas shows:

1) Residential Uses Prohibited
   Includes proposed IG1 (EX) in Lower Albina, OMSI Station Area south of Caruthers and west of OR-99E, properties bounded by SE Woodward and Powell Streets to the north and south and OR-99E and SE Milwaukie Ave to the west and east.
2) Residential Uses Allowed as Conditional Use (Also see 510.255 Central City Master Plans) Includes OMSI Station Area bounded by SE Caruthers and SE Clay St to the south and north and Water Ave/Union Pacific Rail Line/OR-99E to the east.

33.510.1139 Retail Sales And Service and Office Uses in the IG1 Zone. This section has been moved here to keep the I zone Retail Sales And Service provisions together.

B. Historic Resources: This section has been revised to allow for 100% of the floor area of an eligible historic building to be in Industrial Office use (plus up to an additional 5,000 SF in a rooftop addition) in the IG1 zone. This aligns with the Employment Zoning Project proposed revisions to 113.C, below, ensuring that historic resources have the same allowances for Industrial offices as other existing buildings in the IG1 zone. This provision will apply in the IG1 zone in both the Central Eastside and Lower Albina.

33.510.118 Residential Uses in the EX zone

A. Purpose. Residential uses are restricted in portions of the Lower Albina and Central Eastside subdistricts in order to avoid conflicts between residential and industrial activities.

B. Residential use limitation. Unless approved through a Central City Master Plan, residential uses are prohibited in the EX zone in the area shown on Map 510-6.

33.510.119 Retail Sales And Service and Office Uses in the IG1 Zone

A. Generally.

1. Where these regulations apply. The regulations of this subsection apply to sites in the IG1 Zone that are not subject to Subsections B and C, below.

2. Allowed uses. One Retail Sales And Service or Office use is allowed per site. The square footage of the floor area plus the exterior display and storage area may be up to 3,000 square feet.

3. Conditional uses.

   a. More than one Retail Sales And Service or Office use on a site is a conditional use.

   b. Retail Sales And Service uses where the net building area plus the exterior display and storage area is more than 3,000 square feet are a conditional use. Retail Sales And Service uses where the net building area plus the exterior display and storage area is more than 25,000 square feet, or the square footage of the site area, whichever is less, are prohibited.

   c. Office uses where the net building area plus the exterior display and storage area is more than 3,000 square feet are a conditional use. Office uses where the net building area is more than 60,000 square feet or the square footage of the site area, whichever is less, are prohibited.

B. Historic resources.

1. Where these regulations apply. The regulations of this subsection apply in the IG1 Zone to historic resources that are listed on the National Register of Historic Places or are identified as contributing to the historic significance of a Historic District or a Conservation District.

2. Allowed uses.

   a. Retail Sales And Service and Traditional Office. Up to 12,000 square feet on a site may be in Retail Sales And Service or Traditional Office use. The total amount of square footage includes net building area, exterior display, and storage area of all Retail Sales And Service and Traditional Office uses on the site. More than 12,000 square feet on a site in Retail Sales And Service uses is prohibited.

Commentary

33.510.119 Retail Sales and Service and Office Uses in the IG1 Zone

C. Employment Opportunity Subarea: This section is being updated as part of the Employment Zoning Project. When this code is approved and becomes effective which will be the same time as the Central City 2035 code, it will be incorporated into 33.510, Central City plan district. The Employment Zone Recommended Draft contains the Following draft code language.

C. 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.

b. Industrial Office. Up to 100 percent of the gross building area on a site may be in an Industrial Office use including gross building area added inside of the building as it existed on (*insert effective date*). In addition, up to 5,000 square feet of floor area added to the roof of the building as it existed on (insert 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.

3. Conditional uses. More than 12,000 square feet on a site may be in Traditional Office uses if approved through a conditional use. The total amount of square footage includes net building area, exterior display, and storage area of Traditional Office uses on the site. If there are also Retail Sales And Service uses on the site, no more than 12,000 square feet may be in Retail Sales And Service use.

~~**C. Employment Opportunity Subarea.**~~

~~1. Purpose. The regulations of this subsection 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 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. 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.~~

~~c. Industrial Office. Up to 60,000 square feet of the net building 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.~~

_ 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.
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 effective 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 effective 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.

33.510.12019 Retail Sales And Service and Office Uses in Specified Historic Resources in the IG2 and IH Zones: This section has been amended to remove reference to the IG2 zone, which no longer exists in Central City.

33.510.200 Floor Area Ratios: This section is being shown as new because it has been restructured. Commentary below explains new information or changes being proposed:

A. Purpose. The purpose statement has been amended to better align with the Central City 2035 Plan's policy framework and to clarify that maximum floor area ratios (FARs) are set based on a balancing of several different objectives that may vary in importance in different parts of the Central City. FAR regulates the amount of floor area that can be developed on a site in relation to the total square footage of the site. Sites in the Central City that have a high floor area ratio typically allow for taller development. Generally, the block pattern of the district requires buildings to go up rather than out if the allotted FAR is to be fully uses.

As a result, the maximum FARs and heights along the Transit Mall are typically high to promote higher density development, whereas the maximum FAR and height allowance generally step down as sites come closer to the Willamette River and neighborhoods adjacent to the Central City.

33.510.11920 Retail Sales And Service and Office Uses in Specified Historic Resources in the ~~IG2 and~~ IH Zone~~s~~

A. Where these regulations apply. The regulations of this subsection apply in the ~~IG2 and~~ IH Zone~~s~~ to historic resources that are listed on the National Register of Historic Places or to structures or objects that are identified as contributing to the historic significance of a Historic District or a Conservation District.

B. Allowed uses. Up to 12,000 square feet on a site may be in Retail Sales And Service or Office use. The total amount of square footage includes floor area, exterior display, and storage area of all Retail Sales And Service and Office uses on the site. More than 12,000 square feet on a site in Retail Sales And Service uses is prohibited.

C. Conditional uses. More than 12,000 square feet on a site may be in Office uses if approved through a conditional use. The total amount of square footage includes floor area, exterior display, and storage area of Office uses on the site. If there are also Retail Sales And Service uses on the site, no more than 12,000 square feet may be in Retail Sales And Service use.

Development Standards

33.510.200 Floor Area Ratios

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 work with the height, setback, and building coverage standards to control the overall bulk of development. Generally, the highest FARs in Portland are applied in the Central City plan district to support its role as the region's premier center for jobs, health and human services, and urban living. The maximum FARs allowed in the Central City plan district balance multiple objectives of the Central City 2035 Plan including:

- Locating the largest floor area ratios along the Transit Mall and high-capacity transit lines;
- Varying building bulk across the Central City;
- Generally, stepping down allowed building bulk to the Willamette River and neighborhoods adjacent to the Central City; and
- Ensuring that building bulk is compatible within historic districts.

B. Floor area ratio. Floor area ratio (FAR) is regulated as follows. Adjustments to FAR regulations are prohibited:

1. Maximum floor area ratio. The maximum FAR for all sites in the Central City plan district is specified in Subparagraphs B.1.a. and B.1.b. Maximum FAR can be increased on a site if FAR is transferred as allowed by Subsection D, or bonus FAR is earned as allowed by 33.510.210, Floor Area and Height Bonus Options. Increases in FAR on a site are limited as described in Subsection C. In the South Waterfront subdistrict, floor area used for automated parking is not counted towards maximum FAR for the site.

Commentary

33.510.200 Floor Area Ratios

B.2 Minimum floor area ratio.
Minimum floor area ratios are being proposed across the Central City to retain acceptable density levels for new development and to promote the redevelopment of under-utilized sites, such as vacant lots, surface parking lots, and low density development with low site coverage. The minimum density required would vary depending on the maximum ratios set for a site as reflected on Map 510-2. For instance, sites with a maximum FAR allowance of 3 to 1 or less would be required to maintain and/or build to a ratio of at least 1 to 1. Sites with a maximum ratio of 9:1 or greater would be required to maintain and/or build to a ratio of at least 3 to 1.

C.1.a-e Limits on additional FAR
This section states that there is a 3 to 1 limit on the amount of bonus FAR a project can earn in most circumstances; however, transfers are unlimited, so long as the proposed development does not exceed maximum heights shown on Map 510-4.

Sub paragraphs b-e apply to specific areas of the Central City Plan District that have different and unique FAR regulations, including the West End, South Park Blocks, South Waterfront, and North Pearl.

The automated parking facility must rely on a mechanical system instead of a vehicle operator to transport vehicles to a storage space within the facility.

a. Except for certain sites in the West End subdistrict, the maximum floor area ratios for sites in the Central City plan district are shown on Map 510-2.

b. West End subdistrict. The following maximum floor area ratios apply to the sites shown on Map 510-5:

(1) The maximum floor area ratio is 6 to 1; or

(2) If at least 33 percent of the floor area is in a residential use, the maximum floor area ratio is 9 to 1.

2. Minimum floor area ratio. Minimum FAR is required as follows:

a. For sites where the maximum allowed FAR before bonuses and transfers is up to 4 to 1, the minimum FAR is 1 to 1;

b. For sites where the maximum allowed FAR before bonuses and transfers is between 5 to 1 and 8 to 1, the minimum FAR is 2 to 1; and

c. For sites where the maximum allowed FAR before bonuses and transfers is 9 to 1 or greater, the minimum FAR is 3 to 1.

C. Limits on additional floor area. Maximum FAR can be increased on a site if FAR is transferred as allowed by Subsection D, or bonus FAR is earned as allowed by 33.510.210, Floor Area and Height Bonus Options. The following limits and priorities apply to increases in FAR.

1. Limits on additional FAR.

a. Unless otherwise specified in Paragraphs C.1.b. through C.1.e, the maximum amount of FAR that can be earned on a site through use of bonus options is 3 to 1. There is no limit on the amount of FAR that can be transferred to a site.

b. West End subdistrict. Unless prohibited by Subparagraph C.1.c., in the West End subdistrict there is no limit on the amount of floor area that can be earned through the use of bonus or transfer options. However, the total amount of floor area on a site, including bonus floor area and transferred floor area, must not be more than 12 to 1.

c. South Park Blocks frontages. Transferring floor area to sites, or portions of sites, zoned RX is prohibited within the area shown on Map 510-14.

d. South Waterfront subdistrict. In the South Waterfront subdistrict the following applies:

(1) Except as allowed under Subsubparagraphs C.1.d(2) and (3), no more than 2 to 1 FAR may be earned on a site through the use of bonus options. There is no maximum to the amount of floor area that may be transferred to a site. However, the total amount of floor area on a site, including bonus floor area and transferred floor area, must not be more than 9 to 1;

(2) An FAR of more than 2 to 1 may be earned on a site through the use of bonuses if at least 1 to 1 FAR is earned on the site through the use of the

Commentary

C.1.d (3) A clarification has been made on the timing of when the required dedication of greenway floor area is to be made. The portion of the South Waterfront Greenway Area that floor area is being transferred from must have been dedicated to the City **after** September 1, 2002.

33.510.200.C2 Priorities for the use of bonus and transfer options.
The proposed FAR bonus and transfer provisions, applicable to most of the Central City, are proposed to be prioritized to focus on affordable housing and historic preservation. In addition, for properties along the riverfront there is a bonus promoting the creation of additional open space along the river's edge. Below is a summary of how the bonus and transfer system is proposed to be prioritized. More information on the bonuses can be found in 33.510.210 and on the transfers in 33.510.200 D.

Priority given to Affordable Housing Bonus:

1. The maximum bonus FAR on most sites in the Central city is 3 to 1. Sites in South Waterfront, North Pearl Subarea and the West End subdistricts have the ability bonus more than 3 to 1 FAR.
2. The first 2:1 bonus FAR earned must be earned through the affordable housing bonus. (with a few exceptions noted below).
3. The remaining 1:1 of bonus FAR can be earned through other bonuses or transfers.

FAR Bonuses:

1. Affordable housing bonus: (option a or b or a combination of the two)
    a. Build housing units affordable @ 80% Median Family Income for 60 years
    b. Pay into an affordable housing fund. The fee will be updated on a regular basis (1-3 years)
2. Riverfront Open space bonus:
    a. For additional public accessible setback from the required river setback.
    b. ONLY available to riverfront properties.
    c. 1 sq. ft. of open space earns 3 sq. ft. of floor area.
3. Existing South Waterfront open space and greenway bonuses continue to be available for South Waterfront.

FAR transfers:

1. Historic preservation: Landmarks and contributing resources that are seismically reinforced can transfer FAR.
2. Existing South Waterfront transfer remains in effect.
3. Transfer w/in a sub-district: Allow unlimited transfer of FAR within a sub-district after use of the Affordable housing bonus and/or historic transfer.

open space bonus option, open space fund bonus option, or South Waterfront Willamette River Greenway bonus option. However, the total amount of floor area on a site, including bonus floor area and transferred floor area, must not be more than 9 to 1.

(3) The total floor area on a site, including bonus floor area and transferred floor area, may be more than 9 to 1 if all of the following are met:

- The floor area above the 9 to 1 ratio must be transferred from the South Waterfront Greenway Area; and
- The portion of the South Waterfront Greenway Area that floor area is being transferred from must have been dedicated to the City after September 1, 2002.

e. North Pearl subarea. The following applies in the North Pearl subarea bonus options target area shown on Map 510-5:

(1) An FAR increase of more than 3 to 1 may be earned on a site through the following provisions. However, the total amount of floor area on a site must not be more than 9 to 1, except as allowed under subsubparagraph C.1e(2):

- Floor area bonuses in subsection 33.510.210 C;
- Transfers from the site of an historic resource meeting Subsection D.3.

(2) The total floor area on a site, including bonus floor area and transferred floor area, may be more than 9 to 1 if the floor area above the 9 to 1 ratio is transferred from the site of an historic resource as specified in Subsection D.3.

2. Priorities for the use of bonus and transfer options. When FAR will be increased using bonuses or transfers, the following regulations specify which bonus and transfer options must or may be used before other bonus or transfer options:

a. Unless otherwise specified in Subparagraph C.2.b:

(1) The first 2 to 1 of any increase in FAR on a site must be earned or gained through use of one of the following options:

- The affordable housing bonus option described in 33.510.210 C.1;
- The affordable housing fund bonus option described in 33.510.210C.2; or
- The historic resources transfer provisions described in Paragraph D.3. In this case, the sending site for the transfer must be in the Skidmore/Old Town historic district or the New Chinatown/Japantown historic district; and

(2) The next 1 to 1 of any increase in FAR on a site must be earned or gained through use of one of the following options:

- The affordable housing bonus option described in 33.510.210 C.1;
- The affordable housing fund bonus option described in 33.510.210C.2; or

C 2.b Exceptions to Priorities for FAR bonuses and transfers: There are some exceptions to using the affordable housing bonus or affordable housing bonus fund first:

1. An FAR transfer based on a covenant that was recorded prior to new code effective date may be used first for up to two years. After two years the affordable housing bonus must be used first.
2. An FAR transfer from historic resources in the Skidmore/Old Town historic district or the New Chinatown/Japantown historic district may be used first.
3. The Riverfront Open Space bonus may be used first. Only riverfront properties are eligible to use this bonus.
4. In the West End subdistrict the first 3 to 1 FAR of bonus must be via the Affordable Housing Bonus.
5. In the South Waterfront subdistrict staff propose to continue existing rules which allow unlimited transferring in the district and a limit on the amount of bonus to be used unless at least 1 to 1 FAR of the existing South Waterfront bonuses for open space is used.

33.510.200 D Floor Area Ratios Transfers: Staff proposes to eliminate the SRO and Residential transfers. A description of the updated transfer provisions and the rationale for eliminating SRO and Residential is described below.

Staff proposes, as a disincentive to maintaining surface parking lots in the Central City, that surface lots cannot be sending sites for FAR transfers. Surface parking lots may be receiving sites of FAR as part of a redevelopment project.

1. Transfer of floor area within ~~a project~~ a subdistrict.

In an effort to reduce transfer options and focus on historic preservation and transfers within a subdistrict. Staff proposes to amend the Transfer of floor area within a project. A project is eligible to use this transfer provision only after they have earned 3 to 1 FAR on their site following the FAR increase priorities established in 33.510.200C. The transfer of floor area within a subdistrict is allowed in the CX, EX and RX zones. The mechanism to transfer floor area within a subdistrict exists under current code but a project must go through the master plan process. Staff is removing this provision from the updated master plan provision (33.510.255) but propose to keep it as it is widely used today. Project our still capped by their ultimate height on Map 510-4.

- The historic resources transfer provisions described in Paragraph D.3.

b. Exceptions. The following exceptions apply to the bonus and transfer option priorities specified in Subparagraph C.2.a:

(1) In the West End subdistrict, the first 3 to 1 of any increase in FAR must be earned through the affordable housing bonus described in 33.510.210 C.1, or through the affordable housing fund bonus described in 33.510.210C.2;

(2) The South Waterfront subdistrict is exempt from the priorities specified in Subparagraph C.2.a., however within the Greenway bonus target area shown on Map 510-5, the South Waterfront Willamette River Greenway bonus option must be used before any other bonus. Bonus floor area of at least 7,500 square feet from the South Waterfront Willamette River Greenway bonus option must be earned before the project qualifies for other bonus options.

(3) Floor area transferred legally through a covenant recorded prior to [INSERT EFFECTIVE OF THIS CODE] may be used to increase maximum FAR on a site before using one of the bonus or transfer options listed in C.2.a. until [INSERT DATE that is 2 years from EFFECTIVE OF THIS CODE];

D. Floor area ratio transfers. Transferring floor area is allowed as follows. Transferring floor area within the Central City is only allowed in the situations stated below. When FAR is transferred from one site to another, the sending site must retain at least the minimum FAR required by Paragraph B.2. Surface parking lots are prohibited from being a sending site for an FAR transfer. :

1. Transfer of floor area within a subdistrict. In the RX, CX and EX zones, floor area, including bonus floor area, may be transferred between sites within a subdistrict. Floor area transfers in these situations are subject to the following restrictions:

Commentary

2.Transfer of Floor area in South Waterfront – no change to this provision, but it has moved in the restructuring of the overall section.

a. Buildings on each site may not exceed the height limit established for that site by the regulations of this chapter;

b. If bonus floor area is included in the transfer, the public benefit to be provided in exchange for the bonus floor area must be completed in advance or at the time of issuing any occupancy permit for the receiving site; and

c. The property owner(s) must execute a covenant for both lots. The covenants must comply with the regulations of 33.700.060, must be recorded with the deeds for each lot, and must reflect the respective increase and decrease of potential floor area.

2. Transfer of floor area within the South Waterfront subdistrict. In the South Waterfront subdistrict, floor area, including bonus floor area, may be transferred between sites. The sites are not required to be abutting, however both the sending site and the receiving site must be located within the South Waterfront subdistrict. Floor area transfers in the South Waterfront subdistrict are subject to the following:

a. Buildings on each site may not exceed the height limit established for that site by the regulations of this chapter;

b. If bonus floor area is included in the transfer, the public benefit to be provided in exchange for the bonus floor area must be completed in advance or at the time of issuing any occupancy permit on the receiving site taking advantage of the bonus floor area; and

c. The property owner(s) must execute a covenant for both lots. The covenants must comply with the regulations of 33.700.060, must be recorded with the deeds for each lot, and must reflect the respective increase and decrease of potential floor area.

Commentary

3. Transfer of floor area from Historic Resources

Expanding the historic resource transfer provision throughout the Central City supports the historic preservation policies of the Central City 2035 Plan. Section 510.200.H (Pearl district historic transfer) is rewritten to create a new Central City-wide historic resource FAR transfer provision. It allows landmarks and contributing resources in historic and conservation districts that have been seismically reinforced to be possible sending sites.

The City, through Portland Bureau of Emergency Management, Bureau of Development Services and Portland Development Commission, is conducting a process with extensive stakeholder feedback to make recommendations for a timeline and process to seismically retrofit unreinforced masonry (URM) buildings in the City. The City is looking at multiple standards that a URM building must meet based upon use, size and occupancy level. Many of our City's historic landmarks and contributing resources are also URMs. The historic resource transfer is one tool that may help encourage building owners to retrofit their buildings. The proposal would require the retrofit to happen first, and then the building owner would be eligible to sell their FAR to help recover some of the cost of the retrofit. In addition, these sending sites may also transfer their bonus floor area like other transfer provisions. However, unlike other transfer provision, the receiving site that receives the transfer of bonus floor area, is not required to provide facilities in exchange for the bonus floor area. The public benefit of using this transfer provision is that the sending site has been seismically upgraded improving public safety and encouraging the preservation of a historic site.

Requiring historic resources that send FAR to be seismically upgraded aligns with a City priority to address the public safety issues related to unreinforced masonry buildings and encourages owners to retrofit their buildings.

d.: A covenant must be executed for both sites indicating the respective increase and decrease of FAR. The covenant for the sending site must also state that the sending site is subject to demolition review (locally designated landmarks and contributing properties in conservation districts are not ordinarily subject to demolition review).
e(1).: This exception allows historic resources to continue to be able to transfer to sites outside of the Central City, by using the existing base zone transfer provisions.

e(2): This exception allows sites in the R1, R2 and R3 zones, which are not included in e(1), to use the base zone provisions to transfer density.

3. Transfer of floor area from a Historic Resource. The following regulations apply to transferring of floor area from a Historic Resource:

   a. Purpose. This transfer option improves public safety by encouraging seismic upgrades of historic resources, and encourages the preservation of historic resources by reducing redevelopment pressure.

   b. Sites eligible to send floor area. In order to send floor area, including bonus floor area, the site must:

      (1) Be in a RH, RX, CX or EX zone; and

      (2) Contain a Historic or Conservation Landmark or be in a Historic or Conservation district and contain a contributing resource that meets the City of Portland's seismic reinforcement building code standards.

   c. Sites eligible to receive floor area. Sites eligible to receive floor area:

      (1) Must be zoned RH, RX, CX or EX;

      (2) Must be within the Central City plan district; and

      (3) Must not be within a Historic or Conservation District.

   d. Covenants. The owners of both the sending and receiving sites must execute a covenant with the City. The covenant must meet the requirements of 33.700.060, and must be attached to and recorded with the deed. The covenants may not be revoked or rescinded. The covenants must include the following:

      (1) The covenant for each site must reflect the respective increase and decrease of potential floor area.

      (2) The covenant for the sending site must state that the owner will not demolish or relocate the historic resource unless the City approves the demolition or relocation through demolition review.

   e. Exceptions.

      (1) Sites with eligible historic resources in a RH, RX, CX or EX zone may elect to transfer floor area to a receiving site outside of the Central City plan district if they meet the standards of 33.120.205.E, 33.130.205.C or 33.140.205.C.

      (2) Sites with eligible historic resources in the R1, R2 and R3 zones may transfer density if they meet the standards of 33.120.205.E.

   f. Adjustments. Adjustments and modifications to these regulations are prohibited.

Commentary

4. Neighborhood facilities ~~within the North Pearl Subarea~~.

The neighborhood facilities provisions are being expanded Central City-wide to address the growing need of Central City residents to have access to essential public services such as public schools, community centers, libraries and daycare. As the population within Central City neighborhoods grow and diversify, access to these types of services will be needed by residents of all ages. The location of these services in the Central City would also serve the needs of residents in close-in neighborhoods not adequately served by such uses. While the Day care bonus (33.510.210.C) is proposed to be eliminated but staff proposes to use the language from the bonus provision that requires that a day care facility must be open during normal business hours at least five days each week and fifty weeks each calendar year.

4. Neighborhood facilities.

a. Purpose. This regulation encourages creation of facilities to serve those who live and work in the Central City. These facilities are necessary elements of a complete neighborhood.

b. Standards. Floor area used for specified neighborhood facilities is not counted towards maximum FAR for the site. The specified neighborhood facilities are public schools, public community centers, daycare facilities for children, and public libraries. To qualify for this provision, the following requirements must be met:

(1) Schools. Floor area to be used for public schools does not count towards maximum FAR for the site if the school will be operated by or for a public school district.

(2) Daycare. Floor area to be used for daycare facilities for children does not count towards maximum FAR for the site. The facility must be open at least five days each week and fifty weeks each calendar year.

(3) Libraries. Floor area to be used for public libraries does not count towards maximum FAR for the site if the library will be operated by the Multnomah County Library or does not charge membership fees.

(4) Public community centers. Floor area to be used for community centers does not count towards maximum FAR for the site. Public community centers are not for exclusive use by residents of a site and their guests.

(5) All facilities. All neighborhood facilities must meet the following:

- The floor area of the facility must be reserved for the exclusive use of the neighborhood facility for at least 10 years from the date a certificate of occupancy is issued for the qualifying floor area. No uses other than those listed in this subsection are allowed.
- The applicant must document that there is a binding agreement with an operator for each facility. This documentation must be submitted with the application for design review; and
- The property owner must execute a covenant with the City which is attached to and recorded with the deed of the site. The covenant must ensure that the owner will reserve the floor area as specified in I.2.e(1). The covenant must comply with the requirements of Section 33.700.060.

~~Development Standards~~

~~33.510.200 Floor Area Ratios~~

A. ~~**Purpose.** The maximum floor area ratio (FAR) standards are intended to accomplish several purposes of the Central City Plan. These include coordinating private development with public investments in transportation systems and other infrastructure, limiting and~~

Commentary

~~stepping down building bulk to the Willamette River, residential neighborhoods, and historic districts. While consistent with these purposes, the floor area ratios are intended to be the largest in the Portland region.~~

~~B. Floor area ratio standard.~~

~~1. Generally. The maximum floor area ratios for all sites in the Central City plan district are shown on Map 510-2 at the end of this chapter. Floor area ratios greater than shown on Map 510-2 are prohibited unless allowed by Subsections C. through G., below, or by 33.510.210.~~

~~2. Goose Hollow. The minimum floor area ratio in the Goose Hollow subdistrict is 1 to 1.~~

~~3. Specified sites in the West End Subarea~~t. ~~In the area shown on~~ Map 510-14, ~~the following regulations apply:~~

~~a. Maximum. The maximum floor area ratio is 6 to 1. If at least 33 percent of floor area is in residential use, the maximum floor area ratio is 9 to 1.~~

~~b. Minimum. The minimum floor area ratio is 2 to 1.~~

~~4. South Waterfront Subdistrict. In the South Waterfront Subdistrict, floor area used for automated parking is not counted towards maximum FAR for the site. The automated parking facility must rely on a mechanical system instead of a vehicle operator to transport vehicles to a storage space within the facility.~~

~~C. Limit on increased floor area.~~

~~1. Generally. Except as provided under C.2.through C.5 , below, increases in FAR, whether by transfers of floor area or bonus floor area options, of more than 3 to 1 are prohibited;~~

~~2. In the portion of the West End subarea that is not shown on Map 510-14, the following applies. There is no maximum to the amount of bonus floor area that may be earned. However, the total floor area on a site, including bonus floor area and transferred floor area, may not be more than 12 to 1. Adjustments are prohibited.~~

~~3. South Park Blocks frontages. Transfers of floor area to RX-zoned sites on the Park Block frontages shown on Map 510-13 are prohibited. This prohibition applies to all RX-zoned sites on the Park Block frontages, including those within the West End subarea.~~

~~4. South Waterfront subdistrict. In the South Waterfront Subdistrict the following applies:~~

~~a. Generally. Except as allowed under Subparagraphs 4.b. and c., below, no more than 2:1 FAR may be earned on a site through the use of bonuses. There is no maximum to the amount of floor area that may be transferred to a site. However, the total floor area on a site, including bonus floor area and transferred floor area, may not be more than 9 to 1, except as allowed under C.4.c, below. Adjustments to the regulations of this paragraph are prohibited.~~

Commentary

b. An FAR of more than 2 to 1 may be earned on a site through the use of bonuses if at least 1 to 1 FAR is earned on the site through the use of the open space bonus option, open space fund bonus option, or South Waterfront Willamette River Greenway bonus option. However, the total floor area on the site, including bonus floor area and transferred floor area, may not be more than 9 to 1.

c. The total floor area on a site, including bonus floor area and transferred floor area, may be more than 9 to 1 if all of the following are met:

(1) The floor area above the 9 to 1 ratio must be transferred from the South Waterfront Greenway Area; and

(2) The portion of the South Waterfront Greenway Area that floor area is being transferred from must have been dedicated to the City since September 1, 2002.

5. North Pearl Subarea. In the North Pearl Subarea bonus options target area, shown on Map 510-4, the following applies:

a. An FAR increase of more than 3 to 1 may be earned on a site through the following provisions. However, the total floor area on a site may not be more than 9 to 1, except as allowed under 5.b below. Adjustments to the regulations of this paragraph are prohibited:

(1) Floor area bonuses;

(2) Transfers from the site of an historic resource meeting Subsection H. below.

b. The total floor area on a site, including bonus floor area and transferred floor area, may be more than 9 to 1 if the floor area above the 9 to 1 ratio is transferred from the site of an historic resource as specified in Subsection H. below.

Commentary

SRO housing transfer of floor area

Staff proposes to eliminate this transfer provision in an effort to reduce competition for the new affordable housing bonus. In the past the transfer provisions have competed with bonus options. However, staff research indicates that this bonus has only been used one time since 1988.

The original intent of this transfer provision was to allow the transfer of density from sites occupied by single room occupancy housing (SROs) to encourage the development of new SROs and reduce market pressure for removal of existing SROs, which often serve as a form of affordable market-rate housing. Portland Housing Bureau has indicated that existing SROs are already largely protected so there is no need for this provision.

D. Transfer of floor area within a project . In the CX and EX zones, floor area, including bonus floor area, may be transferred between abutting lots within a site or sites being developed jointly. This also applies to lots within a site which would be abutting but for a right-of-way. Floor area transfers are subject to the following restrictions:

1. If the site is within the Downtown, South Downtown/University, or West End subdistricts as shown on Map 510-1, floor area may be transferred between abutting lots within a site or sites being developed jointly provided the lots are within the same block. Floor area transfers across rights-of-way are prohibited in the Downtown subdistrict.

12. Buildings on each site may not exceed the height limit established for that site by the regulations of this chapter;

23. If bonus floor area is included in the transfer, those facilities to be provided in exchange for the bonus floor area must be completed in advance or at the time of issuing any occupancy permit for the other lot; and

34. The property owner(s) must execute a covenant with the City which is attached to and recorded with the deed of both the lot transferring and the lot receiving the floor area reflecting the respective increase and decrease of potential floor area. The covenant must meet the requirements of 33.700.060.

E. SRO housing transfer of floor area.

1. Purpose. Transfer of floor area ratio potential from sites occupied by single room occupancy housing (SROs) is allowed in order to encourage the development of new SROs and reduce market pressure for removal of existing SROs.

2. Allowable floor area transfers.

   a. The owners of qualifying sites may sell the rights to their unused floor area potential. The rights to the floor area may be used anywhere in the Central City plan district.

   b. Floor area increases transferred to a site are limited to that allowed by Subsection C. above.

   c. The SRO property owner must execute a covenant with the City which reflects the decrease of potential floor area. The covenant must require future continuation and maintenance of the SRO housing in conformance with the standards of this subsection. The covenant must meet the requirements of 33.700.060.

3. Qualifying SRO projects and restrictions.

   a. Vacant, existing, and new SRO housing developments located in a CX or EX zone qualify for the floor area transfer. Vacant, existing, and new SRO housing developments located in the RX zone qualify for the floor area transfer if the sending and receiving sites are located in the RX zone, or if the sending site is within the RX zone and the receiving site is in the CX or EX zone. At least 60 percent of the floor area of the SRO structure must be used for housing.

Commentary

Transfer of residential floor area.
The original intent of this transfer provision was to preserve existing housing by reducing market pressure for removal of existing housing. The market is providing significant residential development and this provision is likely no longer needed. According to BDS staff this has not been used very much, if at all.

A big concern staff has heard expressed by development community is to allow them to continue to use the residential floor area that they have already transferred. In response, C.2b (1) states that if an applicant has a recorded covenant that shows this transfer took place prior to the effective date of this code then the use of this FAR is allowed.

b. For existing SRO housing, the building must be in full compliance with the Oregon Structural Specialty Code (the Uniform Building Code as amended by the State of Oregon) at the time of transfer of the development rights. If not, the structure must be brought into compliance before an occupancy permit is issued for a development using the transferred floor area.

c. For proposed new SRO housing, the excess floor area rights may be transferred prior to construction if done as part of a development proposal to which the floor area is being transferred. The SRO units must receive an occupancy permit in advance of issuing an occupancy permit for any other part of the development.

d. The SRO structure may not be demolished or converted to other uses unless the number of SRO units lost will be replaced either on the site or at another location in the Central City plan district. SRO units being provided at another site must receive an occupancy permit in advance of issuing an occupancy permit for a new use on the former SRO site or issuing a demolition permit for the site. In addition, the decreased floor area potential on the SRO site continues.

F. Transfer of residential floor area.

1. Purpose. Transfer of floor area ratio potential from sites occupied by residential development is allowed in order to reduce market pressure for removal of existing housing.

2. Allowable floor area transfers.

a. The owners of qualifying sites may transfer the rights to their unused floor area potential. The rights to the floor area may be used anywhere in the Central City plan district.

b. Floor area transferred to a site is limited to that allowed by 33.510.200.C.

c. The sending residential property owner must execute a covenant with the City that reflects the decrease of potential floor area. The covenant must require future continuation and maintenance of the housing in conformance with the standards of this subsection. The covenant must meet the requirements of 33.700.060.

G. Transfer of floor area within the South Waterfront Subdistrict. In the South Waterfront Subdistrict, floor area, including bonus floor area, may be transferred between sites. The sites are not required to be abutting; however, both the sending site and the receiving site must be located within the South Waterfront Subdistrict. Floor area transfers are subject to the following:

1. Buildings on each site may not exceed the height limit established for that site by the regulations of this chapter;

2. If bonus floor area is included in the transfer, those facilities to be provided in exchange for the bonus floor area must be completed in advance or at the time of issuing any occupancy permit for buildings taking advantage of the bonus floor area; and

Commentary

3. The property owners must execute a covenant with the City that is attached to and recorded with the deed of both the sending and receiving sites reflecting the respective increase and decrease of potential floor area. The covenant must meet the requirements of 33.700.060.

H. Transfer of floor area from Historic Resources in specified areas.

1. Where these regulations apply. These regulations apply to sites located in the Pearl Development Transfer Opportunity Area on Map 510-20.
2. Sites eligible to transfer floor area. Sites eligible to transfer floor area must be located within the area shown on Map 510-20 and must contain:
   a. A landmark;
   b. A contributing resource in an Historic District; or
   c. A Rank I, II, or III resource listed in the City's Historic Resource Inventory.
3. Sites eligible to receive floor area. A site within the area shown on Map 510-20 is eligible to receive floor area from the historic resources listed above in H.2.
4. Covenants. The owners of both the sending and receiving sites must execute a covenant with the City that is attached to and recorded with the deed. The covenants may not be revoked or rescinded. The covenants must include the following:
   a. Both sites. The covenant for each site must reflect the respective increase and decrease of potential floor area. The covenant must meet the requirements of Section 33.700.060, Covenants with the City.
   b. Sending site. The covenant for the sending site must state that the owner will not demolish or relocate the historic resource unless the City approves the demolition or relocation through demolition review.
5. Exception for Landmarks. Landmarks located in the Pearl Development Transfer Opportunity Area on Map 510-20 may elect to transfer floor area to a receiving site outside of the area on Map 510-20 if they meet the standards of 33.130.205.C or 33.140.205.C.
6. Adjustments. Adjustments and modifications to these regulations are prohibited.

I. Neighborhood facilities within the North Pearl Subarea.

1. Purpose. This regulation encourages creation of facilities to serve those who live and work in the North Pearl Subarea. These facilities are necessary elements of a neighborhood.
2. Standards. In the North Pearl Subarea, floor area used for specified neighborhood facilities is not counted towards maximum FAR for the site. The specified neighborhood facilities are public schools, public community centers, daycare facilities for children, and public libraries. To qualify for this provision, the following requirements must be met:

Commentary

33.510.205 Height

A. Purpose. This statement has been modified to better align with the policy framework of the Central City 2035 Plan and to clarify that maximum heights are based on a balancing of several objectives that may vary in importance in different parts of the Central City.

Map 510-3 Maximum Height shows maximum base heights and areas eligible for height increases. Map 510-4 Maximum Height including eligible height increases, is a new map which shows the ultimate height that could be reached on a site through bonuses and transfers.

~~a. Schools. Floor area to be used for public schools does not count towards maximum FAR for the site if the school will be operated by or for a public school district.~~

~~b. Daycare. Floor area to be used for daycare facilities for children does not count towards maximum FAR for the site. Applicants may choose to either earn bonus FAR under 33.510.210.C.2, or to have the daycare not counted towards maximum FAR for the site under this subsection. Both provisions may not be used on a site.~~

~~c. Libraries. Floor area to be used for public libraries does not count towards maximum FAR for the site if the library will be operated by the Multnomah County Library or does not charge membership fees.~~

~~d. Public community centers. Floor area to be used for community centers does not count towards maximum FAR for the site. Public community centers are not for exclusive use by residents of a site and their guests.~~

~~e. All facilities. All neighborhood facilities must meet the following:~~

~~(1) The floor area of the facility must be reserved for the exclusive use of the neighborhood facility for at least 10 years from the date a certificate of occupancy is issued for the qualifying floor area. No uses other than those listed in this subsection are allowed.~~

~~(2) The applicant must document that there is a binding agreement with an operator for each facility. This documentation must be submitted with the application for design review; and~~

~~(3) The property owner must execute a covenant with the City which is attached to and~~ recorded with the deed of the site. The covenant must ensure that the owner will reserve the floor area as specified in I.2.e(1). The covenant must comply with the requirements of Section 33.700.060.

33.510.205 Height

~~**A. Purpose.** The maximum building heights are intended to accomplish several purposes of the Central City Plan. These include protecting views, creating a step-down of building heights to the Willamette River, limiting shadows on public open spaces, ensuring building height compatibility and step-downs to historical districts, and limiting shadows from new development on neighborhoods in and at the edges of the Central City.~~

A. Purpose. The maximum building height standards are intended to implement and balance multiple objectives of the Central City 2035 Plan. Generally, the tallest heights in the Portland region are applied in the Central City to support its role as the region's premier center for jobs, services, and urban living. Other objectives include:

- Locating the tallest building heights along the Transit Mall and high-capacity transit lines;
- Protecting designated public views;
- Varying building height across the Central City;

Generally, stepping down height to the Willamette River and neighborhoods adjacent to the Central City;

Commentary

B. Maximum Height: The maximum height standard has been updated to clarify that base zone exceptions that allow for projections are allowed except in view corridors.

C. Performance standard for sites adjacent to designated open spaces.
The performance standard is being moved to the Bonus Height Section 33.510.210.D. The name is also changing and will be referred to as a Required Shadow Analysis. If an applicant chooses to access additional height at these properties south and west of open spaces a shadow analysis will be required. The eligible sites are shown on Map 510-4.

D. Performance standard for sites adjacent to historic districts

This subsection is proposed for deletion and Map 510-3 is amended to remove the area eligible for this provision, which allowed height increases adjacent to historic districts. BDS and applicants have found this code section very confusing and hard to implement. The proposal means that the heights on Map 510-3 control the maximum heights allowed.

- Emphasizing bridgehead locations with taller buildings;
- Limiting shadows on public open spaces; and
- Ensuring building height compatibility within historic districts.

B. ~~**The**~~ **Maximum height** ~~**standard.**~~ The maximum building height for all sites in the Central City plan district is shown on Map 510-3 ~~at the end of this chapter~~. Heights greater than shown on Map 510-3 are prohibited unless allowed by Subsections C. through E.,~~G., below~~, or by 33.510.210.D. ~~below~~. Exceptions to maximum height are allowed per the base zone, except that base zone height exceptions are prohibited within view corridors shown on Map 510-20 View Corridors.~~**C. Performance standard for sites adjacent to designated open spaces.**~~

~~1. Eligible sites. Building heights to the south and/or west of certain areas designated Open Space on the Comprehensive Plan map may be increased above the limits specified on Map 510-3. Sites eligible for this standard are shown on Map 510-3.~~

~~2. The performance standard. Building heights may be increased if the amount of shadow cast by the proposed building on the adjacent open space will be less than or equal to the shadow that would result from an allowed building constructed to the maximum height shown on Map 510-3. The shadow from an allowed building is based on the shadow that would be cast by a structure covering the entire site at the height limit of Map 510-3. Shadows must be analyzed for noon and 3:00 p.m. on April 21 to determine compliance with this provision.~~

~~3. Limit on the height increase. Increases in height are prohibited in either of the following situations:~~

~~a. The development projects into an established view corridor, or~~

~~b. The development does not project into an established view corridor, but results in buildings over 460 feet in height.~~

~~**D. Performance standard for sites adjacent to historic districts.** Building heights on blocks adjacent to the Yamhill and Skidmore Fountain/Old Town Historic Districts may be increased above the limits stated on Map 510-3. Requests for the increases are reviewed as part of the design review process.~~

~~1. The development proposal must comply with all of the following standards.~~

~~a. The site encompasses a single block that is subject to two different height limits, and the block is adjacent to but not part of a historic district.~~

~~b. The project does not include removal of any historical landmarks and no historical landmarks were cleared from the site during the 60 months prior to the date of application for the exception.~~

~~c. Historical landmarks on the site are preserved and restored as part of the proposed project.~~

~~d. A building wall, called the "street wall," must be constructed abutting the street lot line facing the historic district. Street walls must extend along the entire~~

Commentary

C~~D~~E. Open space height transfers.

The reference to the 1988 Central City Plan map is being removed. While sites on that map are relevant today, the provision is being edited to require an applicant to go through the approval process for an open space site.

~~frontage facing the historic district. When the project's frontage on its block is larger than the historic district's frontage on the facing block, the street wall must extend 25 feet beyond the end of the historic district.~~

~~e. The street wall must be at least 30 feet in height or equal to the distance of the horizontal encroachment into the area regulated by the lower height limit, whichever is more. However, portions of the building that front the historic district may not exceed 75 feet in height within 25 feet of the street lot line.~~

~~f. The existing building wall of an historical landmark incorporated into the project is exempt from the requirements of Subparagraphs d. and e., above.~~

~~g. Portions of the structure located behind the street wall must comply with the Ground Floor Active Use standard of 33.510.225;~~

~~h. The project may not result in a building that exceeds a maximum height of 250 feet or the higher of the two height limits on the block, whichever is lower.~~

~~2. Approval of a height increase based on this subsection in no way limits the ability of the review body conducting design review to require reconfiguration of the building's design, including lowering the height of the building or reducing the amount of the increase. The review body will base its review on application of both the general design guidelines applicable to the area, and the subdistrict guidelines applicable to the adjacent historic district.~~

~~3. Adjustments to requirements and standards of this subsection are prohibited.~~

C~~E~~. Open space height transfers.

1. Purpose. These regulations provide an incentive for the creation and development of needed open space in the Central City plan district.

2. Requirements for open space areas eligible for the height transfer.

   a. The proposed open space area must be in the Central City plan district outside of the South Waterfront Subdistrict~~. If the open space is at a Proposed Open Space location, as shown on the Central City plan map, the site is eligible by right. If the site is not a Proposed Open Space location,~~ Tthe site is subject to the review requirements stated in Paragraph 4, below~~. Open space sites resulting from the North Pearl Subarea open area requirement are not eligible for the height transfer.~~

   b. The area designated for the open space must be dedicated to the City as a public park. The minimum size of the open space must be a full block at least 35,000 square feet in size. However, the open space may be 20,000 square feet in size if located along the alignment of the North Park Blocks.

   c. All park improvements must be made by the applicant prior to dedication to the City. The improvements to the park are subject to a ~~major~~ design review using the specific area's design guidelines. ~~The Parks Bureau will provide advice to the Design Commission.~~

Commentary

33.510.205 Height

F. Height standard for housing on specified sites in the West End subarea

This section incentivizes residential development in the West End by granting additional height for residential development above the maximum height. However, this provision contains an outdated assumption that residential floors will occupy the top floors of a mixed use building. In recent years, the City has seen examples (i.e., Park Avenue West) of mixed use buildings with commercial floors above residential floors. While the desire to continue incenting residential development in this area remains, earning the bonus should not be tied to the location of that development within the building.

By removing this provision, the area will be subject to the same provisions for earning additional height as the rest of the Central City - provisions which are tied to affordable housing development.

3. Amount of height potential that can be transferred. The allowed height at the proposed open space site shown on Map 510-3 may be transferred within the Central City plan district consistent with the limits stated below.

   a. The maximum amount of height that may be transferred is 100 feet. The transfer may only be to a site eligible for a height bonus as shown on Map 510-3. Increases in height that result in buildings greater than 460 feet or that ~~which~~ are higher than an established view corridor are prohibited. The transferred height may not be used in addition to any allowed bonus heights of 33.510.210.

   b. The open space ~~improvements must be approved and the~~ site must be dedicated to the City before the issuance of building permits for the building receiving the increased height.

4. Design Review. ~~Reviews for sites not designated Proposed Open Space on the Central City plan map.~~

   a. Procedure. The review is processed with a Type III procedure. The Parks Bureau will provide advice to the Design Commission.

   b. Approval criteria. The proposed open space site will be approved for the height transfer if the review body finds that the applicant has shown that all of the following approval criteria are met:

      (1) The proposed site will help to alleviate an area's identified projected future open space deficiency. This determination is based on such things as proximity to parks, proximity to people living or working in the Central City plan district, and how the site relates to the Central City 2035 Plan's park and open space policies. ~~system (covered in Policy 8 of the plan)~~;

      (2) The proposed improvements on the open space site are consistent with the design guidelines for the area; and

      (3) The Parks Bureau approves of the site.

~~**F. Height standard for housing on specified sites in the West End subarea.** In the area shown on Map 510-14, building heights 175 feet higher than shown on Map 510-3 are allowed if all the floor area constructed above the limits shown on Map 510-3 is used exclusively for housing.~~

Commentary

No Substantive change

D~~C~~. South Waterfront height opportunity area.

1. Purpose. In the core of the South Waterfront Subdistrict, additional building heights may be appropriate to support the goals of the South Waterfront Plan. The regulations of this subsection are intended to:
   - Support the growth of a ~~Science & Technology Quarter~~ Innovation Quadrant in the Central City;
   - Provide diverse housing opportunities;
   - Support the density goals of the subdistrict while ensuring quality design;
   - Create additional opportunities for visual access through the subdistrict;
   - Promote the development of slender towers with an east-west orientation;
   - Develop an exceptional and varied skyline enhancing the district's setting against the Tualatin Hills to the west and the Cascade range to the east;
   - Establish and maintain a pedestrian environment with access to sunlight;
   - Contribute to the district's urban variety, adding visual interest at the pedestrian level and from vantage points outside of the district;
   - Create an urban form that is visually permeable; and
   - Continue to maintain all protected public views and view corridors, on the east and west side of the Willamette River, as identified in adopted plans.
2. Additional building height may be requested as a modification through design review as follows:
   a. The site must be in the height opportunity area shown on Map 510-16;
   b. The maximum height that may be approved is 325 feet, including projections, roof top mechanical equipment, and any other structures that project above the roof of the building;
   c. One of the following must be met:
      (1) The average floor-to-floor height in the building is at least 16 feet and floors of the building above 75 feet are 25,000 square feet in area or less; or
      (2) Floors of the building above 75 feet are 10,000 square feet in area or less;
      (3) Adjustments to the standards of this subsubparagraph are prohibited; however, modifications through design review may be requested as follows:
         - A modification to the 25,000 square foot limitation in G.2.c(1) may be requested;
         - A modification to the 10,000 square foot limitation in G.2.c(2) may be requested if the north-south dimension of the building above 75 feet is 112 feet or less. The north-south dimension is measured as specified in 33.510.252.A.3.e. However, modifications to allow floors larger than 12,500 square feet are prohibited;

Commentary

North Pearl Subarea Height Opportunity Area. The North Pearl District Height Opportunity Area was originally adopted into the Zoning Code in 2008 to implement the North Pearl District Plan. These provisions are proposed to be amended to better address the original intent of the regulations and to further the new goals and policies of Central City 2035 and the Pearl Subdistrict.

Specifically, these regulations were intended to allow the development of taller buildings that included a mix of land uses and programming objectives. These uses include residential, commercial office, institutional, and retail uses. The regulations are intended to allow flexibility in the design of building massings, while assuring that views through and within the district are accommodated, and that the pedestrian realm will have access to light and air, and be framed by building massings that are not imposing upon the pedestrian environment.

The regulations provide that additional height beyond the maximums identified on Map 510-3 may be requested as a modification through design review. The basis for granting additional height will require findings that the proposed building meets the standards of these provisions, and granting height is consistent with the purpose statement of this section as well as the relevant design guidelines from the Central City Fundamental Design Guidelines and the Pearl District (River District) Design Guidelines documents.

d. The portion of the proposed building that is greater than 250 feet in height must be at least 200 feet from the portion of any other existing or approved building that is greater than 250 feet in height, and that used the provisions of this subsection to achieve additional height. Approved buildings are those with an unexpired design review approval. Adjustments to this standard are prohibited; however, modifications to the 200 foot minimum distance requirement may be requested through design review. In reviewing such a request, the review body will consider the results of the South Waterfront Public Views and Visual Permeability Assessment for the proposal;

e. Where a block is less than 80,000 square feet in area, only one building on the block may use the provisions of this subsection. Where a block is at least 80,000 square feet in area but less than 120,000, only two buildings on the block may use the provisions of this subsection. Where a block is at least 120,000, only three buildings on the block may use the provisions of this subsection.

   Applications for land divisions of sites that include a building that has used the provisions of this subsection must show how the land division will not move the site out of conformance with this subsection.

f. The applicant must contribute $10.60 to the South Waterfront Public Open Space Fund (SWPOSF) for every square foot of floor area over 250 feet in height. The contribution to the SWPOSF must be made before the building permit is issued for the building. Contributions to the fund used to earn bonus floor area under 33.510.210.C.18, Open space fund bonus option, do not count towards meeting this requirement. Adjustments to this standard are prohibited.

g. The applicant must request advice from the Design Commission as described in 33.730.050.F. The design advice request must be submitted before the request for a pre-application conference. In providing their advice to the applicant, the Design Commission will consider protection and enhancement of public views from both the east and west, as identified in adopted plans; development of a diverse, varied and visually interesting skyline; and creation of a district that is visually permeable. These factors will be considered at different scales, including the site of the proposal, the site and adjacent blocks, and the subdistrict as a whole.

E~~H~~. North Pearl ~~S~~subarea height opportunity area.

1. Purpose. In the North Pearl ~~S~~subarea, additional building height may be appropriate to support the goals of the ~~North Pearl Plan~~ Central City 2035 Plan. The regulations of this subsection:
   - Encourage a varied and exceptional skyline that allows visual permeability through the district and light and air to penetrate down to the pedestrian environment;
   - Allow for the development of tall buildings when they incorporate a mix of land uses and programming objectives;
   - Encourage the use of development bonus provisions;
   - ~~Promote the use of development bonus and transfer provisions to create and support a range of community amenities to serve the diversity of residents and employees in the Central City;~~

Commentary

- ~~Create a skyline and urban form that is visually permeable by providing visual access to locations within and beyond the subarea;~~
- ~~Encourage the development of taller buildings that may accommodate a range and diversity of land uses;~~
- ~~Result in a dynamic and varied skyline and urban form that contributes to the health, vibrancy, and livability of urban living;~~
- ~~Shape building massings that allow light and air to penetrate to the street level, enhance pedestrian scale, and create a pleasant, versatile, and active public realm; and~~
- ~~Provide flexibility to allow a range of uses and building types to be developed in a manner that fulfills the design objectives of this purpose statement.~~

~~Additionally, along the waterfront of the North Pearl Subarea the regulations of this subsection also:~~

- ~~Increase access to sunlight along the greenway and within public and private open space areas developed along the waterfront;~~
- ~~Develop a dense, active urban waterfront with a vibrant public realm;~~
- ~~Work with the open area and waterfront development provisions of the North Pearl Subarea in the creation of well-designed public and private urban open space amenities;~~
- ~~Facilitate visual and physical access to and along the riverfront for all members of the public;~~
- ~~Create expanded opportunities for views of the river as viewed from Naito Parkway and Front Avenue, landward portions of the subarea, and locations west of the subdistrict; and~~
- ~~Ensure bonus height granted to sites adjacent to the Fremont Bridge does not significantly affect views of or diminish the aesthetic qualities of the bridge or its iconic stature in the Portland skyline.~~

2. When increased height is allowed. In the North Pearl Height Opportunity Area maximum height can be increased as described in Paragraph E.3 through E.4 if: ~~Additional building height above the maximum height limits shown on Map 510-3 may be approved as a modification through design review if H.2.a and b are met, and either H.2.c or d. Except as specifically allowed, adjustments and modifications to this paragraph are prohibited.~~

   a. The ~~site must be in the height opportunity area~~ is shown on Map 510-16;~~.~~

   b. The floor area of the building above the maximum height limit shown on Map 510-3 is ~~must be~~:

      (1) Earned through bonus FAR provisions;

      (2) Transferred by a Central City Master Plan; or

      (3) Transferred from a~~n~~ Historic Resource in conformance with 33.510.200.D.3.~~H, Transfer of floor area from a Historic Resource in specified areas.~~

Commentary

33.510.210 Floor Area and Height Bonus Options

Staff proposes to redesign the Central City bonus system to prioritize affordable housing and historic preservation in the Central City. In addition, for properties along the Riverfront there is a bonus option to expand the river front open space.

Currently developers have a "menu" of 19 bonuses and five transfers they can access if they provide a public benefit in exchange for increased floor area. . BPS proposes to simplify the system by reducing the overall number of options, prioritizing bonuses that support the production and preservation of affordable housing, historic preservation and open space along the riverfront. Bonus options will be available to residential, mixed-use and commercial developments.

3. Review procedure. Additional height must be approved as a modification through design review.

4. Sites located between NW Naito Parkway and the Willamette River. The maximum height on sites located entirely between NW Naito Parkway and the Willamette River may be increased to 250 feet if the building façade facing NW Naito and the Willamette Greenway is not wider than 120 feet in length.

5. All other sites in the North Pearl Height Opportunity Area. Unlimited height may be allowed on sites that are not located between NW Naito Parkway and the Willamette River. However, if the building is proposed to be more than 175 feet tall, the maximum floor area of all floors located above 100 feet is limited to 12,500 square feet.

~~c. The regulations of this subparagraph apply to sites northeast of SW Naito Parkway. Building heights may be increased to 175 feet in the height opportunity area if the following are met:~~

~~(1) The floors of the building above 100 feet are limited to 12,500 square feet in area or less; and~~

~~(2) The length of any facade above 100 feet may not exceed 120 feet. However, a dimension of up to 150 feet may be requested as a modification through design review.~~

~~d. The regulations of this subparagraph apply to sites southwest of SW Naito Parkway. For sites in the height opportunity area where the maximum height allowed for the site by Map 510-3 is 100 feet, applicants may choose to increase height using one of the options of this subparagraph.~~

~~(1) Option One: The height may be increased to 175 feet if the length of any facade above 100 feet in height does not exceed 150 feet. However, a dimension of up to 180 feet may be requested as a modification through design review; or~~

~~(2) Option Two: There is no maximum height limit if the following are met:~~

- ~~The floors of the building above 100 feet are limited to 12,500 square feet in area or less; and~~
- ~~The length of any facade above 100 feet may not exceed 120 feet. However, a dimension of up to 150 feet may be requested as a modification through design review.~~

33.510.210 Floor Area and Height Bonus Options

A. Purpose. Floor area and height bonus options allow additional floor area and increased height as an incentive for certain uses and types of development that provide a public or community benefit. The bonus floor area or height can be gained in exchange for affordable housing, historic preservation and riverfront open space in new development. In the South Waterfront subdistrict new development gains bonus floor area and height in exchange for creating open space and expanding the Willamette River Greenway within the subdistrict.~~are offered as incentives to encourage facilities and amenities that implement the Central City Plan.~~

Commentary

B. General regulations.

1. The bonus options are only allowed in situations where stated. ~~Only new developments are eligible for the bonuses unless specifically stated otherwise.~~ Adjustments~~Exceptions~~ to the requirements and the amount of bonus floor area or height earned are prohibited.

2. Projects may use more than one bonus option unless specifically stated otherwise. Bonuses may be done in conjunction with allowed transfers of floor area~~.~~, however in some cases, certain bonus options must be used before other bonus options can be used or transferring can occur. See 33.510.200.C.2.

3. The maximum floor area increase that may be earned through the bonus options must be within the limits for overall floor area increases stated in 33.510.200.C.

4. Buildings using bonus floor area must not exceed the maximum height limits shown on Map 510-3 unless eligible for bonus height.

~~5. In residential bonus target areas, as shown on Map 510-4, the residential bonus option must be used before any other bonus. A bonus floor area ratio of at least 1.5 to 1 from the residential bonus option must be earned before the project qualifies for other bonus options.~~

~~6. If any portion of the site is in the Greenway bonus target area, as shown on Map 510-4, the South Waterfront Willamette River Greenway bonus option must be used before any other bonus. Bonus floor area of at least 7,500 square feet from the South Waterfront Willamette River Greenway bonus option must be earned before the project qualifies for other bonus options.~~

Continued: 33.510.210 Floor Area and Height Bonus Options

Bonus floor area options

Staff proposes 6 bonuses for the new system. Three bonuses that have been used in South Waterfront are proposed to remain for this subdistrict including the open space bonus, open space fund, and the Willamette River Greenway bonus. The new bonus system contains: an affordable housing bonus, affordable housing fund bonus, and a Riverfront open space bonus. Below offers a brief description of new bonuses and justification for eliminating the others.

1. NEW:Affordable housing bonus: This bonus would be used for developments that want to build the affordable housing on site. Based on the Central City Bonus/Transfer study, conducted by BPS and PHB, this bonus remains economically feasible for a developer with 25% of the bonus floor area used for affordable housing at 80% MFI. The units must remain affordable for 60 years.

2. (moved up from # 15): Affordable Housing Fund. There is an existing affordable housing fund bonus which is being modified to reflect proposed fund regulations. A $/square foot for the bonus floor area will be determined. BPS and Portland Housing Bureau (PHB) staff are considering how frequently the fee/square foot should be updated. The consultant team that produced the Bonus and Transfer study have recommended between 1-3 years. Staff proposes that the fee update will be done through through an Administrative rule at the Portland Houisng Bureau (PHB). The Administrative rule and PHB Fund implementation guidelines will also detail out how the fund is used, for example for acquisition, rehabilitation, remodeling or construction, or a combination of all of these. In addition, the target level of affordability will be provided and where the funds can be used.

Staff recommends that project proposals be allowed to choose to build affordable housing on site as part of a project or pay into a public benefit fund for the production and preservation of affordable housing. Or, a developer could choose to do a combination of these options.

C. Bonus floor area options. Additional development potential in the form of floor area is earned for a project when the project includes any of the specified features listed below. The bonus floor area amounts are additions to the maximum floor area ratios shown on Map 510-2.

1. Affordable housing bonus option. Proposals in the CX, EX, and RX zones that include affordable housing will receive bonus floor area. Up to 3 to 1 FAR can be earned if at least 25 percent of the increased floor area is dedicated to housing affordable to those earning no more than 80 percent of the area median family income. To qualify for this bonus option, the following requirements must be met:
   a. The applicant must provide a letter from the Portland Housing Bureau certifying that the development meets the standards of this Paragraph and any administrative requirements. The letter is required to be submitted before a building permit can be issued for the development, but is not required in order to apply for a land use review.
   b. 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 affordable dwelling units created using this bonus will remain affordable to households meeting the income restrictions and meet the administrative requirements of the Portland Housing Bureau or qualified administrator for 60 years.
2. Affordable Housing Fund bonus option. Contributors to the Affordable Housing Fund (AHF) receive bonus floor area. Up to 3 to 1 FAR can be earned by paying into the fund. For each square foot purchased a fee must be paid to the Portland Housing Bureau (PHB). The Portland Housing Bureau collects and administers the Affordable Housing Fund, and PHB determines the fee per square foot and updates the fee at least every three years. The fee schedule is available in the Bureau of Development Services. To qualify for this bonus option, the applicant must provide a letter from the Portland Housing Bureau documenting the amount that has been contributed to the AHF. The letter is required to be submitted before a building permit can be issued for the development, but it is not required in order to apply for a land use review.

Commentary

Continued:33.510.210 C : Bonus floor area options

Eliminate: Residential bonus option: Staff proposes to eliminate this bonus. In 1988 when this bonus provision was created, a clear goal of the Downtown and Central City plans was to construct new housing. In specified areas throughout the Central City an applicant could earn a bonus of 1 square foot of additional floor area, up to an additional floor area ratio of 3 to 1 if residential uses were included as part of the development. This bonus has been used approximately 51 times since 1988- this is more than any of the other bonuses. The 1988 Central City Plan housing policy promoted the construction of at least 5,000 new housing units in the Central City by the year 2010. This bonus was developed at a time when there was little residential development in the Central City. However, since the adoption of the Central City Plan in 1988, the number of housing units has grown by more than 12,000 far exceeding the goal. Staff feels that the original goal of the 1988 Central City plan has been met. The housing focus with the new Central City 2035 plan is to increase the amount of affordable housing.

Eliminate: Day Care bonus option. Staff proposes to eliminate this bonus. Designed to encourage more daycare providers in the Central City; it was thought that additional facilities would be beneficial in the employee recruitment process over places with more limited access. Though numerous day care facilities have been constructed in the Central City this bonus has only been utilized twice since 1988.

Staff has proposed to expand the Neighborhood Facilities within the North Pearl Subarea (33.510.200I) to apply across the entire Central City. This provision encourages the creation of facilities to serve those who live and work in the City. If this provision is expanded to the entire Central City as proposed, the floor area ratio that is used for daycare facilities for children does not count towards the maximum FAR for the site. This should serve as an incentive.

1. Residential bonus option.

   a. In specified areas, proposals that include Residential uses receive bonus floor area. New development and alterations to existing development are eligible for this bonus.

      (1) In the CX and EX zones outside of the South Waterfront Subdistrict and the North Pearl Subarea, for each square foot of floor area developed and committed as housing, a bonus of 1 square foot of additional floor area is earned, up to an additional floor area ratio of 3 to 1. Sites in the required residential opportunity areas are eligible for this bonus.

      (2) In the CX and EX zones in the North Pearl Subarea, for each square foot of floor area developed and committed as housing, a bonus of 1 square foot of additional floor area is earned, up to an additional floor area ratio of 2 to 1.

   b. The additional floor area may be used entirely for housing or partially for nonresidential uses. Projects that include housing built under building permits issued prior to July 1, 1998 may commit up to 2/3 of the bonus floor area to nonresidential uses. Projects built under building permits issued after July 1, 1998 may commit up to 1/2 of their bonus floor area to nonresidential uses.

   c. Residential portions of mixed-use projects using this bonus must be completed and receive an occupancy permit in advance or at the same time as an occupancy permit for any nonresidential portion of the project. The property owner must execute a covenant with the City ensuring continuation and maintenance of the housing by the property owner. The covenant must comply with the requirements of 33.700.060.

2. Day care bonus option. In the CX, EX, and RX zones outside of the South Waterfront Subdistrict, projects providing day care facilities for children receive bonus floor area. For each square foot of area developed and committed to exclusive use as a day care facility, a bonus of 3 square feet of additional floor area is earned. To qualify for this bonus, the day care facility must meet all of the following requirements:

   a. The day care facility must be used for the purpose of day care for the life of the building. The facility must be open during normal business hours at least five days each week and fifty weeks each calendar year.

   b. The day care facility must be maintained and kept in a good state of repair throughout the life of the building.

   c. The property owner must execute a covenant with the City ensuring continuation and maintenance of the day care facility by the property owner. The covenant must comply with the requirements of 33.700.060.

Commentary

Eliminate: Retail use bonus option. Staff proposes to eliminate this bonus. The Downtown and Central City plans both expressed clear intentions to strengthen and concentrate the downtown retail core on the east-west corridor centered on SW Morrison Street. This bonus has been used four times since 1988. Active ground floor use, required building lines and ground floor window standards require similar, but not necessarily identical space. These standards are being updated. Given this information, and that staff is updating the code sections related to street and development character standards in the Central City to more clearly identify requirements in our retail core this bonus is not be needed.

Eliminate: Rooftop gardens option. Staff proposes to eliminate this bonus. This bonus was intended to limit urban heat island effect and stormwater runoff, as well as provide outdoor recreational space and air quality improvements. Staff research shows that it has been used three times since 1988. It is possible that it was competing with the eco-roof bonus which is less expensive and provides more bonus.

Eliminate: Theaters on Broadway bonus option. Staff proposes to eliminate this bonus option. The Central City Plan adopted policy statements to create a bright lights district along SW Broadway. The bonus was intended to encourage the concentration of new entertainment venues along this historically important avenue. Staff research found that this bonus was used one time in 1998.

Eliminate: Percent for Art bonus option. Staff proposes to eliminate this bonus option. The original intent was to provide funding for the installation of public art in the Central City. Staff research indicates it has been used six times.

While it would not require approval by the Regional Arts and Culture Council (RACC), Optional Artwork is still part of the ground floor windows code provision which allows applicants to go through the adjustment process as part of design review to meet a portion of their ground floor window requirement.

3. ~~Retail use bonus option. In the retail use bonus target area, shown on Map 510-4, projects providing retail uses receive bonus floor area. To qualify for this bonus option, floor area equal to at least 1/2 of the site area must be committed to retail space. For each square foot of retail space over this amount, one additional square foot of floor area is earned. The property owner must execute a covenant with the City attached to the deed of the site ensuring continuation and maintenance of the qualifying retail spaces by the property owner. The covenant must comply with the requirements of 33.700.060.~~

4. ~~Rooftop gardens option. In CX, EX, and RX zones outside of the South Waterfront Subdistrict, developments with rooftop gardens receive bonus floor area. For each square foot of rooftop garden area, a bonus of one square foot of additional floor area is earned. To qualify for this bonus option, rooftop gardens must meet all of the following requirements.~~

   a. ~~The rooftop garden must cover at least 50 percent of the roof area of the building and at least 30 percent of the garden area must contain plants.~~

   b. ~~The property owner must execute a covenant with the City ensuring continuation and maintenance of the rooftop garden by the property owner. The covenant must comply with the requirements of 33.700.060.~~

5. ~~"Theaters on Broadway" bonus option. In the Broadway Theater bonus target area, projects providing theaters receive bonus floor area. For each square foot of floor area developed as theater, a bonus of 2 square feet of additional floor area is earned. Existing and new theaters qualify for this bonus. The Broadway Theater target area is shown on Map 510-4. To qualify for this bonus, a theater must meet all the following requirements.~~

   a. ~~The theater facilities must provide seating for at least 150 people.~~

   b. ~~The theater space must be used for the life of the building and at least 200 performances must be given each calendar year. Live theater performances and film exhibitions meet this requirement.~~

   c. ~~The theater facilities must be maintained and kept in a good state of repair throughout the life of the building.~~

   d. ~~The property owner must execute a covenant with the City ensuring compliance with these standards by the property owner. The covenant must comply with the requirements of 33.700.060.~~

6. ~~"Percent for Art" bonus option. In all zones outside of the South Waterfront Subdistrict, new development or alterations to existing development which commit funds to public art receive bonus floor area. Projects which commit 1 percent of their threshold value to public art earn additional floor area equal to the size of the site. Projects committing more than 1 percent to public art earn additional floor area equal to 0.1 of the site area for each additional 0.1 percent of the project's threshold value up to a maximum total floor area increase of 2 times the site area.~~ **~~For new development~~**~~, threshold value is the sum of all construction costs shown on all building permits associated with the project, including site preparation. Where some or all of the bonus floor area is being transferred, this includes costs for both the lot transferring the bonus and the site receiving the transfer of floor area.~~ **~~For alterations~~**

Commentary

Eliminate: Water features or public fountains bonus option. Staff proposes to eliminate this bonus option. The original intent by City Council to create this bonus was to reinforce fountains as a character-giving thematic element, building on and extending a civic tradition begun in the previous century. The bonus performs similarly to the percent for art bonus. Staff research indicates that this has been used two times.

~~**to existing development**, the threshold value is the sum of all construction costs as defined above plus the value of existing improvements to the property, as listed in the County Assessor's records. Where some or all of the bonus floor area is being transferred, this includes costs and values for both the lot transferring the bonus and the site receiving the transfer of floor area. To qualify for this bonus, the public art must meet the following requirements.~~

~~a. At least 25 percent of the project's public art funds must be placed in a Central City Public Art Trust fund, maintained by the Regional Arts and Culture Council. The developer may place all of the public art funds in the trust fund. The Central City Public Art Trust Fund is used to purchase and install public art only in the Central City plan district.~~

~~b. The process and budget for selecting the artist and for selecting and installing the specific works of art to be included in the project must be approved by the~~

~~Regional Arts and Culture Council. The Regional Arts and Culture Council maintains and publishes guidelines and procedures for review, selection, installation, and payment for works of art included in a project.~~

~~c. Works of art must be approved by the Regional Arts and Culture Council.~~

~~d. Works of art must be placed on the outside of the building or at a location clearly visible and freely accessible to the public from the sidewalk during daylight hours. The location of each work of art will be approved by the Regional Arts and Culture Council. The Design Commission will recommend appropriate locations prior to the Regional Arts and Culture Council approval.~~

~~e. The public art may not also be used to satisfy other requirements of City, State, or Federal law.~~

~~f. The property owner must execute a covenant with the City ensuring installation, preservation, maintenance, and replacement if necessary of the public art. The covenant must comply with the requirements of 33.700.060.~~

~~7. Water features or public fountains bonus option. In CX, EX, and RX zones, projects which provide water features or public fountains as part of the development receive bonus floor area. For each 0.1 percent of their threshold value that a project commits to development of water features or public fountains, an additional floor area equal to 0.1 of the site area is earned, up to a maximum of 0.5 of the site area. **For new development**, threshold value is the sum of all construction costs shown on all building permits associated with the project, including site preparation. Where some or all of the bonus floor area is being transferred, this includes costs for both the lot transferring the bonus and the site receiving the transfer of floor area. **For alterations to existing development**, the threshold value is the sum of all construction costs as defined above plus the value of existing improvements to the property, as listed in the County Assessor's records. Where some or all of the bonus floor area is being transferred, this includes costs and values for both the lot transferring the bonus and the site receiving the transfer of floor area. To qualify for this bonus, the water feature or public fountain must meet all of the following requirements:~~

~~a. The water feature or public fountain must be located outdoors on the site or abut the site in a right-of-way, unless another site is approved by the Design~~

Commentary

Eliminate: Locker Room bonus option. Staff proposes to eliminate this bonus. This bonus was adopted as part of the 1996Transportation Planning Rule Package to encourage bicycle commuting. Staff research indicates that it has been used nine times. While it has been a bonus used by the development community the City is interested in reducing the overall number of available bonuses to prioritize affordable housing.

Keep: South Waterfront Willamette River Greenway bonus option. Staff proposes to keep this bonus as it applies in the South Waterfront subdistrict. The only minor change to this subsection is to replace "pedestrian" connection with "public access" connection because it more realistically reflects that modes other than walking/rolling use these connections, e.g. bicyclists. The current provision was intended to encourage the dedication of North Macadam riverfront land to the City for use as park and natural area. Within South Waterfront the regulated greenway setback is a minimum of 100 feet from the top-of-bank; however, the South Waterfront Plan aspires to achieve an average setback of 150 feet through incentives. Staff research shows this bonus has been used twice since 1997.

~~Commission. It must be visible and accessible by the public from the sidewalks that provide access to the project.~~

~~b. The water feature or fountain must be designed to use water efficiently with a low water make-up rate. A method of keeping the water clean must be provided.~~

~~c. The design and location of the water feature or public fountain must be approved as part of the design review of the total project.~~

~~d. Water features and public fountains may not be counted to meet both this bonus option and the "Percent for Art" bonus option at the same time.~~

~~e. The property owner must execute a covenant with the City ensuring the preservation, maintenance, and continued operation of the water feature or public fountain by the property owner. The covenant must comply with the requirements of 33.700.060.~~

~~8. Locker room bonus option. To encourage bicycling, projects in the CX and EX zones outside of the South Waterfront Subdistrict that provide locker room facilities and extra long-term bicycle parking receive bonus floor area. For each square foot of area developed and committed to locker room facilities, a bonus of 40 square feet of additional floor area is earned. To qualify for the bonus, the following must be met:~~

~~a. The locker room facility must include showers, a dressing area, and lockers;~~

~~b. All tenants of the building must be able to use the locker room facility; and~~

~~c. At least 110 percent of the required long-term bicycle parking for the site must be provided and must meet the standards of 33.266.220.B., Long-term Bicycle Parking.~~

3~~9~~. South Waterfront Willamette River Greenway bonus option. To complement and enhance the existing public corridor, projects along the Willamette River Greenway in the South Waterfront S~~s~~ubdistrict that provide open space for public activity will receive bonus floor area. For each square foot of open space dedicated, a bonus of three square feet of additional floor area is earned. Open space that will earn bonus floor area under 33.510.210.C.5~~17~~, Open Space bonus option, may not be used to earn additional floor area under this bonus. To qualify for this bonus, the following requirements must be met:

a. Location. The open space must abut the South Waterfront Greenway Area, as shown on Figure 510-2;

b. Size and dimensions. The open space must include at least 2,500 square feet of contiguous area; the north-south dimension of the area must be at least twice as long as the east-west dimension of the area;

c. Connection to the trail. A direct ~~pedestrian~~ public access connection must be provided between the open space and any required trail or trail easement on the site;

d. Ownership and use. One of the following must be met:

(1) The open space and ~~pedestrian~~ public access connection must be dedicated to the City; or

Commentary

NEW: Riverfront Open Space Bonus option

Riverfront open space bonus: The Willamette River and riverbank is the signature open space amenity in the Central City and needs to accommodate a growing number of residents, employees and visitors in an urban setting. The River Open Space bonus would only be available to properties within the River Overlay Zones that have River Setback on site. This is a small geography of the Central City, but a critical geography in terms of open space. Most properties that are likely to redevelop in the Central City are actually located outside of the River Overlay Zones and would not be able to use this bonus. Therefore, the River Open Space bonus should not significantly reduce the use of the Affordable Housing Bonus.

Staff is recommending a River Setback of 50ft from top of bank. Through the Riverfront Bonus option an applicant could access an additional 3 square feet of bonus floor area for each square foot of dedication (outside of but adjacent to the river setback).

4C – The proposed hours of operation align with Portland Parks and Recreation hours of operation.

(2) A public access easement must be provided that allows for public access to and use of all the open space and the ~~pedestrian~~ public access connection.

e. Maintenance. The property owner must execute a covenant with the City that ensures the installation, preservation, maintenance, and replacement, if necessary, of the open space features.~~, and that meets the requirements of 33.700.060, Covenants with the City;~~ The covenant must meet the requirements of 33.700.060, Covenants with the City, and must be recorded and attached to the deed for the open space.

f. Landscaping. The open space must be landscaped to meet the requirements of Paragraphs 33.510.253.E.2. and E.7. that apply to South Waterfront Greenway subarea 3;

g. Open space features. Public seating such as benches must be provided at a ratio of at least 5 seats per 1,000 square feet of open space; and

h. Timing. The requirements of this paragraph must be met before an occupancy permit for any building using the bonus floor area is issued.

4. Riverfront open space bonus option. The riverfront open space bonus provides an opportunity to expand publically accessible open space along the Willamette River. In the River General overlay zone, proposals that provide open space adjacent to the river setback area will receive bonus floor area. For each square foot of open space provided, a bonus of three square feet of additional floor area is earned. To qualify for this bonus, the following requirements must be met:

a. Location. The open space must be located outside, but adjacent to the river setback; b. Size and dimensions. The open space must include at least 2,500 square feet of contiguous area. Each area must be designed so that a 25 foot by 25 foot square will fit entirely within it;

c. Ownership and use. A public access easement must be provided that allows for unrestricted public access from 5 am to 12 pm unless otherwise limited by the terms of the easement;

d. Maintenance. The property owner must execute a covenant with the City that ensures the preservation, maintenance and continued operation of the open space by the property owner. The covenant must meet the requirements of 33.700.060, Covenants with the City, and must be recorded and attached to the deed for the open space.

Commentary

Eliminate: Ecoroof bonus option: The bonus option for Ecoroofs is proposed to be eliminated and instead staff is proposing that ecoroofs become a requirement for some building types in the Central City. The bonus, created in 2001, was largely intended to meet the same policy objectives as the rooftop garden bonus. Ecoroofs provide stormwater runoff retention, building heating/cooling efficiencies and air cleansing attributes superior to rooftop gardens. In the Central City many developments build lot line to lot line making stormwater management options limited and complex. Since 2001 staff research indicates that approximately 35 ecoroofs have been built in the Central City as part of new development. Seventeen of these used the bonus option.

BES and BPS staff have worked together on draft requirement language that can be found under section 33.510.243.

e. Landscaping. The open space provided to receive the bonus must be landscaped to meet 75 percent of the landscaping requirement of subarea 3 described in 33.475.220;

f. Open space features. Permanent public seating, such as benches, must be provided at a ratio of at least 1 bench per 200 square feet of open space; and

g. Timing. The requirements of this paragraph must be met before building permit issuance.

~~10. Eco-roof bonus option. Eco-roofs are encouraged in the Central City because they reduce stormwater run-off, counter the increased heat of urban areas, and provide habitat for birds. An eco-roof is a rooftop stormwater facility that has been certified by the Bureau of Environmental Services (BES). Proposals that include eco-roofs receive bonus floor area. A proposal may earn bonus floor area for both the eco-roof option and the rooftop gardens option. However, the same square footage may not be counted towards both bonuses.~~

~~a. Bonus. Proposals that include eco-roofs receive bonus floor area as follows:~~

~~(1) Where the total area of eco-roof is at least 10 percent but less than 30 percent of the building's footprint, each square foot of eco-roof earns one square foot of additional floor area.~~

~~(2) Where the total area of eco-roof is at least 30 percent but less than 60 percent of the building's footprint, each square foot of eco-roof earns two square feet of additional floor area.~~

~~(3) Where the total area of eco-roof is at least 60 percent of the building's footprint, each square foot of eco-roof earns three square feet of additional floor area.~~

~~b. Before an application for a land use review will be approved, the applicant must submit a letter from BES certifying that BES approves the eco-roof. The letter must also specify the area of the eco-roof. Final plans and specifications must be submitted with building permit applications.~~

~~c. The property owner must execute a covenant with the City ensuring installation, preservation, maintenance, and replacement, if necessary, of the eco-roof. The covenant must comply with the requirements of 33.700.060.~~

Commentary

Eliminate: Large dwelling unit bonus option. (only applies to the West End Subarea shown previously on Map 510-14 which is also proposed for deletion)

Staff proposes to eliminate this bonus option so that it does not compete with the new affordable housing bonus. This bonus was created in 2003 and staff research indicates that it has been used one time. It was created to encourage developers to create larger residential units within an area where smaller units would be more common. Larger residences, especially those with two or more bedrooms, are likely to find a market with larger households or households of middle incomes. This bonus was intended to foster two-bedroom housing units.

Eliminate: Large household dwelling unit bonus option. (only applies in South Waterfront)

Staff proposes to eliminate this bonus option. The large dwelling unit bonus was created to encourage the development of larger dwelling units (3 or more bedrooms) in residential projects to support the desire to see a diversity of housing types within South Waterfront. While a diversity of housing types is needed in South Waterfront the current priority Citywide is to encourage the development of more affordable housing. Staff research indicates that this bonus has never been used.

Eliminate: Middle income housing bonus option. Staff proposes to eliminate this bonus option and prioritize the new affordable housing bonus and fund. This bonus was intended to encourage the development of housing affordable to households earning between 80 and 150 percent of Portland's median family income (MFI). In the Central City, this type of housing is not commonly provided by the market and households in this income bracket do not generally qualify for public housing subsidies. A moderate-income housing policy was included in an early draft of the West Quadrant Plan, but direction from PSC and City Council was that with limited resources, the focus of all tools available to the City should be affordability, at 80% or less. Staff research found that this bonus has never been used.

11. ~~Large dwelling unit bonus option. In the West End subarea, new development with dwelling units larger than 750 square feet receive bonus floor area. Where a dwelling unit is larger than 750 square feet, each square foot over 750 square feet earns a bonus of one square foot. For example, if a building includes one 700 square foot unit, one 900 square foot unit, and one 950 square foot unit, a bonus of 350 square feet will be earned. To qualify for this bonus option, the property owner must execute a covenant with the City ensuring that the units used for bonuses will not be reduced in size. The covenant must comply with the requirements of Section 33.700.060.~~

12. ~~Large household dwelling unit bonus option. In the South Waterfront Subdistrict, new development that includes dwelling units with more than two bedrooms receives bonus floor area. To be counted towards this bonus, a bedroom must be at least 70 square feet in area, have at least one window that can be opened, have at least one closet, and be separated by walls and or doors from kitchen, bath, and garage. In addition, the bedroom may not provide the sole access to any other room except a bathroom. Each dwelling unit with more than two bedrooms receives floor area based on the number of bedrooms in excess of two bedrooms. Each additional bedroom earns 150 square feet of bonus floor area. To qualify for this bonus option, the property owner must execute a covenant with the City ensuring that the units used for bonuses will not be reduced in number of bedrooms. The covenant must comply with the requirements of Section 33.700.060.~~

13. ~~Middle-income housing bonus option. Housing for middle-income residents receives bonus floor area. For each square foot of floor area certified by the Portland Development Commission, three square feet of bonus floor area is earned. To qualify for this bonus, the proposed development must meet all of the following requirements:~~

    a. ~~The applicant must submit with the development application a letter from the Portland Development Commission (PDC) certifying that at least 30 percent of new dwelling units in the proposed development will be affordable to those earning no more than 150 percent of the area median family income;~~

    b. ~~The property owner must execute a covenant with the City that complies with the requirements of 33.700.060. This covenant must ensure that:~~

        (1) ~~Rental units used for this bonus will remain affordable to those earning no more than 150 percent of the area median family income for at least 60 years after an occupancy permit is issued; and~~

        (2) ~~Units for sale used for this bonus will be initially sold at a price that is affordable to those earning no more than 150 percent of area median family income.~~

    c. ~~Residential portions of mixed-use projects using this bonus must be completed and receive an occupancy permit in advance of or at the same time as an occupancy permit for any nonresidential portion of the project.~~

Commentary

Eliminate: Small development site bonus option. (only applies in the West End) Staff proposes to eliminate this bonus option. Originally adopted to encourage development on smaller sites in the West End. This was a response to the pattern of small parcels that are found within the blocks in this West End subarea where surface parking lots have been a dominant use on sites. This bonus has not been used. Going taller may be cost prohibitive as construction type changes and rents generated by the small floorplates can't offset the increase. Staff found that this bonus has never been used.

[Modified: Affordable housing replacement fund. This bonus has been moved to #2 and has been modified to describe parameters for current bonus fund option.]

Eliminate: Below grade parking bonus option (only applies to the West End). Staff proposes to eliminate this bonus option. Staff research indicates that this provision has been used three times. The original intent was to promote the conversion of surface parking lots and other underutilized properties to residential, mixed-use and commercial development. The intent to see the transition of surface parking lots is still valid, but staff proposes to eliminate the bonus to limit competition with the affordable housing bonuses.

14. ~~Small development site option. In the West End subarea, developments on small development sites receive floor area bonuses. To qualify for this bonus, the development site must be 15,000 square feet or less. The development site is all of the lots, lots of record, and plots proposed for the development, including accessory uses. Lots, lots of record, and plots that are under the same ownership, and that are vacant or used for surface parking, and that abut those proposed for the development are included in the development site.~~

    ~~The amount of the bonus varies with the size of the development site, as follows:~~

    a. ~~Where the development site is up to 5,000 square feet, the FAR is increased by 1.5;~~

    b. ~~Where the development site is larger than 5,000 square feet and up to 10,000 square feet, the FAR is increased by 1.0;~~

    c. ~~Where the development site is larger than 10,000 square feet and up to 15,000 square feet, the FAR is increased by 0.5.~~

15. ~~Affordable Housing Replacement Fund bonus option. Contributors to the Affordable Housing Replacement Fund (AHRF) receive floor area bonuses. For each $21.70 contributed to the AHRF, one square foot of bonus floor area is earned, up to a maximum of two square feet per square foot of site area. To qualify for this bonus, the following requirements must be met:~~

    a. ~~The applicant must submit with the development application a letter from the Portland Development Commission (PDC) documenting the amount that has been contributed to the AHRF;~~

    b. ~~The bonus floor area may be used only in the Central City plan district.~~

    c. ~~The Affordable Housing Replacement Fund is to be collected and administered by the Portland Development Commission (PDC). The funds collected may be used only within the Central City plan district, either for acquisition, rehabilitation, remodeling or construction of housing affordable to those households earning no more than 60 percent of area median income.~~

16. ~~Below-grade parking bonus option. In the West End subarea, where parking on the site is located below grade, a bonus of two additional square feet of floor area is earned for each square foot of below-grade parking. To qualify for this bonus, the following requirements must be met:~~

    a. ~~Except as allowed by Subparagraph C.15.c., all parking on the site must be below grade. This includes both commercial and accessory parking;~~

    b. ~~Where accessory parking is off-site, it must be below grade; and~~

    c. ~~One parking space per 5,000 square feet of site area may be on the ground floor of the building if both the parking spaces and any vehicles parked there are completely screened from all adjacent rights-of-way. These spaces do not qualify for bonus floor area.~~

Commentary

Keep: Open Space bonus option. (currently only applies in South Waterfront). Staff proposes to keep this bonus as it current applies to South Waterfront. Staff research found that this bonus has been used three times since 2003 (the John Ross, Atwater, Ardea).

Keep: Open Space fund bonus option (currently only applies to South Waterfront). Staff research found that this bonus has never been used. However, staff proposes to keep this bonus fund as it applies to South Waterfront.

5~~17~~. Open Space bonus option. In the South Waterfront ~~S~~subdistrict, proposals that provide open space that may be used by the public will receive bonus floor area. For each square foot of open space provided, a bonus of one square foot of additional floor area is earned. Open space that will earn bonus floor area under 3.510.210.C.3~~9~~, South Waterfront Willamette River Greenway bonus option, may not be used to earn additional floor area under this bonus. To qualify for this bonus, the following requirements must be met:

a. Size and dimensions. The open space must include at least 2,500 square feet of contiguous area;

b. Ownership and use. One of the following must be met:

(1) The open space must be dedicated to the City; or

(2) The property owner must record a ~~A~~ public access easement that has been attached to the deed for the open space and ~~must be provided that~~ allows for public access to and use of all the open space;

c. Maintenance. The property owner must execute a covenant with the City that ensures the preservation, maintenance and continued operation of the open space by the property owner. The covenant must meet the requirements of 33.700.060, Covenants with the City, and must be recorded and attached to the deed for the open space ~~The property owner must execute a covenant with the City that ensures the installation, preservation, maintenance, and replacement, if necessary, of the open space features, and that meets the requirements of 33.700.060, Covenants with the City~~;

d. Parks approval. The applicant must submit with the application for land use review a letter from Portland Parks and Recreation stating that the open space features meet the requirements of the bureau, and that the space is acceptable to the bureau; and

e. The bonus floor area may be used only in the South Waterfront ~~S~~subdistrict.

6~~18~~. Open space fund bonus option. Contributors to the South Waterfront Public Open Space Fund (SWPOSF) receive bonus floor area ~~bonuses~~. For each $21.70 contributed to the SWPOSF, one square foot of bonus floor area is earned. To qualify for this bonus, the following requirements must be met:

a. The applicant must submit with the application for land use review a letter from Portland Parks and Recreation documenting the amount that has been contributed to the SWPOSF;

b. The bonus floor area may be used only in the South Waterfront ~~S~~subdistrict; c. The SWPOSF is to be collected and administered by Portland Parks and Recreation. The funds collected may be used only within the South Waterfront, either for acquisition, improvement, or maintenance of public open space or for bank restoration or improvement projects along the Willamette River.

Commentary

Eliminate: Efficient family size unit housing bonus. (only applies to the North Pearl Subarea). Staff proposes to eliminate this bonus. The North Pearl District Plan developed the bonus to provide more diverse housing opportunities and a range of public amenities to serve the growing number of families with children that are emerging in the Pearl District. While this bonus has been used two times in the last few years, and a diversity of housing types is needed in the Pearl District, the current priority Citywide is to encourage the development of more affordable housing.

33.510.210.D General bonus height

The height bonus provisions of Sections 33.510.210.D have been revised to work together with the amended FAR bonus and transfer provisions of sections 33.510.200 D and 33.510.210 C. The new bonus height provision is intended to require a public benefit in exchange for access to additional height beyond the maximum heights shown on Map 510-3 (the public benefits being affordable housing units, paying into and affordable housing fund and/or historic preservation). These provisions will not be applicable to development in the South Waterfront subdistrict or North Pearl subarea as the maximum building heights and floor area bonus and transfer provisions in these areas are crafted to address unique conditions and purposes specific to those areas.

A new height map has been created, Map 510-4, which shows the ultimate height a project may earn in exchange for a public benefit. During the quadrant planning process increasing heights in exchange for public benefit in key areas was discussed. Today, the height pattern in the downtown area is complex varying from block to block and even half block to half block. The proposal attempts to simplify and standardize a pattern while respecting general concepts. These concepts include: increased heights along the transit mall, increases east of 4th Avenue, but generally respecting a gradual step down in heights approaching the river, and height increases at the bridgeheads to encourage signature developments at these locations.

A new system for achieving bonus height is necessary because potential height increases vary widely from 0 feet to an additional 200 feet across the Central City. The current incremental system ranges for 15-45 feet of height with a potential for an additional 30 feet for housing proposals. (Staff proposes to eliminate the housing bonus option because the goal is to align access to bonus height with the new affordable housing FAR bonuses and historic resource FAR transfers). Map 510-4 provides the envelope for achieving a taller building through earned bonuses or transferred FAR as long as a public benefit is provided following the prioritization of the FAR bonuses and transfers in section 33.510.200 C.2.

~~19. Efficient family size unit housing bonus option. In the North Pearl Subarea shown on Map 510-1, new development that is designed for family housing receives bonus floor area. Adjustments and modifications to these standards are prohibited.~~

~~a. Number of units. The proposal must include at least 20 efficient family size units.~~

~~b. Size and bonus. The bonus earned varies with the size of the unit, as follows:~~

~~(1) Units with three bedrooms that have no more than 1,200 square feet of floor area earn an additional 3 square feet of floor area for each square foot of area in the unit.~~

~~(2) Units with two bedrooms that have no more than 1,000 square feet of floor area earn an additional 2 square feet of floor area for each square foot of area in the unit.~~

~~c. Outdoor play area. The proposal must include an outdoor play area that is at least 1,400 square feet in area and is designed so that a 25-foot x 25-foot square will fit entirely within it. No portion of this area may be shared with any vehicle area. Outdoor play areas may be sited within plazas, courtyards, rooftop gardens, or similar open area features and may contain play equipment, sports courts, hard or soft surface areas, or other features that accommodate or facilitate play.~~

~~d. Indoor common rooms. The proposal must include at least 400 square feet of indoor occupiable common space that is provided in one or more rooms that are not used for mechanical equipment or storage. These rooms must be accessible to all residents and each room must be at least 200 square feet in area.~~

D. Bonus height. Except for sites in the South Waterfront subdistrict, sites in the North Pearl subarea, and sites shown on Map 510.19, bonus height may be earned on sites shown as eligible for height increases on Map 510-3. In the South Waterfront subdistrict, additional height is regulated by 33.510.205.D and 33.510.210.E. In the North Pearl subarea, additional height is regulated by 33.510.205.E. On sites shown on Map 510.19, additional height is regulated by 33.510.255, Central City Master Plan. To qualify for bonus height, the following requirements must be met. Adjustments are prohibited:

1. Bonus height:

a. Proposals that earn an additional floor area ratio of at least 1 to 1 through use of one of the following bonus or transfer options are allowed bonus height up to the maximum shown on Map 510.4:

(1) The affordable housing bonus option of Subsection 33.510.210.C;

(2) The affordable housing fund bonus option of Subsection 33.510.210.C; or

(3) The historic resource transfer of Subsection 33.510.200.F.

Continued: Bonus Height

D.1.a:

To qualify for heights greater than those shown on Map 510-3, a project must earn at least 1 to 1 of bonus FAR, regardless of whether the FAR is used on site or not. In many cases, the earned 1 to1 bonus FAR or transfer will not be enough to achieve the ultimate height on map 510-4. If a project would like to access more height, but needs more FAR, they will need to bonus or transfer more as described in section 33.510.200 C.2.

D.1.b–c If more than 75 feet of bonus height is proposed, the additional approval criteria of subsection D.2 must also be met. The only cases where the review body will need to consider if bonus height may be granted will be if sites are:

- impacting a view corridors (which are prohibited);
- within 500 feet of residentially zoned land outside of the Central City

Staff proposes that the ability to develop taller buildings than the maximum heights shown on map 510-3 is no longer subject to the discretion of the review body as is currently the system with the approval of height incrementally. The ultimate height of a structure may not exceed the maximum height shown on Map 510-4.

b. Proposals for more than 75 feet of bonus height must meet the additional approval criteria of Paragraph D.2.; and

c. Proposals for bonus height on sites on Map 510-4 that are shown as requiring a shadow study must meet the following:

(1) Bonus height will only be approved if the amount of shadow cast on the adjacent open space by the proposed building will be less than or equal to the shadow that would be cast from a building constructed to the maximum height shown on Map 510-3. The shadow from a building constructed to the maximum height shown on Map 510-3 is based on the shadow that would be cast by a structure covering the entire site, and

(2) Shadows must be analyzed from noon to 3:00 p.m. on April 21 to determine compliance with this provision.

2. Approval criteria. The following additional approval criteria apply to proposals for more than 75 feet of bonus height. The bonus height may be approved if the review body finds that all of the following have been met:

a. The increased height will not violate an established view corridor; and

b. If the site is within 500 feet of an R zone, the proposed building will not cast shadows that have significant negative impacts on dwelling units on R zoned land.

~~**D. General bonus heights.** Bonus height is also earned at certain locations in addition to the bonus floor area achieved through the bonus options. Bonus height is in addition to the maximum heights of Map 510-3. Qualifying areas, shown on Map 510-3, are located such that increased height will not violate established view corridors, the preservation of the character of historical districts, the protection of public open spaces from shadow, and the preservation of the City's visual focus on important buildings (such as the Union Station Clock Tower).~~

~~The height bonus allowed is based on the floor area bonuses and transfers listed in Paragraph D.1., below. The amount of bonus height awarded is specified in Paragraphs D.2. and D.3., below.~~

~~1. The height bonus allowed is based on the following:~~

~~a. The floor area bonus options of Subsection 33.510.210.C., above;~~

~~b. The transfer of floor area from sites occupied by SROs, as allowed by Subsection 33.510.200.E; and~~

~~c. The transfer of floor area from sites of Historic Landmarks, as allowed by the regulations of the base zones.~~

~~2. In areas qualifying for a height bonus, on sites up to 40,000 square feet in area, the amount of bonus height awarded is based on the following schedule:~~

~~a. For achieving a bonus floor area ratio of at least 1 to 1, but less than 2 to 1, a height bonus of 15 feet is earned.~~

Commentary

b. For achieving a bonus floor area ratio of at least 2 to 1, but less than 3 to 1, a height bonus of 30 feet is earned.

c. For achieving a bonus floor area ratio of 3 to 1, a height bonus of 45 feet is earned.

3. In areas qualifying for a height bonus, on sites larger than 40,000 square feet in area, the amount of bonus height awarded is based on the following schedule. The height bonus is applied only to the building where the bonus floor area is achieved or transferred, not to the entire site:

a. For achieving bonus floor area of at least 40,000 square feet, but less than 80,000 square feet, a height bonus of 15 feet is earned.

b. For achieving bonus floor area of at least 80,000 square feet, but less than 120,000 square feet, a height bonus of 30 feet is earned.

c. For achieving bonus floor area of 120,000 square feet or more, a height bonus of 45 feet is earned.

E. Bonus height option for housing.

1. Generally. In the bonus height areas, building heights may be allowed to be greater than shown on Map 510-3 if the bonus height is for housing. Although this subsection allows the review body to approve bonus height, the review body may also require reconfiguration of the building, including reducing its height, and may approve all, some or none of the bonus height requested, based on application of the criteria in E.4, below.

2. Standard. The maximum height bonus that may be allowed is 75 feet.

3. Relationship to Subsection D.

a. On sites shown on Map 510-3 as eligible for general and housing height bonuses, both the bonus height options of this subsection and Subsection D., above may be used. However, if both options are used, the combined bonus height may not exceed 75 feet. Bonus height in excess of the maximum allowed through Subsection D., above, must be used exclusively for housing, and may not be used to qualify for the residential floor area bonus option in Subsection C.1., above;

b. On sites shown on Map 510-3 as eligible for housing height bonuses, only the housing height bonus of this subsection may be used.

4. Approval Criteria. The approval of the bonus height is made as part of the design review of the project. The bonus height may be approved if the review body finds that the applicant has shown that all of the following criteria have been met:

a. The increased height will not violate an established view corridor;

b. If the site is within 500 feet of an R zone, the proposed building will not cast shadows that have significant negative impacts on dwelling units in R zoned lands;

Commentary

F. Bonus height option for high ceilings in the West End. Staff proposes to eliminate this section. It has not been used according to BDS and the goal is to align access to bonus height with the new affordable housing FAR bonuses and historic resource FAR transfers.

~~c. If the site is shown on Map 510-3 as eligible for the Open Space (OS) performance standard, the project must meet the performance standards of Subsection 33.510.205.E.;~~

~~d. If the site is on a block adjacent to the Yamhill or Skidmore Fountain/Old Town Historic Districts, the project must meet the performance standards of Subsection 33.510.205.D.;~~

~~e. The increased height will result in a project that better meets the applicable design guidelines; and~~

~~f. Approval of the increased height is consistent with the purposes stated in Subsection 33.510.205.A.~~

~~**F. Bonus height option for high ceilings in the West End.** In the West End subarea, proposals where any of the residential floor-to-ceiling heights exceed 8 feet receive bonus height. Each floor that has a ceiling height of more than 8 feet may receive up to four feet of bonus height; for each foot of floor-to-ceiling height over 8 feet, an additional foot of height is allowed above that shown on Map 510-3. To be eligible for this bonus, the floors where this bonus is earned must be in residential use, and at least 75 percent of ceiling square footage must qualify for the bonus that is being sought. For example, the height bonus for a ten story, totally residential building where 3 floors have 10-foot ceilings (3x2=6), two floors have 12-foot ceilings (2x4=8), two floors have 14 foot ceilings (2x4=8) and three floors have 8-foot ceilings (3x0=0), the height bonus allowed would be 22 feet.~~

~~**E.**~~ **EG.** Bonus height in the South Waterfront ~~**S**~~**subdistrict.** Within the South Waterfront ~~S~~subdistrict, buildings receive bonus height if they include bonus floor area or floor area transferred onto the site. Buildings that include any floor area achieved through bonuses or from transfers onto the site earn a height bonus of 125 feet, up to a maximum building height of 250 feet. The additional height may not be applied to any portion of a building within 150 feet of the top of bank-line as shown on Map 510-17, South Waterfront 2002 Top of Bank Line.

Commentary

Required Building Lines

The Required Building Lines standard has been updated to reflect the Street and Development Character concept from the quadrant plans. The intent of the "Street and Development Character" concept developed during the quadrant planning process was to introduce a more intentional street hierarchy to the Central City's street network yielding a more diverse range of experiences. It acknowledges that the character of a street is part public right-of-way and streetscape, and part ground floor uses and design of adjacent buildings. The concept proposes three types of streets:

Retail Streets

These are busy, continuous streets with retail activity throughout the day, evenings and weekends. Ground-floor retail uses may be required or strongly encouraged.

Boulevard Streets

These streets can also be very busy – they can be the "second" street of a couplet pair or define a district edge – but they offer a greener, more landscaped character with fewer retail storefronts.

Flexible Streets

These streets, pathways and trails are part of the pedestrian and bicycle friendly system of routes that offer quieter and "lower stress" experiences. The forms and characters of these connections can vary considerably.

This hierarchy can be implemented with some updates to the zoning code including required building lines, ground floor active uses, and ground floor window standards. It is important to note that additional work will be done after the completion of Central City 2035 to update the Central City Fundamental Design Guidelines (2001) which will be updated to reflect this concept. Issues related to the hierarchy addressed by the guidelines will include (but not be limited to) the design of adjacent building setbacks, the architectural features of the ground level of buildings and the arrangement of landscape materials in some setbacks.

B1- The existing required building line provisions are being applied on all streets in the Central City, except as described in B2 below. In the event that an applicant would like to set back from the street lot line then the setback area needs to be an extension of the side walk committed to active uses.

B2-On these streets we want to require landscaping if a setback is provided. This aligns with the boulevard streets as defined in the concept. If an applicant chooses to set back their building it will be required to be landscaped to L2 standard. The L2 standard may not be the ideal landscaping standard for the Central City. BPS staff will address this as part of the update to the Central City Fundamental Design Guidelines including specific guidelines related to the appropriate types and arrangement of landscaping in an urban setting.

33.510.215 Required Building Lines

A. Purpose. ~~Required building lines are intended to enhance the urban quality of the Central City plan district.~~ Required building lines are intended to ensure that buildings in certain part of the Central City are built to the sidewalk's edge unless landscaping or an extension of the sidewalk is provided. The standards help create diverse street character based on street hierarchy. The standards support the street and development character objectives of the Central City 2035 Plan by promoting extensions of the sidewalk that promote active uses, pedestrian movement, and opportunities for stopping and gathering on some streets, and more tree canopy, groundcover, planter spaces, and area for stormwater management between the building and the sidewalk on other streets.

B. ~~Sites and development subject to the~~ Required building line standards. ~~Sites subject to this standard are shown on Map 510-6 at the end of this chapter.~~

1. Unless otherwise specified in Paragraphs B.2. through B.4., new development and major remodels in the RX, CX and EX zones must meet one of the following standards. Exterior walls of buildings designed to meet the standards of this Paragraph must be at least 15 feet high:

   a. The building must extend to the street lot line along at least 75 percent of the lot line; or

   b. The building must extend to within 12 feet of the street lot line for 75 percent of the lot line. The space between the building and the street lot line must be designed as an extension of the sidewalk and committed to active uses such as sidewalk cafes, vendor's stands, or developed as "stopping places."

2. New development and major remodels with frontage on a street shown on Map 510-7 must meet one of the following standards. Exterior walls of buildings designed to meet the requirements of this Paragraph must be at least 15 feet high:

   a. The building must extend to the street lot line along at least 75 percent of the lot line; or

   b. The building must extend to within 12 feet of the street lot line for 75 percent of the lot line. The space between the building and the street lot line must be landscaped to meet the L2 standard.

3. In the South Waterfront subdistrict, new development and major remodels must meet one of the following standards. Exterior walls of buildings designed to meet the requirements of this section must be at least 15 feet high:

   a. The building must extend to the street lot line along at least 75 percent of the lot line; or

   b. The building must extend to within 12 feet of the street lot line for 75 percent of the lot line, and the space between the building and the street lot line must meet one of the following:

      (1) Be designed as an extension of the sidewalk and committed to active uses such as sidewalk cafes, vendor's stands, or developed as "stopping places;" or

Continued: Required Building Lines

B3 – These provisions apply to South Waterfront. No changes have been made to this section, but the restructuring of the section has moved some of the language around to create a parallel structure with the other sections.

B4 – This is an existing provision which applies to West Burnside. The special building line provision has been moved here to keep all of the West Burnside building line provisions together.

(2) Be landscaped in one of the following ways:

- The proposed landscaping meets the L2 standard;
- The proposed landscaping meets the landscaping regulations of 33.510.253.E.7 for subarea 3 of the South Waterfront Greenway Area except that trees are not required; or
- The applicant submits with the application for a land use review a letter from the Bureau of Environmental Services stating that the landscaping meets the guidelines of the Stormwater Management Manual.

4. For sites with frontage on West Burnside between 10th and 21st Avenues, there is a required building line located parallel to the street lot line, 10 feet from the street lot line. Buildings must be built to the required building line along at least 75 percent of the length of the line. This standard applies to new development and major remodels. The space between the required building line and the street lot line must be designed as an extension of the sidewalk and committed to active uses such as sidewalk cafes, vendor's stands, or developed as "stopping places." Exterior walls of buildings designed to meet the requirements of this section must be at least 15 feet high.

~~**C. Special building lines.** On West Burnside between 10th and 21st Avenues, the special building line is 10 feet from the street lot line along West Burnside.~~

~~**D. Required building line standards.**~~

~~1. New development and major remodeling projects along a frontage containing a required buildings line must comply with either Subparagraphs a. or b. below , except where there is also a special building line. Exterior walls of buildings designed to meet the requirements of this paragraph must be at least 15 feet high.~~

~~a. The building must extend to the street lot line along at least 75 percent of the lot line; or~~

~~b. The building must extend to within 12 feet of the street lot line for 75 percent of the lot line. Except in the South Waterfront Subdistrict, the space between the building and the street lot line must be designed as an extension of the sidewalk and committed to active uses such as sidewalk cafes, vendor's stands, or developed as "stopping places." In the South Waterfront Subdistrict, the space between the building and the street lot line may contain landscaping if one of the following is met:~~

~~(1) The proposed landscaping must meet the L2 standard;~~

~~(2) The proposed landscaping must meet the landscaping regulations of 33.510.253.E.7. that apply to subarea 3 of the South Waterfront Greenway Area. However, trees are not required; or~~

~~(3) BES approval. The applicant must submit with the application for a land use review a letter from the Bureau of Environmental Services stating that the landscaping meets the guidelines of the Stormwater Management Manual.~~

Commentary

33.510.220 Ground Floor Windows

A new ground floor window map, 510-8, has been created to identify streets where 60% ground floor window coverage will be required. These streets are the Central City's core, retail/commercial streets. The Street and Development Character concept, developed during the quadrant planning process, described these streets as busy, continuous streets with retail activity throughout the day, evenings and weekends. Ground-floor retail uses may be required or strongly encouraged.

All other streets will be subject to the window requirements of the base zone.

~~2. Where a site with frontage on a required building line street also has a special building line, new development or additions of floor area to the site must comply with either Subparagraphs a. or b. below. Exterior walls of buildings designed to meet the requirements of this paragraph must be at least 15 feet high.~~

~~a. The building must extend to the special building line along at least 75 percent of the street lot line; or~~

~~b. The building must extend to within 12 feet of the special building line for 75 percent of the street lot line and the space between the building and the street lot line must be designed as an extension of the sidewalk and committed to active uses such as sidewalk cafes, vendor's stands, or developed as "stopping places."~~

33.510.220 Ground Floor Windows

A. Purpose. In the Central City plan district, 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;
- Encourage continuity of retail and service uses;
- Encourage surveillance opportunities by restricting fortress-like facades at street level; and
- Avoid a monotonous pedestrian environment.
- The plan district modifications to the base zone standards for ground floor windows are intended to promote ground floor windows in a larger number of situations than in the base zones and to provide additional flexibility in meeting the standard.

B. Ground floor windows. ~~**Major remodeling projects.** In the RX, CX, and EX zones, all major remodeling projects must also meet the ground floor window standard of the base zone, or the option below.~~

1. Unless the site has frontage along a street shown on Map 510-8, all major remodeling projects in the RX, CX, and EX zones must also meet the ground floor window standard of the base zone;

2. The following ground floor window standards apply to sites with frontage along a street shown on Map 510-8:

   a. Windows must cover at least 60 percent of the ground level wall area of street-facing facades adjacent to a street shown on Map 510-8. 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.

   b. All other ground level street-facing facades that are closer than 20 feet to a street lot line must have windows that cover at least 25 percent of the ground level wall area. The walls of a parking structure are exempt from the 25 percent standard if the façade is set back at least 5 feet and landscaped to the L2 standard;

Commentary

33.510.221 ~~Required~~ Windows Above the Ground Floor

The standard is being updated to be consistent with Ground Floor Windows Standard, otherwise no substantive changes.

33.510.223 Exterior Display and Storage

This section is being deleted because the Mixed Use Zone Project has included an updated exterior display provision which is sufficient and will apply to the CX zone in the Central City. The Proposed Draft for the Mixed Use project contains the following code language:

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.

Staff is proposing a similar update to the EX base zone language. The proposed language for exterior display in the EX zone can be found in Volume 2, Minor Amendments section.

c. 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 of nonresidential spaces must be no more than 4 feet above the finished grade;

~~C~~3. Optional artwork. Projects proposing to use artwork as an alternative to the ground floor window requirements may apply for this through the adjustment procedure. Projects may also apply for a modification through design review if they meet the following qualifications. Buildings having more than 50 percent of their ground level space in storage, parking, or loading areas, or in uses which by their nature are not conducive to windows (such as theaters), may be allowed to use the design review process. Artwork and displays relating to activities occurring within the building are encouraged. In these instances, the artwork will be allowed if it is found to be consistent with the purpose for the ground floor window standard.

33.510.221 ~~Required~~ Windows Above the Ground Floor

A. Purpose. Windows on building facades above the ground floor ensure opportunities for active uses, contribute to the skyline, and add interest to the built environment in the area near the streetcar alignment.

B. Where this regulation applies. The regulation of this section applies to sites near the streetcar alignment shown on Map 510-12.

1. In the ~~River~~ Pearl District subdistrict, the regulation applies to the portion of a site within 200 feet of a streetcar alignment, if the site is in the EX zone.

2. In the West End subdistrict, the regulation applies to the portion of a site within 200 feet of a streetcar alignment.

3. In the South Waterfront ~~S~~subdistrict, the regulation applies to the portion of a site within 200 feet of a streetcar alignment. The regulation also applies to the portion of a site within 200 feet of a proposed streetcar alignment, as shown on the street plan for the area that has been accepted by City Council. The street plan is maintained by the Portland Office of Transportation.

C. Standard. Windows must cover at least 15 percent of the area of street-facing facades above the ground level wall areas. This requirement is in addition to any required ground floor windows. Ground level wall areas include all exterior wall areas up to ~~9~~10 feet above the finished grade.

~~**33.510.223 Exterior Display and Storage**~~

~~Exterior display of goods and exterior storage are not allowed in the portions of the Downtown, West End, Old Town/Chinatown and Goose Hollow subdistricts shown on Map 510-18. Outdoor seating for restaurants and pedestrian-oriented accessory uses, such as flower, food, or drink stands, are exempt from this requirement.~~

Commentary

33.510.224 Mechanical Equipment along the Portland Streetcar Alignment
This provision dates from when several telecom facilities were proposed in the then-industrial areas of NW Portland, including areas within the Central City. It was out in place to prevent/limit at-grade diesel generators that were proposed adjacent to sidewalks along the soon-to-open streetcar line. Staff proposes to eliminate this because it is outdated and no longer needed.

33.510.225 Ground Floor Active Uses

A. **Purpose.** The purpose statement has been updated to include information from letter E. Parking restriction near a streetcar alignment.

B-C. Residential dwelling units are being deleted from the list of active uses in the purpose statement, but residential lobbies are ok. A standard is being added that prohibits residential dwelling units on the ground floor within the mapped area. Everywhere outside the mapped area reverts to base zone requirements for ground floor residential.

Along retail streets, the intent is to create and support retail sales and service uses with non-residential ground floor edges. Retail uses work best when they are generally continuous and are unbroken by other types of ground floor uses, most notably individual residential unit entries. Ground floor residential units would be accommodated and encouraged on the boulevard and flexible street types.

~~**33.510.224 Mechanical Equipment along the Portland Streetcar Alignment**~~

~~**A. Purpose.** These regulations reduce the negative visual and noise impacts of mechanical equipment in areas that allow a mix of residential, commercial, and industrial uses to protect the residential livability, economic vitality, and appearance of these areas. They also minimize the impact of ground-level mechanical equipment along streets and other public areas.~~

~~**B. Where these regulations apply.** The regulations of this section apply to sites shown on Map 510-11.~~

~~**C. Screening and enclosure.**~~

~~1. If mechanical equipment is within nine feet of the grade of the adjacent sidewalk, it must be screened or enclosed as follows:~~

~~a. If the area occupied by the mechanical equipment is less than 500 square feet, the equipment must be completely screened from the sidewalk by walls, fences, or plants;~~

~~b. If the area occupied by the mechanical equipment is less than 3 percent of the site area, but it is not larger than 1,000 square feet, the equipment must be completely screened from the sidewalk by walls, fences, or plants; or~~

~~c. All other mechanical equipment must be within a building that is completely enclosed on all sides;~~

~~2. If mechanical equipment is more than nine feet above the grade of the adjacent sidewalk, the equipment must be completely screened from the sidewalk by walls, fences, or plants.~~

~~**D. Noise.** The Portland Noise Control Office regulates noise. Noise control regulations can be found in other Titles of the Portland City Code.~~

33.510.225 Ground Floor Active Uses

A. Purpose. The ground floor active use standards are intended to reinforce the continuity of pedestrian-active ground-level building uses. The standards are also intended to help maintain a healthy urban district through the interrelationship of ground-floor building occupancy and street level accessible public uses and activities. The standards should also encourage a transit-supportive, pedestrian-oriented environment adjacent to a streetcar that is safe, active with uses, and comfortable for residents, visitors, and others. Active uses include but are not limited to: lobbies, retail, ~~residential,~~ commercial, and office.

B. Sites and development subject to the ground floor active use standards. The ~~G~~ground floor active use standards apply new development and major remodeling projects on sites with frontage on a street~~areas are~~ shown on Map 510-9~~7 at the end of this chapter~~. ~~On identified sites~~, all new development and all major remodeling projects must meet the standard below.

C. Ground floor active use standards.

1. Dwelling units are prohibited on the ground floor;

D. Parking restriction in the South Waterfront Subdistrict.

This section is proposed to be deleted. This provision means that to create access to off-street parking facilities in South Waterfront, an applicant must first seek a modification through the Type III design review process. Although such modifications are typically granted, this process can add time, cost, and unpredictability to the design review process for a programming element that is in support of district goals.

Further, this regulation predates the South Waterfront Plan and actually was designed to address the street and block pattern that had been adopted for the area prior to the creation of the South Waterfront Plan. At that time, the area was called the North Macadam subdistrict and the street plan proposed much larger blocks than were eventually adopted for and developed within the South Waterfront subdistrict. Since the street plan developed in South Waterfront is more like the rest of the Central City than the street plan adopted for the North Macadam subdistrict, it is recommended that this regulation be deleted.

E. Parking restriction near a streetcar alignment.

Streetcar Alignment Map has been updated to show the complete alignment. There may be more changes to this section, or it could move to the 33.510.261 to live with other parking access provisions.

2. Buildings must be designed and constructed to accommodate uses such as those listed in Subsection A~~., above.~~ Areas designed to accommodate these uses may be developed at the time of construction, or may be designed for later conversion to active uses. This standard must be met along at least 50 percent of the ground floor of walls that front onto a sidewalk, plaza, or other public open space.

   Areas designed to accommodate active uses must meet the following standards:

   ~~1~~a. The distance from the finished floor to the bottom of the structure above must be at least 12 feet. The bottom of the structure above includes supporting beams;

   ~~2~~b. The area must be at least 25 feet deep, measured from the street-facing facade;

   ~~3~~c. The area may be designed to accommodate a single tenant or multiple tenants. In either case, the area must meet the standards of the Accessibility Chapter of the State of Oregon Structural Specialty Code. This code is administered by BDS; and

   ~~4~~d. The street-facing facade must include windows and doors, or be structurally designed so doors and windows can be added when the space is converted to active building uses.

~~**D. Parking restriction in the South Waterfront Subdistrict.**~~

~~1. Purpose. The South Waterfront Subdistrict is intended to be a multi-modal, mixed-use, pedestrian-oriented neighborhood. Developments are anticipated to include larger site areas than in other parts of the Central City where ground floor active uses are applied. These larger sites afford greater flexibility in the planning and design of ground-level uses. Also, due to the larger block size, the potential impact of less-active uses, such as structured parking, along expanses of street-facing facades is greater. Disallowing parking in ground floor active use areas lessens this impact. It also encourages either the provision of active building uses at the time of initial construction or a quicker transition from less-active to more-active uses. This provision will encourage and maintain a pedestrian-oriented street environment of exceptional quality that is safe, active with uses, and comfortable for residents, visitors, and others moving through the subdistrict.~~

~~2. Regulation. In the South Waterfront Subdistrict, vehicle areas are not allowed in the portions of a building that are required to meet the ground floor active building uses standard of Subsection C., above.~~

~~**E. Parking restriction near a streetcar alignment.**~~

~~1. Purpose. This provision is intended to encourage a transit-supportive, pedestrian-oriented environment adjacent to a streetcar that is safe, active with uses, and comfortable for residents, visitors, and others.~~

~~2~~3. ~~Regulation. In the River District and in the West End subarea,~~ In the Pearl and West End subdistricts, on the portion of a site within 100 feet of a streetcar alignment (shown on Map 510-1~~3~~2), parking is not allowed in the portions of a building that ~~are required to~~ meet the ground floor active use standard of Paragraph C.2~~Subsection C., above~~.

Commentary

33.510.226 Minimum Active Floor Area

This section is being deleted because the new street and development character concept has bolstered the following other standards:

- Ground floor Active Uses (33.510.225) this standard is being applied and mapped to a much larger area downtown and now encompasses the mapped area for minimum active floor area.
- Ground Floor Windows (33.510.220)
- Required Building Lines (33.510.215)

While the Ground floor Active Uses standard does not list all of the active uses that this provision does, the new standard does list a few options, but is not limited to those listed.

Also, This provision dates from when several telecom facilities were being proposed in the then-industrial areas of NW. It was put in place to prevent/limit at-grade diesel generators that were proposed adjacent to sidewalks along the soon-to-open streetcar line. This is outdated and no longer needed and as noted above is redundant with the updates to other provisions that are being proposed.

~~33.510.226 Minimum Active Floor Area~~

~~A. Purpose.~~ ~~This requirement ensures that development within one block of a streetcar alignment supports City goals to decrease reliance on automobile travel and increase opportunities for housing and employment, by requiring a transit-supportive level of activity and intensity.~~

~~B. Where this regulation applies.~~ ~~The regulations of this section apply to sites shown on Map 510-7 at the end of this chapter.~~

~~C. Standard.~~ ~~On the portion of a site within 200 feet of a streetcar alignment, at least 50 percent of floor area in each building must be in one or more of the active uses listed below, where allowed by the base zone. Parking areas, both accessory and commercial, are not included in active floor area. Areas shared among the active uses listed below are included in active floor area. Areas shared by a use not listed below are not included in active floor area. Only those balconies that serve only residential uses and are at least 48 square feet in area and at least 6 feet long and 6 feet wide are included in active floor area. The active uses are:~~

~~1. Household or Group Living;~~

~~2. Retail Sales And Service;~~

~~3. Office;~~

~~4. Manufacturing And Production;~~

~~5. Industrial Service;~~

~~6. Community Service;~~

~~7. Schools;~~

~~8. Colleges;~~

~~9. Medical Centers;~~

~~10. Religious Institutions; and~~

~~11. Daycare.~~

Commentary

33.510.230 Required Residential Development Areas

C – This section has been revised to remove reference to the floor area bonus of 33.510.210.C.1, which has been deleted. Staff proposes to reduce the number of sites subject to this required residential provision. Map 510-6 Special Residential Use Areas, has been updated to reflect this.

D- The last sentence of this section has been deleted because none of the remaining required residential areas overlap with a required master plan site.

33.510.240 Drive-Through Facilities

Drive-Through Facilities, currently prohibits the creation of drive-through facilities in specific subdistricts of the Central City (Downtown, Goose Hollow and South Waterfront subdistricts) while continuing to allow them in the Pearl, Old Town China Town, Lloyd, Lower Albina, and Central Eastside subdistricts. In these latter districts the prohibition extends only to sites within 100 feet of light rail, and 200 feet of street car alignments. The basis for why these provisions apply in some districts but not others that have a similar land use direction and multimodal transit orientation (such as the Pearl and South Waterfront subdistricts) is inconsistent.

This amendment is intended to encourage a high density, pedestrian and transit oriented urban form and discourage lower-density land uses that are dependent upon queuing lanes. It would bring a more consistent approach to how such facilities are addressed Central City-wide. It would encourage redevelopment in places like the Lloyd subdistrict where a higher-density, less auto oriented urban form, less traffic congestion, and enhanced public realm is envisioned.

Staff recognizes the new regulation would create a number of non-conforming developments, but the desired outcome is to promote a dense, pedestrian- and bike-friendly urban form. In addition, this amendment is necessary for the Central City to qualify as a "Multi-modal, Mixed-Use Area" (MMA) under state regulations related to the Transportation Planning Rule.

33.510.230 Required Residential Development Areas

A. Purpose. The requirements of this section promote new housing in areas suitable and attractive for housing. The requirement is imposed as an alternative to the creation of exclusively residential zoning. This maintains development flexibility while still promoting the housing objectives of the Central City 2035 Plan.

B. Sites and development subject to the required residential standard. Sites subject to this standard are shown on Map 510-65 at the end of this chapter. On identified sites, all new development must meet the standards below.

C. Required residential standard for new development. For this standard, net site area is the total site area minus land dedicated to public rights-of-way or public open spaces, or land used for a regional public attraction such as a museum or aquarium. New development must include at least 1 dwelling unit per 2,900 square feet of net site area (15 units per acre). The floor area of the required housing units qualifies for the floor area bonus option stated in 33.510.210.C.1

D. Timing and location of the housing. Required housing must be located on the site and if developed as part of a mixed-use project must receive an occupancy permit in advance of or at the same time as an occupancy permit for nonresidential portions of the project. Exceptions to this may be approved as part of a Central City master plan. See 33.510.255, Central City Master Plans.

33.510.240 Drive-Through Facilities

Drive-through facilities are prohibited in the Central City plan district. in the Downtown, Goose Hollow, and South Waterfront Subdistricts. In the rest of the plan district, drive-through facilities are prohibited on the portion of a site within 100 feet of a light rail alignment. In the River District subdistrict, drive-through facilities are prohibited on the portion of a site within 200 feet of a streetcar alignment. This prohibition includes curb cuts and driveways used to approach and leave the drive-through facility, stacking areas for waiting vehicles, and the facility itself, such as a drive-up window or gas pump island.

33.510.242 Demolitions

A. Landscaping. In R, C, and E zones, 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 in design zones, and issuance of a building permit outside of design zones. The landscaping must meet at least the L1 standard of Chapter 33.248, Landscaping and Screening, except that no shrubs or trees are required.

Commentary

33.510.242 Demolitions:
B(1) AND B(2): The references to the Core Area on existing Map 510-10 is being updated along with the Parking and Access section. Subsection C has been deleted because section 33.510.118 is proposed for deletion.

33.510.243 Eco Roofs. The bonus option for Ecoroofs is proposed to be eliminated and BPS and BES staff are proposing that eco roofs become a requirement for some building types in the Central City. There are many reasons in the Central City for an applicant to pursue an ecoroof including reducing heat island effect and providing stormwater management for buildings that cover 100% of their lot. In addition, ecoroofs can offer open space and habitat benefits.

Roof area is calculated by taking the entire rooftop and subtracting areas used for solar panels, skylights or mechanical equipment, or areas used for fires and access routes. Of the remaining roof area, 70% needs to be covered by ecoroof. The remaining 30% is available for other uses, such as community gardens or outside patios.

BES reviews ecoroofs at the time of land use review and time of building permit. During both of these review processes they issue formal comments which would need to state that BES approves of the design and size to meet the standard. If an applicant wants to use the ecoroof to meet the Stormwater Management Manual (SWMM), BES would also review against the SWMM requirements and approve at the time of building permit. The ecoroof alone may not be sufficient to meet the SWMM and additional stormwater management may be required.

33.510.244 Low-Carbon Buildings. The US Green Building Council's Leadership in Energy and Environmental Design (LEED) certification program verifies and recognizes buildings designed and constructed to save money and natural resources, protect the health of the occupants and contribute to the long-term viability of the community. To ensure compliance, the following steps would need to occur:
1) Determine where this regulation should be adopted into City Code so there can be administrative rules to clarify the requirements and enforcement process
2) Determine appropriate enforcement if LEED Gold is not achieved
3) Determine how to review for compliance during development review.
4) Work with the US Green Building Council to obtain real time registration and certification activity.

B. Replacement of demolished ground floor area. In R, C, and E zones, if a building is demolished after September 1, 1994, the square footage of the ground floor of the demolished building must be replaced as follows. Adjustments to the requirement of this subsection are prohibited.

1. In the Core Area, as shown on Map 510-~~8~~10, the square footage must be replaced on the same block as the demolished building. This replacement must occur before or at the same time as any other development or redevelopment on the block, other than landscaping.

2. Outside the Core Area, as shown on Map 510-~~8~~10, the square footage must be replaced on the same site as the demolished building. This replacement must occur before or at the same time as any other development or redevelopment on the site, other than landscaping.

~~**C. Demolition on Type C sites.** If an applicant requests a demolition permit for a Type C site as shown on Map 510-14, and proposes development that requires compliance with Subsections 33.510.118.I. or J., a conditional use, or a Central City Parking Review (CCPR), the application for a demolition permit must include documentation that the requirements of those subsections are met, or that the required land use review has been approved.~~

33.510.243 Ecoroofs

A. Purpose. Ecoroofs provide multiple benefits in the built environment including managing stormwater, reducing the heat island effect, providing habitat for birds and pollinators and providing open space.

B. Ecoroof standard. In the CX, EX, RX, and IG1 zones, new buildings with a net building area of at least 20,000 square feet must have an ecoroof that meets the following standards:

1. The ecoroof must cover at least 70 percent of the roof area. Roof area does not include areas covered by solar panels, skylights or mechanical equipment, or areas used for fire evacuation routes.

2. The ecoroof must be approved by the Bureau of Environmental Services as meeting the Stormwater Management Manual's *Ecoroof and Rain Garden Facility Design Criteria*.

33.510.244 Low-Carbon Buildings

A. Purpose. This requirement ensures that new buildings and additions are designed and constructed to meet the US Green Building Council's Leadership in Energy and Environmental Design (LEED) standards at the gold level. The benefits of meeting LEED standards include but are not limited to improving energy efficiency, preserving natural resources and protecting the health of the occupants.

Commentary

33.510.250 Additional Standards in the North Pearl Subarea

Staff recommends removing the Open Area Requirement provision. These provisions were adopted in 1985 as part of the North West Triangle plan a decade before the River District Plan and a few years before the 1988 Central City Plan. At the time, large swaths of this area were old rail yards or vacant underutilized properties. The street grid that created the 200' by 200' block structure that the area enjoys today has not been adopted nor developed. Plans at the time were considering super blocks and office campus development rather than a high density mixed use environment.

When the North Pearl Plan was adopted in 2008, these provisions were carried forward and prior references to the North West Triangle Plan were changed to North Pearl. The provisions were carried forward as numerous large parcels existed North of NW Northrup Street. Since that time most of these parcels have been developed as has the remaining right-of-way serving this area. These provisions are no longer necessary. However, as the waterfront areas of the North Pearl remain much the same as they did when these provisions were created, the standards applicable to those larger parcels should remain in place to ensure development on these large sites maintains vertical as well as horizontal, physical and visual access to the Willamette River.

B. Low-carbon building standard. In the Central City Plan District, new buildings with a net building area of at least 50,000 square feet, and alterations to existing buildings that increase net building area by at least 50,000 square feet must:

1. Provide a letter from the US Green Building Council that states that the project has registered to earn LEED gold level certification; and

2. Provide a preliminary LEED scorecard showing which LEED credits will be pursued for the building.

33.510.250~~1~~ Additional Standards in the North Pearl Subarea. Sites in the North Pearl Subarea south of the Fremont Bridge must meet the following standards:

A. Special building height. A special building height corridor shown on Map 510-18~~19~~ is designated along NW 13th Avenue. In this corridor the portion of a building that is within 20 feet of the property line along NW 13th Avenue may be no more than 75 feet in height. Adjustments and modifications to this requirement are prohibited.

~~**B. Open area requirement.**~~

~~1. Purpose. The open area requirement promotes adequate amounts of light and air, year-round opportunities for outdoor active and passive recreation, visual relief from the built environment, and facilitates circulation for pedestrians to and throughout the North Pearl Subarea. The open area requirement is intended to produce open areas at a scale comparable to what large sites would have if divided by the 200 foot street grid pattern.~~

~~2. The open area requirement.~~

~~a. On sites over 40,000 square feet in the North Pearl Subarea, a minimum of 30 percent of the area over 40,000 square feet must be devoted to open area. The boundaries of the subarea are shown on Map 510-1 at the end of this chapter.~~

~~b. Sites where at least one-half the site area is in industrial use are exempt from the open area requirement. However, changes resulting in more than one-half of the site area being in non-industrial uses require compliance with the open area requirement.~~

~~c. Open areas may include parks, plazas, covered or uncovered walkways, public fountains, and landscaped features or areas. Open areas do not include areas used for parking or loading, or landscaping within parking areas.~~

~~d. Developments which utilize the Central City master plan option may consolidate the required open area of this section and locate it within the boundary of the master plan.~~

Commentary

~~**C. Required open area development standards.**~~

~~1. At least 50 percent of the open area must be in the form of parks or plazas, and at least 25 percent of the open area must be devoted to one plaza or space.~~

~~2. Walkways may not constitute more than 25 percent of the required open area.~~

~~3. Shadow standard. Parks and plazas must be sited so that shadows from buildings cover no more than 50 percent of a park or plaza at noon and 75 percent at 3:00 PM on April 21 of any year. Trees are not to be included in consideration of the limitation on shadows.~~

~~4. Tree standard. A minimum of one tree per 1,000 square feet of plaza or park area is required.~~

~~5. Border standard. Peripheral lines of trees, low walls, planters, or other similar treatment along the edges are required to ensure that parks and plazas have clearly defined borders.~~

~~6. Linkages. Open areas and walkways must provide safe, attractive, and convenient linkages to adjacent development and sidewalks.~~

~~7. Design quality. Open areas must be designed and constructed at a high level of quality consistent with an attractive, pleasant, and convenient environment for pedestrians~~.

~~D~~B. North Pearl ~~S~~subarea waterfront development.

1. Purpose. These standards are intended to ~~assure~~ ensure ~~both frequent views of the river and~~ physical and visual connections to the river and ~~its~~ river-based activities.

2. Where these standards apply. This section applies only to lands between NW Front Avenue and the Willamette River within the North Pearl ~~S~~subarea.

3. Development standards.

   a. View corridors. At least 25 percent of the width of the site (as measured along NW Naito Parkway) must be maintained as a view corridor or corridors. Buildings and covered structures are not allowed in the view corridor.

   b. Setbacks for all development from the Willamette River. The minimum setback for all development from the Willamette River is regulated by the River ~~Greenway~~ Overlay zones; see Chapter 33.~~440~~475. In addition, buildings or portions of buildings over 35 feet in height must be set back from the Greenway setback line 1 foot for every 1 foot of height above 35 feet.

   c. Maximum building dimension. The maximum building dimension is 200 feet. This standard applies to both building length and depth.

   d. Public access. As part of each development, public access for pedestrians must be available and clearly posted between NW Naito Parkway and the Greenway trail.

Commentary

No Substantive changes

33.510.2512 Additional Standards in the South Waterfront Subdistrict
Sites in the South Waterfront Subdistrict must meet the following standards.:

A. Special building height corridors and tower orientation.

1. Purpose. Special building heights along designated east-west corridors and tower orientation standards provide visual access to the Greenway from points west of the district, provide visual access to the Tualatin Hills from points east of the district, provide access to sunlight along designated streets, and encourage an urban form that is visually permeable and varied.

2. Special building heights. The portion of a building that is within 50 feet of the centerline of a street or accessway designated as a special building height corridor on Map 510-15 may be no more than 50 feet in height.

3. Maximum north-south dimension. The north-south dimension is measured as specified in Subparagraph A.3.e., below. See Figure 510-1. Adjustments to this paragraph are prohibited; however, modifications to the standards of this paragraph may be requested through design review. In reviewing such a request, the review body will consider the results of the South Waterfront Public Views and Visual Permeability Assessment for the proposal. The north-south dimensions of buildings are limited
as follows:

   a. Less than 75 feet in height. For the portion of a building less than 75 feet in height, there is no limit on the north-south dimension, and no required space between buildings or portions of buildings;

   b. 75 feet in height and above. The portion of a building that is at least 75 feet in height may have a north-south dimension up to 125 feet in width;

   c. Where there is more than one building on a site there must be at least 50 feet between the portions of the buildings that are at least 75 feet in height. If there is less than 50 feet between these portions of the buildings, the north-south dimension is the total of the north-south dimension of each building and the north-south dimension of the space between them. The total may be up to 125 feet in width;

   d. Where a building has more than one element that is at least 75 feet in height, the two elements are measured and regulated as two separate buildings;

   e. Measurements for this paragraph. The measurements for the regulations of this paragraph are as follows. See Figure 510-1:

      (1) The north-south dimension of a building is measured as follows:

         - From the northernmost point of the portion of a building that is at least 75 feet in height, a line is drawn running due east-west;

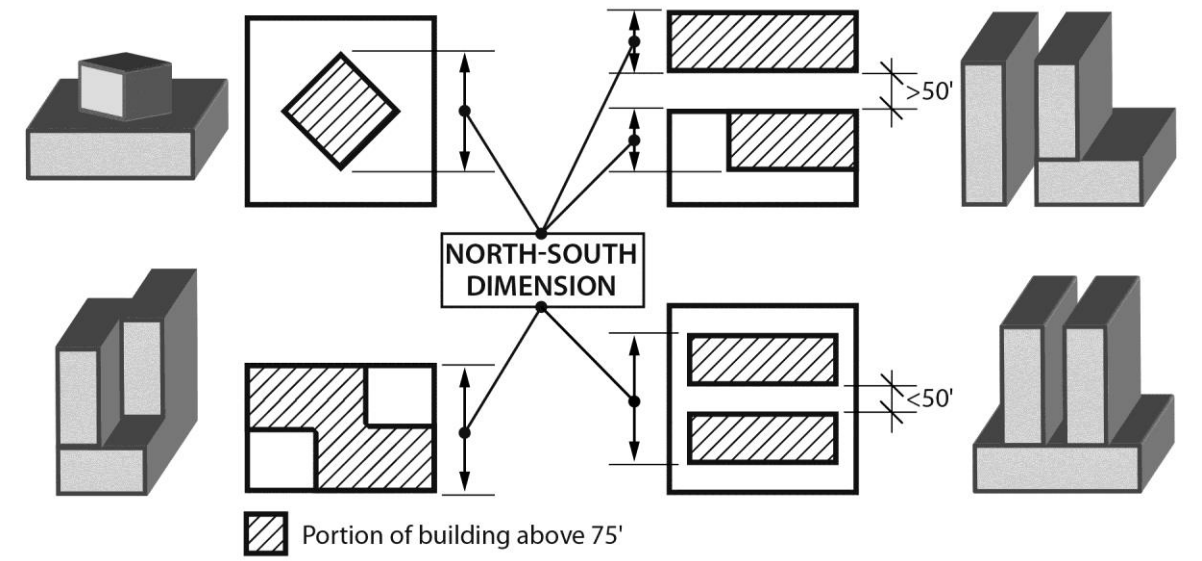
Commentary

No Substantive Changes

- From the southernmost point of the portion of a building that is at least 75 feet in height, a line is drawn running due east-west;
- A line drawn at right angles between the two east-west lines is the north-south dimension;

(2) The space between buildings on a site is measured using the east-west lines created under A.3.e.(1). A line drawn at right angles between the northern east-west line of one building and the southern east-west line of the other is the distance between the buildings.

Figure 510-1
Measuring North-South Dimension



B. Accessways.

1. Purpose. Accessways provide physical access and connections to the Greenway for neighbors, visitors, and residents of South Waterfront who might otherwise be cut off from the Willamette River and the Greenway trail. Accessways are generally extensions of existing and planned east-west public rights-of-way, and may or may not provide vehicle access. Accessways provide safe and convenient bicycle and pedestrian connections to and from the Greenway trail. Accessways contribute to stormwater management in the subdistrict. They also provide a visual connection to the South Waterfront Greenway Area and provide a transition from the natural emphasis of the South Waterfront Greenway Area to the urban emphasis of the rest of the district.
2. Where these regulations apply. These regulations apply to development and landscaping on sites with frontage on accessways that are east of River Parkway;
3. Setback. If the accessway is 60 feet wide or less, buildings must be set back at least 30 feet from the centerline of the accessway. If the accessway is wider than 60 feet, the

Commentary

33.510.251 Additional Standards in the South Waterfront Subdistrict

D. Required Ground Floor Retail Sales and Service Uses in the South Waterfront Subdistrict

In 2010, subsection 33.510.252.D Required Ground Floor Retail Sales and Service Uses in South Waterfront Subdistrict, was added to the Central City Plan District at the request of the Portland Design Commission. This provision requires that when development is proposed on sites, previously shown on Map 510-21, that the portion of a building site identified be developed to accommodate Retail Sales and Service Uses.

At the time, the Design Commission stated that the existing Central City Plan District did not direct active ground floor uses at locations in South Waterfront that the commission felt would benefit from a more active public realm. However, the Commission noted that when the plan district was updated to address this concern Central City-wide these provisions could be repealed.

BPS recommends against requiring Retail Sales and Service uses as the sole means to achieve this purpose in South Waterfront, based on the conclusions of a retail capacity analysis conducted by Economics Research Associates, which found that retail capacity for the South Waterfront district was reaching saturation and that location of retail uses needed to be more fluid and align with the evolving nature of development and densities in the district rather than a prescribed notion of where retail should be located based on assumptions of where and when development is desired to occur.

As part of Central City 2035, Sections 33.510.215 – Required Building Lines, 33.510.220 – Ground Floor Windows, and 33.510.225 – Ground Floor Active Uses have been revised to reflect a more holistic approach that implements the Street and Development Character concept of the Central City 2035 Plan. This approach does not identify a single use as a means to activate key locations in the South Waterfront Subdistrict, but prescribes different development standards applicable to a broader array of active ground floor uses to achieve the same goal as state in the purpose statement of 33.510.252.D.

building must meet the building line requirements of Section 33.510.215 on the accessway frontage;

4. Landscaping. The area between the building and the accessway must meet the landscaping standards of 33.510.253.E.7. that apply to subarea 3 of the South Waterfront Greenway Area. However, along accessways that are designated as special building height corridors on Map 510-15, trees are not required.

C. Locker rooms and additional bicycle parking.

1. Purpose. These standards support the transportation strategy of the South Waterfront Subdistrict by requiring amenities that support the use of alternative modes of transportation, including bicycling and walking;

2. When these regulations apply. The regulations of this subsection apply to proposals that will add at least 100,000 square feet of nonresidential floor area to a site;

3. Locker rooms. At least one locker room facility must be included in the proposal. The facility must include showers, a dressing area, and lockers. The facility must be available for use by all tenants of the building; and

4. Bicycle parking. At least 110 percent of the required long-term bicycle parking for the site must be included in the proposal. The bicycle parking must meet the standards of 33.266.220.B., Long-Term Bicycle Parking.

~~**D. Required Ground Floor Retail Sales and Service Uses in the South Waterfront Subdistrict**~~

~~1. Purpose. This requirement ensures that Retail Sales And Service uses are developed at key locations throughout South Waterfront; these uses activate and enrich the public realm. The requirement specifically focuses on Retail Sales And Service uses because they generate more activity and interaction within the public realm than do other active ground floor uses, and help to establish and reinforce a lively and vibrant public realm at key locations throughout the district.~~

~~2. Where this regulation applies. This regulation applies to the areas shown on Map 510.21 at the end of this chapter. New development or major remodeling on the portion of a site within the areas shown on Map 510-21 must meet the standard of this subsection.~~

~~3. Standards. Buildings must be designed and constructed to accommodate Retail Sales And Service uses. This standard must be met along the ground floor walls that front onto a sidewalk, plaza, greenway, or other public open space. Ground level wall areas include the exterior wall areas up to 9 feet above the finished grade.~~

~~a. Areas where the corner is shown on Map 510.21. Where Map 510-21 shows that the standard must be met on a corner, the standard must be met along the length of walls extending in both directions for 25 feet. The corner may be the intersection of two streets, or the intersection of a street and the greenway,~~

~~b. Areas where a block face is shown on Map 510-21. Where Map 510-21 shows that the standard must be met on a block face, the standard must be met for at least 50 percent of the length of the block face.~~

Commentary

33.510.252 Additional Standards in the Central Eastside Subdistrict

A. Disclosure Statement. Staff proposes a new code provision for the Central Eastside. This provision and the associated Central Eastside Industrial Disclosure Statement seeks to make all property buyers/owners and prospective tenants aware of the industrial character of the Central Eastside subarea. Property owners of new development with Household living, Retail Sales and Service and Office uses will be required to record the disclosure statement and provide it to all tenants. The statement must indicate that the use is located in an industrial area where impacts from industrial uses are present, such as noise, vibrations, fumes, odors, glare, traffic, and freight operations. It must also state that industrial uses will not be expected to mitigate impacts to adjacent uses within the Central Eastside beyond what is required by law.

~~c. Areas designed to accommodate Retail Sales And Service uses must meet the following standards:~~

~~(1) The distance from the finished floor to the bottom of the structure above must be at least 12 feet. The bottom of the structure above includes supporting beams;~~

~~(2) The area must be at least 25 feet deep, measured from the street-facing facade;~~

~~(3) The area may be designed to accommodate a single tenant or multiple tenants. In either case, the area must meet the standard of the Accessibility Chapter of the State of Oregon Structural Specialty Code. This code is administered by BDS; and~~

~~4. The street-facing facade must include windows and doors.~~

33.510.252. Additional Standards in the Central Eastside Subdistrict

The following additional standards apply in the Central Eastside subdistrict.

A. Industrial impacts disclosure statement.

1. Purpose. This requirement is intended to ensure that people who choose to live or work in the industrial sanctuary in the Central Eastside subdistrict are aware of the potential impacts, such as noise, vibration, odors, glare, and heavy truck traffic that stem from industrial and employment uses.

2. Disclosure statement required. Prior to the issuance of a building permit for development that contains a Household Living, Retail Sales And Service, or Office use, the owner of the property must sign and record a copy of the City's Industrial Impacts Disclosure Statement. The statement must be recorded in the records of the county where the site is located. The statement acknowledges that the property is located near industrial and employment uses, and signifies the owner's awareness of the associated nuisance impacts including noise, odor and light levels. The statement is available in the Development Services Center. After the development is finalized, the property owner must provide a copy of the disclosure statement to every tenant or buyer, and post a copy of the disclosure statement on the premises in a location that is accessible to all tenants.

B. Noise Insulation Requirement. The Southeast Quadrant Plan identified the need to apply new standards to EX properties adjacent to IG1 zoned sites to reduce the potential for conflicts between uses. This new code section provides sound insulation standards for EX projects with the goal of reducing the impact of noise from industrial operations on residents in the EX zone within the subdistrict.

33.510.253 Greenway Overlay Zone in South Waterfront Subdistrict
Most of this code section remains intact since a lot of planning and public involvement occurred when this code section was developed and the regulations in this section are unique to the South Waterfront Subdistrict. The changes proposed to the Greenway Overlay Zone in South Waterfront Subdistrict are:

1. Adding a requirement to build a trail section when a trail easement dedication is required;
2. Changing the terminology for pedestrian connections to public access connections;
3. Changing the terminology for public recreational trail to major public trails;
4. Revising figures to reflect updated terminology and to improve clarity; and
5. Moving Tables 510-2 through 510-4, South Waterfront Plant Lists to the sub-area section of the Portland Plant List.

The rationale for the above code amendment proposals are provided in the commentary for the appropriate code subsections that follows.

B. Noise insulation.

1. Purpose. Noise insulation is required in order to protect homes located near industrial areas from potential noise impacts generated by industrial operations.
2. Where this standard applies. The noise insulation standard applies to sites in the EX zone that have a lot line abutting or across the street from an IG1 zone.
3. Noise insulation standard. All new dwelling units must be constructed with sound insulation or other means to achieve a day/night average noise level of 45 dBA. An engineer registered in Oregon who is knowledgeable in acoustical engineering must certify that the building plans comply with the standard for noise insulation prior to issuance of a building permit. Garages or other similar attached accessory structures that do not include living space are exempt from this standard.

33.510.253 Greenway Overlay Zone in South Waterfront Subdistrict

A. Purpose. The regulations of this section:

1. Protect, conserve, enhance, and maintain the natural, scenic, historical, economic, and recreational qualities of lands along the Willamette River within the South Waterfront Subdistrict of the Central City plan district;
2. Increase public access to and along the Willamette River for the purpose of increasing recreational and transportation opportunities;
3. Support the development of the South Waterfront Subdistrict as a vibrant mixed-use neighborhood within the Central City plan district;
4. Ensure a clean and healthy river for fish, wildlife, and people;
5. Embrace the river as Portland's front yard;
6. Enhance stormwater management in the South Waterfront Subdistrict;
7. Respond to the federal Endangered Species Act and Clean Water Act; and
8. Implement the Willamette Greenway Plan and State law.

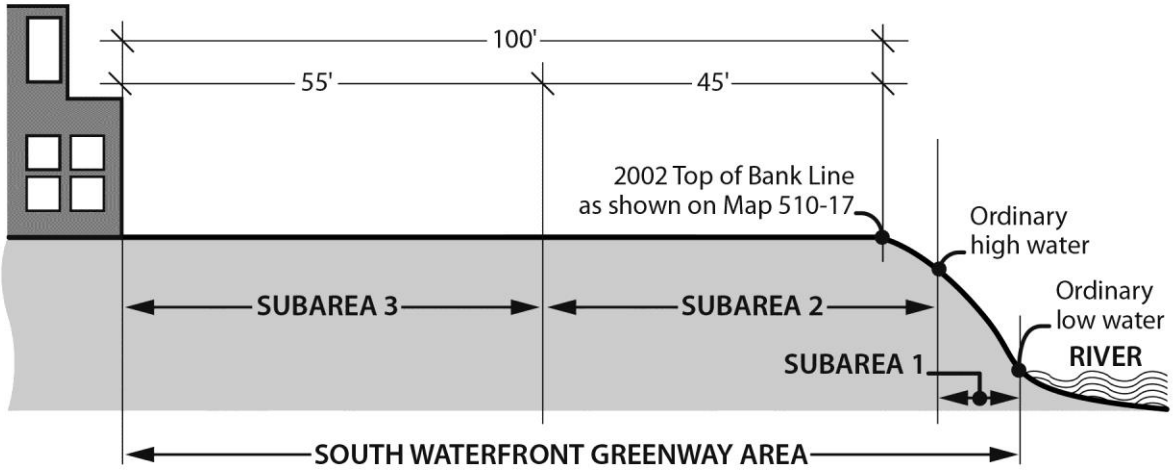
B. Relationship to other regulations. Development within the Greenway Overlay Zone in the South Waterfront Subdistrict is also subject to other regulations of the Portland City Code. Development within the Greenway Overlay Zone may also be subject to the regulations and review procedures of state and federal agencies including the Oregon division of State Lands, the National Marine fisheries Service, the US Army Corps of Engineers, and the Oregon Department of Fish and Wildlife.

C. Where these regulations apply. The regulations of this section apply to sites within the South Waterfront Subdistrict where any portion of the site is in the Greenway Overlay Zone, shown on the Official Zoning Map.

Commentary

No substantive change

Figure 510-2
South Waterfront Greenway Area and Subareas



Greenway Area = from ordinary low water to 100' from 2002 Top of Bank Line as shown on Map 510-17
Subarea 1 = from ordinary low water to ordinary high water
Subarea 2 = from ordinary high water to 45' in from 2002 Top of Bank Line as shown on Map 510-17
Subarea 3 = from 45' in from top of bank to 100' in from 2002 Top of Bank Line as shown on Map 510-17

D. Required South Waterfront Greenway improvements. Adjustments and modifications to this subsection are prohibited.

1. Required landscaping.

a. When development on the site, or alterations to structures, the site, or rights-of-way are made, and BDS determines that the value of the proposed alterations on the site is more than $153,450, the site must be brought into conformance with the landscape requirements of Paragraph E.5.f. that apply to subareas 2 and 3 of the South Waterfront Greenway Area. The value of the alterations is based on the entire project, not individual building permits. It is the responsibility of the applicant to document the value of the required improvements.

The following alterations and improvements do not count toward the dollar threshold of this subsection:

(1) Alterations required by approved fire/life safety agreements;

(2) Alterations related to the removal of existing architectural barriers, as required by the Americans with Disabilities Act, or as specified in Section 1113 of the Oregon Structural Specialty Code;

(3) Alterations required by Chapter 24.85, Interim Seismic Design Requirements for Existing Buildings;

Commentary

33.510.253.D.3.
This subsection, and other subsections that follow, propose a change in terminology from pedestrian connections to public access connections. The reason for this change is that these connections are/will be used by modes beyond walking/rolling. Bicycling is a frequent mode of travel along the greenway trail and bicyclists are/will seek connections to the trail from various connections adjacent to it. Therefore, staff proposes expanding the terminology to public access connections.

This subsection also proposes a change that requires a trail to be built when a public trail easement dedication is required by a project.

(4) Improvements to on-site stormwater management facilities in conformance with Chapter 17.38, Drainage and Water Quality, and the Stormwater Management Manual; and

(5) Improvements made to sites in order to comply with Chapter 21.35, Wellfield Protection Program, requirements.

b. Caps on the cost of required landscaping. Required landscaping costing more than 10 percent of the value of the proposed alterations does not have to be installed. When all required landscaping is not being installed, the priority for which landscaping is to be installed is:

(1) Trees in subarea 2;

(2) Shrubs in subarea 2;

(3) Ground cover in subarea 2;

(4) Trees in subarea 3;

(5) Shrubs in subarea 3;

(6) Ground cover in subarea 3; and

(7) Other required landscaping;

c. Supplemental application requirement. Where landscaping is required by this paragraph, the applicant must submit a landscape plan to BDS that shows that the landscaping will grow to meet the landscape standards of Subparagraph E.5.f, below, within five years. The landscape plan must be certified by a licensed landscape architect, or by a qualified restoration specialist as part of a formal City revegetation project under authority of Portland Parks and Recreation or the Bureau of Environmental Services.

2. Bank improvements. In subarea 1, when there is any regarding, bank stabilization, or other activities affecting the contours and composition of soil, the requirements of Paragraph E.5.f for subarea 1 must be met.

3. Trails, ~~and pedestrian~~public access connections and public viewpoints. When development on a site, or alterations to structures, the site, or rights-of-way are made ~~which~~ that add more than 50,000 square feet of floor area to the site, the applicant must meet the following standards. The trail, public access and public viewpoint regulations apply when the development described above will increase the use of the trail system or will contribute to the need for additional trail facilities, and application of the regulations is determined to be roughly proportional to the impacts of the proposed development:

a. ~~p~~Provide a public access easement~~s~~ that will accommodate a trail, ~~pedestrian~~ and public access connections that meet the standards of Paragraph e.5.d., Trail and ~~pedestrian~~ public access connections; and Paragraph E.5.e., Public viewpoints. The square footage added to the site is calculated based on the total amount added, regardless of the amount demolished; and

Commentary

b. Construct the major public trail.

4. Timing of improvements. The applicant may choose one of the following options for making the improvements required by this subsection:

   a. Option 1. Under Option 1, required improvements must be made as part of the development or alteration that triggers the required improvements;

   b. Option 2. Under Option 2, the required improvements may be deferred if the following are met:

      (1) The applicant must provide the BDS with a performance guarantee for the improvements. See 33.700.050, Performance guarantees; and

      (2) The required improvements must be constructed or installed within 4 years of issuance of the Certificate of Occupancy or within the timeline approved through a South Waterfront Greenway Review. See Chapter 33.851.

5. Landscaping monitoring and reporting. Monitoring required landscaping is the ongoing responsibility of the property owners. If landscaping is required by the subsection, the owner must submit a report to BDS documenting that the landscape standards of Subparagraph E.5.f., below, have been met on the site The report must be submitted within 1 year of the installation date, or within the timeline approved through a South Waterfront Greenway Review. See Chapter 33.851.

E. Development standards. Generally, proposals are subject to design review. In most instances, applicants may choose between meeting development standards or going through South Waterfront greenway review. In some instances South Waterfront greenway review is required.

1. Where these regulations apply. The regulations of this subsection apply in the South Waterfront Greenway Area as shown on Figure 510-2. The regulations apply to development and alterations to structures, sites, and rights-of-way.

2. Design review. New development, and changes to the land or structures including excavations and fills, bridges, and docks are subject to design review, unless exempted by Paragraph E.4.

3. South Waterfront greenway review. South Waterfront greenway review is required for the following:

   a. New development or exterior alterations that do not meet the standards of Paragraph E.5 and are not exempted by Paragraph E.4;

   b. New development, or changes to the land or structures, riverward of top of bank, including excavations and fills, bridges, and docks, unless exempted by Paragraph E.4.

4. Exempt from design review and South Waterfront greenway review. The following are exempt from design review and South Waterfront greenway review;

   a. Changes to the interior of a building where there are not exterior alterations;

   b. Normal maintenance and repair;

   c. Excavations and fills of less than 50 cubic yards;

Commentary

d. Dredging, channel maintenance, and the removal of gravel from the river; and

e. Emergency procedures necessary for safety or the protection of property.

f. The placement of up to four single piles, or two multiple-pile dolphins for each 100 feet of shoreline for an existing river-dependent or river-related use.

5. Development standards. The following development standards must be met unless the applicant chooses South Waterfront greenway review. Adjustments and modifications to these standards are prohibited.

   a. Non-landscaped area. Limiting the percentage of non-landscaped area allowed in the South Waterfront Greenway Area ensures that the area will be configured to accommodate a minimum percentage of living plant cover. Non-landscaped area includes all aboveground structures and paving materials, including permeable paving materials.

      (1) Subareas 1 and 2. Up to 20 percent of the portion of the site in subareas 1 and 2 may be covered by non-landscaped area; however, paved surfaces that are required under the provisions of Paragraph E.5.d., Public viewpoints, are exempt from this limitation. Non-landscaped area may be no closer than 10 feet of the top of bank line as shown on Map 510-17, South Waterfront 2002 Top of Bank Line;

      (2) Subarea 3. Up to 20 percent of the portion of the site in subarea 3 may be covered by non-landscaped area. However, required trail and ~~pedestrian~~ public access connection improvements are exempt from this limitation.

   b. Buildings. Buildings are allowed within the South Waterfront Greenway Area if they meet E.5.b.(1) and (2) and either E.5.b.(3) or (4). Other buildings or portions of buildings are not allowed within the South Waterfront Greenway Area.

      (1) The site meets the non-landscaped area requirements under E.5.a., above; and

      (2) The building does not obstruct required ~~pedestrian~~ public access connections and trails; and

      (3) The building is river-dependent or river related; or

      (4) All of the floor area of the building is in Retail Sales And Service uses and the following are met:

         - The building has less than 1,000 square feet of floor area;
         - The building is entirely within subarea 3; and
         - The building is located landward of the South Waterfront trail.

   c. Fences and walls. Fences and walls are allowed in subarea 3 of the South Waterfront Greenway Area if they are no more than 3 feet in height and do not obstruct the required ~~pedestrian~~ public access connections and trails. Fences and walls are not allowed in subareas 1 and 2 of the South Waterfront Greenway Area.

   d. Trails and ~~pedestrian~~ public access connections.

Commentary

33.510.253.E.5.d.(2)
Staff proposes a change in terminology from public recreational trail to major public trail. There are a couple of reasons for this change. One is that trails are used for transportation purposes in addition to recreation. Two is that the greenway trail is identified in the *Recommended Draft of the Comprehensive Plan 2035 Plan* as a major public trail and zoning code terminology needs to be updated to reflect this new reference. This text change is also being made to other relevant code chapters and sections that use the term public recreational trail.

(1) Purpose. Public trails provide public access to and along both sides of the Willamette River. Public trails are one of the tools used to comply with the public access requirements of the Comprehensive Plan and the Willamette Greenway Plan~~. Pedestrian~~ Public access connections ensure that there is adequate, safe, and direct ~~pedestrian~~ public access from the adjacent development and from the district as a whole to the trails.

(2) Major ~~P~~public ~~recreational~~ trails. Major ~~P~~public ~~recreational~~ trails must meet the following standards. When required by Subsection D., sites with a major public ~~recreational~~ trail symbol shown on the Official Zoning Maps must provide easements that would accommodate construction, maintenance, and public use of a trail that meets the following standards. See Figure 510-3.

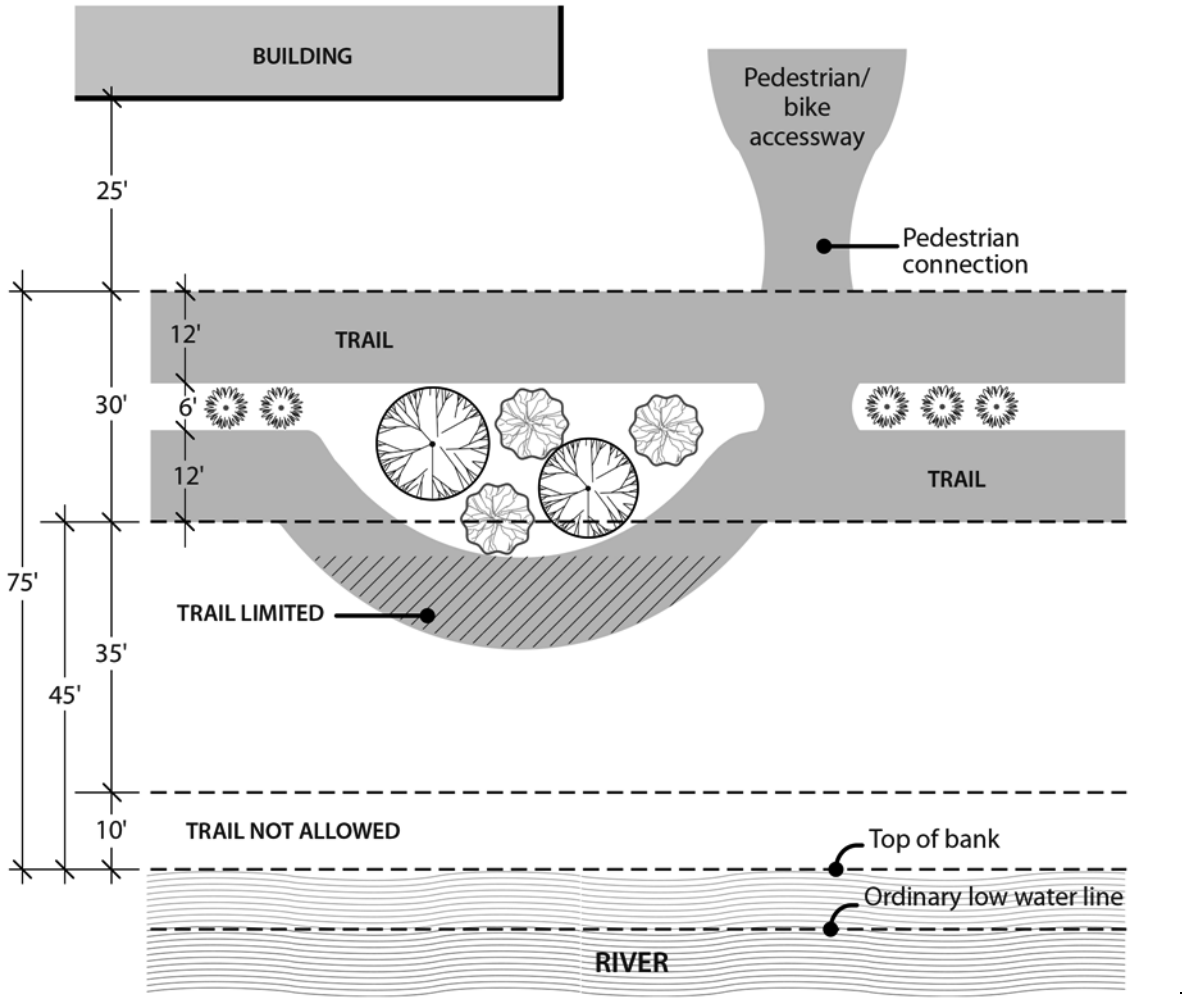
- Location. The trail must be located in the South Waterfront Greenway Area shown on Figure 510-2. All portions of the trail must be at least 10 feet and no more than 75 feet from the top of bank line as shown on Map 510-17, South Waterfront 2002 Top of Bank Line; however, any portion of the trail that is within 45 feet of the top of bank line as shown on Map 510-17, South Waterfront 2002 Top of Bank Line, is subject to the maximum non-landscaped area limitations of Subparagraph E.5.a.;
- Width. The trail must consist of two paths, each at least 12 feet in width;
- Landscaped median. The two paths must be separated by a landscaped median at least 6 feet wide. Landscaping within this median must meet the requirements of Paragraph E.7. The landscaping may be interrupted by ~~pedestrian~~ public access connections between the two paths;
- Use. The path closest to the river must be designated for pedestrians only. The path farthest from the river must be designated for bicycles and other non-motorized transportation modes;
- Connectivity.
  - The trail or trail easement must connect to the existing trails or trail easements on adjacent sites; and
  - The trail or trail easement must connect to the required ~~pedestrian~~ public access circulation system on the site.
- Additional standards. In addition to the standards of this subparagraph, the standards of Chapter 33.272, Major Public Recreational Trails, must also be met.

(3) ~~Pedestrian~~ Public access connections. When a major public ~~recreational~~ trail or trail easement is required, at least one ~~pedestrian~~ public access connection must be provided between the trail easement and any accessway that terminates on the site.

Commentary

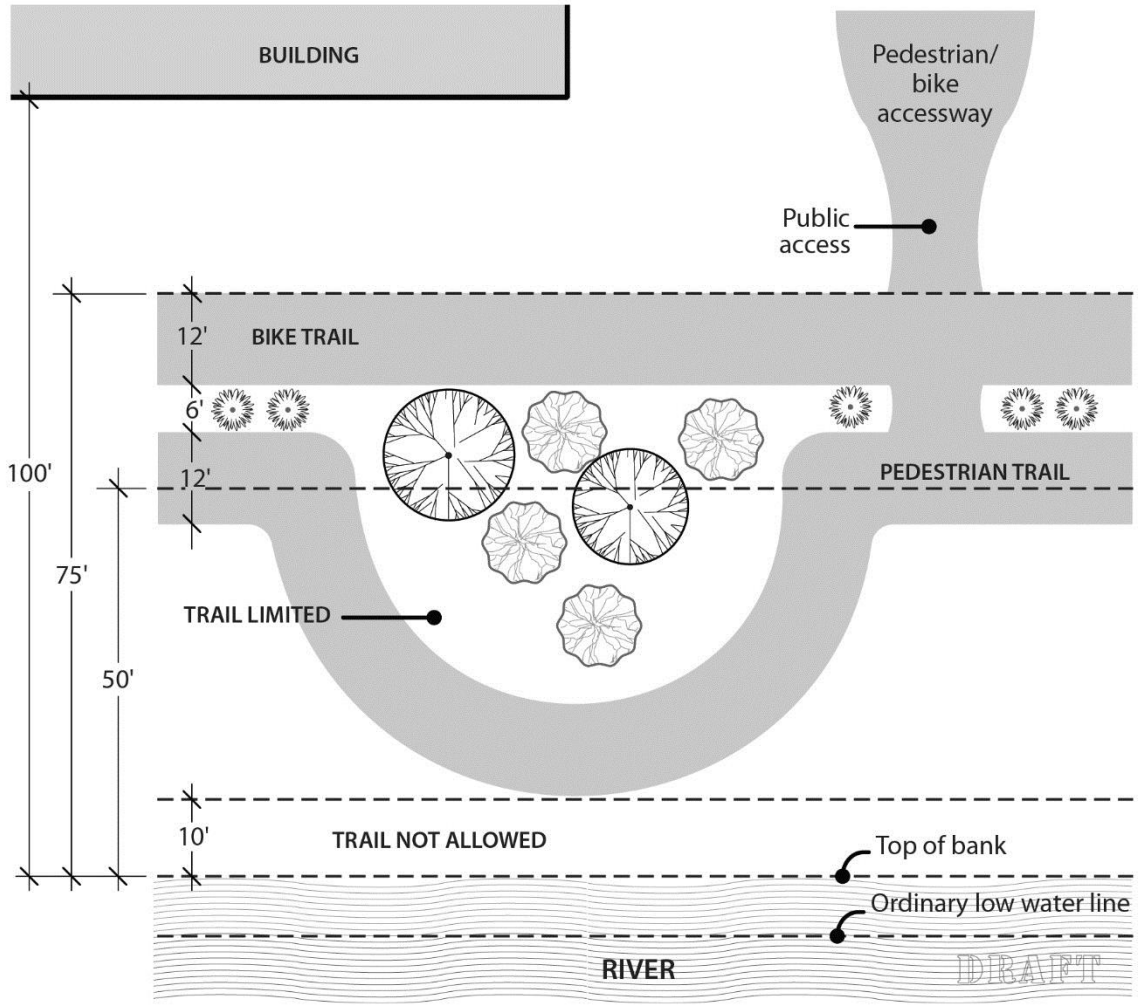
Figure 510-3 South Waterfront Greenway Trail
These figures have been updated to reflect the change in terminology from pedestrian connection to public access connection. See previous commentary for rationale.

~~Figure 510-3~~
~~South Waterfront Greenway Trail (REPLACE)~~



Commentary

Figure 510-3
South Waterfront Greenway Trail



Commentary

e. Public viewpoints.

(1) Purpose. Public viewpoints provide stopping places and clearings along the South Waterfront Greenway trail and the Willamette River where the public can view and enjoy the natural and scenic qualities of the Greenway and the river. Public viewpoints are one of the tools used to comply with the public access requirements of the Comprehensive Plan and the Willamette Greenway Plan.

(2) Viewpoint requirements. A public viewpoint must be provided on sites designated with a viewpoint symbol on Map 510-15. There are two types of viewpoints within the district:

- Minor viewpoint. Minor viewpoints are locations along the South Waterfront Greenway trail where views of the Willamette River are provided through the use of special landscaping standards. The standards discourage plantings that will grow to block views of the river. Sites with a minor viewpoint designation shown on Map 510-15 must meet the following standards:
  - A view corridor at least 20 feet wide must be provided and maintained between the trail and the river. See Figure 510-4;
  - If an accessway or street that is mapped as a special building height corridor on Map 510-15 terminates on the site, the view corridor must continue the projected centerline of the accessway or street;
  - Within the view corridor, landscaping must be no higher than 3 feet in height at maturity. The site must continue to meet the landscaping requirements of Paragraph E.5.f., below.
- Major viewpoint. Major viewpoints are locations along the South Waterfront Greenway trail where additional space is provided to allow people to safely stop and view the Willamette River and the Greenway. Where required by Subsection D.3, sites with a major viewpoint designation must provide a viewpoint that meets the following standards:
  - The viewpoint area must be at least 1,600 square feet in area;
  - The viewpoint area must abut the Greenway trail or a ~~pedestrian~~ public access connection must be provided from the Greenway trail to the viewpoint area;
  - The viewpoint area and any ~~pedestrian~~ public access connection to the viewpoint area from the Greenway trail must comply with the Use of Trail, Hours of Use, Trespass, and Trail Maintenance and Liability sections of Chapter 33.272, Major Public ~~Recreational~~ Trails;
  - Materials, benches, and lighting used in the viewpoint area must meet the requirements of the Portland Bureau of Parks and Recreation; and
  - A view corridor must be provided that meets the standards of the second bullet under E.5.e(2), above.

33.510.253.E.5.f(2)
Staff proposes that the South Waterfront Greenway Plant List included in 33.510.253 tables 510-2 through 510-4 be removed from the zoning code. It would be moved into the *Portland Plant List* and would remain intact as an area-specific plant list. There already is an area-specific plant list for the Airport Subdistrict in the *Portland Plant List*. The South Waterfront Greenway Plant List would become the second such list.

The primary reason for this recommendation is that the *Portland Plant List* is periodically updated through an administrative not legislative process; which is easier to accomplish. The South Waterfront Greenway Plant List is the only specific plant list in the zoning code. Elsewhere in the city, the *Portland Plant List* is used when landscaping/planting is required.

Concurrent with this proposal BPS staff will update the *Portland Plant List* to ensure that plants listed in tables 510-2 through 510-4 are incorporated into its area-specific plant list section.

The *Portland Plant List* is in an administrative rulemaking process to amend its contents. A public hearing with public input is scheduled for February 9, 2016. The BPS Director will make a final decision after the hearing as authorized. In the January 7, 2016 staff report, BPS staff:

> "…proposes that the South Waterfront Greenway Native Plant List and Nusiance Plant list be added to the PPL Area-Specific Plant Lists upon City Council's deletion of the South Waterfront Plant Lists from Title 33, Portland Zoning Code (see 33.510.253, Greenway Overlay Zones in South Waterfront Subdistrict, Subsection E.5.f, Landscaping), and associated direction."

If this recommendation to the PPL is approved by the BPS Director, then the South Waterfront plant lists will move to the PPL, provided the proposed code amendments in 33.510.253 are adopted by the City Council as part of the *CC2035 Plan*.

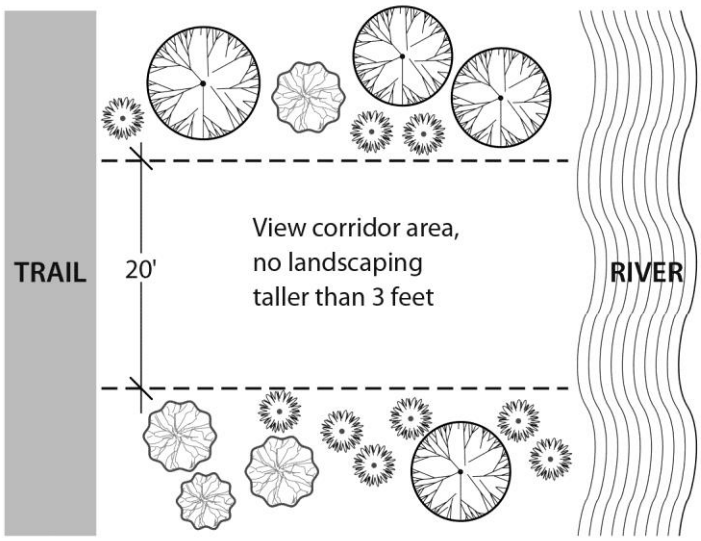
Figure 510-4 Public Viewpoint and View Corridor
This figure has been updated to illustrate more clearly how the existing regulations are implemented.

f. Landscaping.

(1) Coverage. Eighty (80) percent of the area that is not covered by buildings, trails, or other allowed non-landscaped area must be covered by shrubs or ground cover, and all trees required by this paragraph must be installed in the ground and healthy;

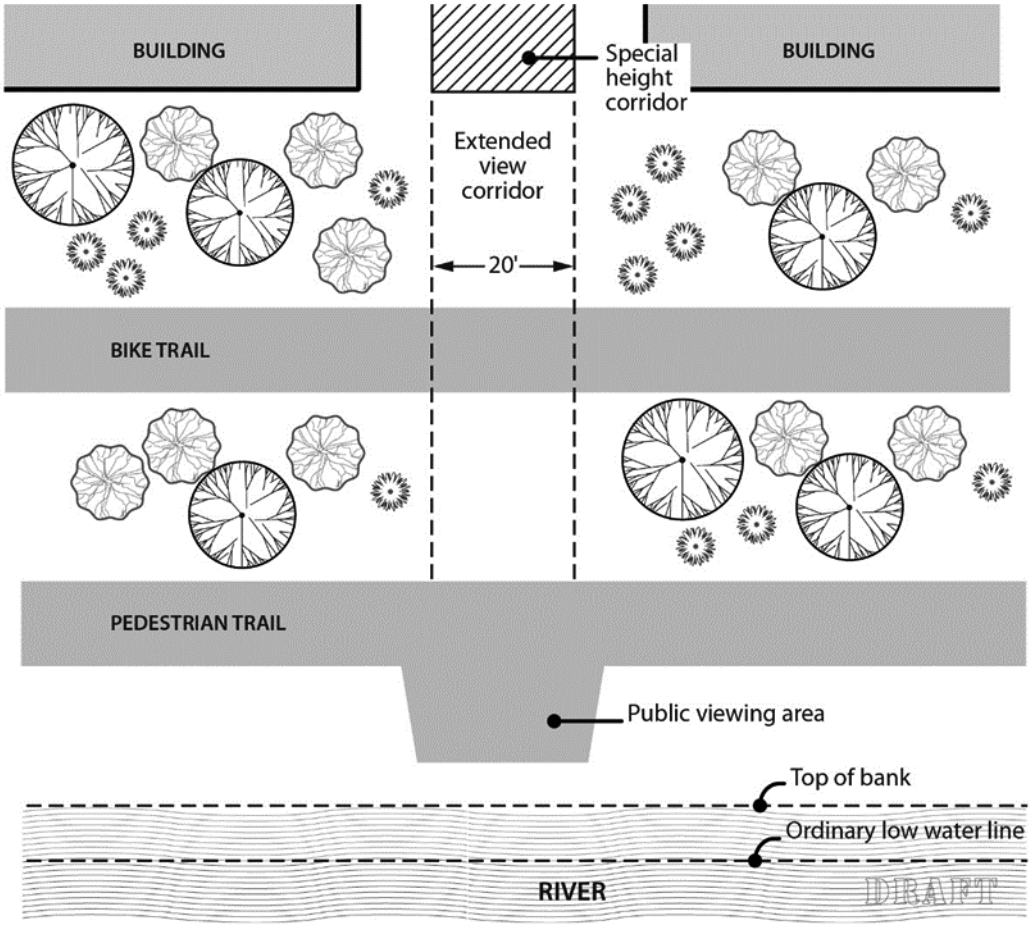
(2) Existing landscaping. Existing plants may be used to meet the standards of this paragraph, if protected and maintained during construction as specified in Section 33.248.065. However, ~~the following plants must be removed: P~~plants identified in the South Waterfront Greenway Nuisance Plants List of the Portland Plant List ~~listed as a nuisance or prohibited on the Portland Plant List;~~ must be removed. ~~Plants listed in Table 510-4, South Waterfront Greenway Nuisance Plants.~~

~~510-4~~
~~Public Viewpoint and View Corridors~~



Commentary

Figure 510-4
Public Viewpoint and View Corridor



(3) Required landscaping in subarea 1. In subarea 1, the area beginning 3 feet above the ordinary low water line must meet the following requirements:

- Shrubs. At least 80 percent of the required landscaped area must be planted in shrubs;
- Trees. Trees are not required, but are allowed;
- Ground cover. All of the required landscaped area that is not planted with shrubs or trees must be fully covered with ground cover plants;
- Plant list. Only plants listed in Table 510-2, Subarea 1 Plant List, the South Waterfront Greenway Subarea 1 Plant List of the Portland Plant List , may be planted; and
- Installation of landscaping. All planting must be of a sufficient size and number to meet the coverage standards within five years. Restoration size plant material, including bare-root, is allowed and recommended. Planting is not required to meet the size and spacing requirements of 33.248.030, Plant Materials. Planting is not allowed during the summer.

(4) Required landscaping in subarea 2. In subarea 2 the required landscaping is:

Commentary

- Shrubs. At least 80 percent of the landscaped area must be planted in shrubs;
- Trees. At least one tree must be planted for every 400 square feet of landscaped area. Trees may be clustered;
- Ground cover. All of the landscaped area that is not planted with shrubs or trees must be fully covered with ground cover plants;
- Plant list. Only plants listed in the South Waterfront Greenway Subarea 2 and 3 Plant List of the *Portland Plant List* ~~Table 510-3, Subarea 2 and 3 Plant List,~~ may be planted. At least eight different species must be planted; and
- Installation of landscaping. All planting must be of a sufficient size and number to meet the coverage standards within 5 years.
- Planting is not required to meet the size and spacing requirements of 33.248.030, Plant Materials.

(5) Required landscaping in subarea 3. In subarea 3, the required landscaping is:

- Shrubs. At least 60 percent of the landscaped area must be planted in shrubs. At least 50 percent of the shrubs used to meet this requirement must be listed in the South Waterfront Greenway Subarea 2 and 3 Plant List of the Portland Plant List; ~~on Table 510-3, Subarea 2 and 3 Plant List;~~
- Trees. At least 1 tree must be planted for every 1,000 square feet of landscaped area. At least 50 percent of the trees used to meet this requirement must be listed in the South Waterfront Greenway Subarea 2 and 3 Plant List of the Portland Plant List; ~~on Table 510-3, Subarea 2 and 3 Plant List;~~
- Ground cover. All of the landscaped area that is not planted with shrubs or trees must be fully covered with ground cover plants. At least 50 percent of the ground cover plants must be listed in the South Waterfront Greenway Subarea 2 and 3 Plant List of the Portland Plant List; ~~on Table 510-2, Subarea 2 and 3 Plant List;~~
- Plant list. Except as allowed by (1), (2) and (3), only plants ~~listed on Table 510-3, Subarea 2 and 3 Plant List,~~ listed in the South Waterfront Greenway Subarea 2 and 3 Plant List of the Portland Plant List; may be planted. The following plants are prohibited:
  - Plants ~~listed as a nuisance or prohibited on~~ included on the Nuisance Plants List or Required Eradication List of the *Portland Plant List*;
  - Plants included in the South Waterfront Greenway Nuisance Plants List of the *Portland Plant List*. ~~listed in Table 510-4, South Waterfront Greenway Nuisance Plants~~.
- Installation of landscaping. All planting must be of a sufficient size and number to meet the coverage standards within five years. Planting is not required to meet the size and spacing requirements of 33.248.030, Plant Materials.

Commentary

Subarea Plant List tables are proposed to be moved to the Portland Plant List.

g. Other development. Other development is allowed within the South Waterfront Greenway Area if it meets Subparagraphs g.(1) and (2) and either g.(3) or (4).

(1) The site meets the non-landscaped area requirements under E.2., above;

(2) The development does not obstruct required ~~pedestrian~~ public access connections and trails; and

(3) The development is located in subarea 3; or

(4) The development is river-dependent or river-related.

F. Greenway goal exception. Approval of an exception to Statewide Planning Goal 15, Willamette Greenway, is required to locate development or a right-of-way that is not river-dependent or river-related within 25 feet of the top of bank. A greenway goal exception is not required to add revetments to a riverbank. The approval criteria are in Section 33.440.360, Greenway Goal Exception.

~~Table 510-2~~
~~Subarea 1 Plant List~~

~~Scientific Name~~	~~Common Name~~	~~Planting Notes~~
~~**Trees**~~		
~~Populus balsamifera var. trichoarpa~~	~~Black Cottonwood~~	~~Avoid use where falling limbs could be a safety or maintenance concern.~~
~~Fraxinus latifolia~~	~~Oregon Ash~~	~~Avoid use where falling limbs could be a safety or maintenance concern.~~
~~**Shrubs**~~		
~~Spirea douglasii~~	~~Western Spirea~~	
~~Cornus sericea spp Sericea~~	~~Red-osier Dogwood~~	
~~Rosa pisocarpa~~		
~~Salix fluviatilis~~	~~Columbia River Willow~~	
~~Salix lasiandra~~	~~Pacific Willow~~	
~~Salix sitchensis~~	~~Sitka Willow~~	
~~**Ground Cover**~~		
~~Carex obnupta~~	~~Slough Sedge~~	
~~Juncus ensifolius~~	~~Dagger-leaf Rush~~	
~~Scirpus microcarpus~~	~~Small-fruited Bullrush~~	

Commentary

Subarea Plant List tables are proposed to be moved to the Portland Plant List.

Table 510-3 Subarea 2 and 3 Plant List		
Scientific Name	Common Name	Planting Notes
Trees		
Abies grandis	Grand Fir	Avoid use where security concerns related to thick coverage are an issue.
Acer macrophyllum	Big-Leaf Maple	
Alnus rubra	Red Alder	
Arbutus menziesii	Pacific Madrone	
Crataegus douglasii	Black Hawthorn	
Crataegus suksdorfii	Black Hawthorn (upland)	Note limited availability.
Fraxinus latifolia	Oregon Ash	Avoid use where falling limbs could be a safety or maintenance concern.
Malus fusca	Western Crabapple	
Pinus ponderosa	Ponderosa Pine	
Populus balsamifera var. trichoarpa	Black Cottonwood	Avoid use where falling limbs could be a safety or maintenance concern.
Prunus emarginata	Bitter Cherry	
Pseudotsuga menziesii	Douglas Fir	
Quercus garryana	Garry Oak	
Rhamnus purshiana	Cascara	
Salix Lucida ssp. Lasiandra	Pacific Willow	
Salix rigida var. macrogemma	Rigid Willow	
Salix scouleriana	Scouler Willow	
Thuja plicata	Western Red Cedar	Avoid use of large size plant material in hot, exposed location.
Tsuga heterophylla	Western Hemlock	
Umbellularia californica	California Laurel	Use primarily in subarea 3.
Scientific Name	Common Name	Planting Notes
Shrubs		
Acer circinatum	Vine Maple	
Amelanchier alnifolia	Western Serviceberry	
Berberis aquifolium	Tall Oregongrape	
Berberis nervosa	Dull Oregongrape	
Ceanothus sanguinens	Oregon Tea-tree	
Cornus sericea spp. Sericea	Red-osier Dogwood	
Gaultheria shallon	Salal	
Holodiscus discolor	Ocean Spray	
Mahonia aquifolium	Tall Oregon Grape	
Malus fusca	Western Crabapple	
Oemleria cerasiformis	Indian Plum	
Philadelphus lewisii	Mockorange	
Physocarpus capitatus	Pacific Ninebark	
Polystichum munitum	Sword Fern	
Prunus virginiana	Common Chokecherry	
Rhamnus purshiana	Cascara Sagrada	
Ribes	Pioneer Gooseberry	Note limited availability.

Commentary

Subarea Plant List tables are proposed to be moved to the Portland Plant List.

Table 510-3 Subarea 2 and 3 Plant List		
Ribes sanguineum	Red-flowering Currant	
Rosa gymnocarpa	Baldhip Rose	
Rosa pisocarpa	Swamp Rose	
Rubus parviflorus	Thimbleberry	
Rubus spectabilis	Salmonberry	
Salix fluviatilis	Columbia River Willow	Suitable for bioengineering.
Salix sessiligolia	Soft-leafed Willow	Suitable for bioengineering.
Salix sitchensis	Sitka Willow	Suitable for bioengineering.
Salix lucida ssp. Lasiandra	Pacific Willow	Suitable for bioengineering.
Salix rigia var. macrogemma	Rigid Willow	Suitable for bioengineering.
Salix scouleriana	Scouler Willow	
Sambucus mexicana	Blue Elderberry	
Sambucus racemosa	Red Elderberry	
Spirea douglasii	Douglas Spirea	
Symphoricarpos albus	Common Snowberry	
Symphoricarpos mollis	Creeping Snowberry	
Viburnum edule	Squashberry	Note limited availability.
Ground Cover		
Achillea millefolium	Yarrow	
Aquilegia formosa	Red Columbine	
Arctostaphylos uva ursi	Kinnikinnick	
Aruncus sylvester	Goatsbeard	
Aster chilensis ssp. Hallii	Common California Aster	
Aster subspicatus	Douglas's Aster	
Athyrium filix-femina	Lady Fern	
Bromus carinatus	California Brome-grass	
Bromus sitchensis	Alaska Brome	
Calytonia perfoliata	Miner's Lettuce	
Carex obnupta	Slough Sedge	
Ground Cover		
Collinsia grandiflora	Large-flowered Blue-eyed Mary	
Collomia grandiflora	Large-flowered Collomia	
Elymus glaucus	Blue Wildrye	
Epilobium angustifolium	Fireweed	
Eriophyllum lanatum	Woolly Sunflower	
Eschscholzia californica	California Poppy	Be careful of seed source.
Festuca rubra commutata	Red Fescue	
Fragaria vesca	Wood Strawberry	
Fragaria vesca var. bracteata	Wood Strawberry	
Fragaria virginiana var platypetala	Broadpetal Strawberry	
Gilia capitata	Bluefield Gilia	
Heracleum lanatum	Cow-parsnip	
Iris tenax	Oregon Iris	
Juncus ensifolius	Dagger-leaf Rush	
Lotus purshiana	Spanish Clover	

Commentary

Subarea Plant List tables are proposed to be moved to the Portland Plant List.

~~Table 510-3~~ ~~Subarea 2 and 3 Plant List~~		
~~Lupinus latifolia~~	~~Broadleaf Lupine~~	
~~Lupinus polyphyllus~~	~~Bigleaf Lupine~~	
~~Lupinus rivularis~~	~~Stream Lupine~~	
~~Madia sativa~~	~~Chile Tarweed~~	
~~Mimulus guttatus~~	~~Yellow Monkeyflower~~	
~~Penstemon ovatus~~	~~Broad-leaved Penstemon~~	
~~Polystichum munitum~~	~~Sword fern~~	
~~Potentilla glandulosa~~	~~Sticky Cinquefoil~~	
~~Prunella vulgaris var. lanceolata~~	~~Heal-all~~	
~~Pteridium aquilinum~~	~~Bracken~~	
~~Ranunculus occidentalis~~	~~Western Buttercup~~	
~~Sidalcea campestris~~	~~Meadow Sidalcea~~	
~~Solidgo canadensis~~	~~Canada Goldenrod~~	
~~Tellima grandiflora~~	~~Fringecup~~	
~~Tolmiea menziesii~~	~~Pig-a-back~~	
~~Vancouveria hexandra~~	~~White Inside-Out Flower~~	

Commentary

Subarea Plant List tables are proposed to be moved to the Portland Plant List.

Table 510-4 South Waterfront Greenway Nuisance Plants	
Scientific Name	Common Name
Agropyron repens	Quack grass
Agrostis capillaris [A. tenuis]	Colonial bentgrass
Agrostis stolonifera [A. alba]	Creeping bentgrass
Anthoxanthum odoratum	Sweet vernalgrass
Arctium minus	Common burdock
Arrhenatherum elatius	Tall oatgrass
Borago officinalis	Borage
Bromus sps.	Annual brome grasses
Buddleia alternifolia	Fountain butterfly bush
Buddleia davidii	Butterfly bush
Centaurea cyanus	Bachelor buttons
Centaurea diffusa	Diffuse Knapweed
Centaurea maculosa	Spotted Knapweed
Centaurea pratensis	Meadow knapweed
Chrysanthemum leucanthemum	Ox-eye daisy
Chicorum intybus	Chicory
Chondrilla juncea	Rush Skeletonweed
Cyperus eragrostis	Flatsedge
Dactylis glomerata	Orchard grass
Daphne laureola	Daphne
Digitalis purpurea	Foxglove
Dipsacus sylvestris	Common teasel
Euphorbia esula	Leafy spurge
Euphorbia lathyrus	Mole plant
Festuca arundinacea	Tall fescue
Foeniculum vulgare	Fennel
Holcus lanatus	Velvet grass
Hydrilla verticillata	Hydrilla
Hypocharis radicata	Spotted cat's ear
Juncus effusus v. effusus	European Soft Rush
Lactuca muralis	Wall lettuce
Lactuca seriola	Prickly lettuce
Ligustrum spp.	Privet
Lolium multiflorum	Annual ryegrass
Lolium perenne	Perennial ryegrass
Lotus corniculatus	Bird's foot trefoil
Matricaria matricariodes	Pineappleweed
Melissa officianalis	lemon balm
Melilotus alba	Sweetclover
Parentucellia viscosa	Perentucellia
Phalaris aquatica	Harding grass
Phlem praetensis	Timothy
Poa praetensis	Kentucky bluegrass
Polygonum cuspidatum	Japanese knotweed
Polygonum polystachum	Himalayan knotweed

Commentary

Subarea Plant List tables are proposed to be moved to the Portland Plant List.

~~Table 510-4~~ ~~South Waterfront Greenway Nuisance Plants~~	
~~Populus alba~~	~~White poplar~~
~~Prunus avium~~	~~sweet cherry~~
~~Prunus lusitanica~~	~~Portugal laurel~~
~~Prunus mahaleb~~	~~Mahaleb cherry [rootstock]~~
~~Ranunculus ficaria~~	
~~Ranunculus repens~~	~~Creeping buttercup~~
~~Robinia pseudoacacia~~	~~black locust~~
~~Rosa eglanteria~~	~~sweet briar~~
~~Rosa multiflora~~	~~Multiflora rose~~
~~Rumex acetosella~~	~~Red sorrel~~
~~Rumex crispus~~	~~Curly dock~~
~~Secale cerale~~	~~Cultivated rye~~
~~Silene alba~~	~~White campion~~
~~Sisyrimbium officinale~~	~~Hedge Mustard~~
~~Sonchus arvensis ssp. Arvensis~~	~~Perennial sowthistle~~
~~Sorbus aucuparia~~	~~European mountain ash~~
~~Taeniatherum caput-medusa~~	~~Medusahead~~
~~Tanacetum vulgare~~	
~~Ulmus pumila~~	~~Siberian elm~~
~~Verbena bonariensis~~	~~Tall verbena~~
~~Verbascum thapsus~~	~~Mullein~~
~~Vicia villosa~~	~~Hairy vetch~~

Commentary

33.510.255 Central City Master Plan - Purpose

The Central City Master Plan (CCMP) regulations provide a new design review tool that applies to key large redevelopment sites in the Central City. The intent is to require that the general urban design direction of the sites subject to these regulations be established before redevelopment activities begin. The review will consider if the urban form and uses proposed will:

- Further the goals and policies of the district where the sites are located;
- Lead to a successful public realm;
- Orient toward transit stations and connect site users with adjacent multimodal transportation options;
- Where applicable, protect the viability of adjacent industrial lands for industrial uses;
- Where applicable, incorporate the Willamette River Greenway as a key element of the urban form of the site;
- Where applicable, ensure that existing or proposed public parks within or adjacent to the site are enhanced by development on site and that new building massing allow light and air to reach the park; and,
- Enhance and embrace the existing character of the districts when these sites are located, including any historic resources on or adjacent to the site.

An additional intent of the CCMP process is to allow these larger urban design issues, at the site and district level, to be addressed at one time. Subsequent proposals will just focus on consistency with the approach adopted by the approved master plan and materials and quality of the individual proposals. This is intended to allow for a quicker and more predictable design review process.

The CCMP process will also allow floor area (FAR) on site to be used with more flexibility than in other parts of the Central City. FAR can be transferred from individual lots on site without requiring the minimum density requirements to be met on each lot, as long as the minimum density of the site as a whole. This process will also allow a property to exceed the maximum heights identified on Map 510-3 without the use of FAR or height bonus provisions as long as it doesn't exceed the heights on Map 510-4.

Required Review

The following sites are proposed to be subject to these provisions. These sites were identified through the CC2035 Quadrant Plan process.

- **Portland Public School's Headquarters (AKA Blanchard Site):** This is an approximately 12 acre site in the Lloyd Subdistrict. The site is adjacent to

33.510.255 Central City Master Plan

A. Purpose. A Central City Master Plan provides flexibility to use and transfer floor area within a site, to achieve maximum heights, and to modify development standards, while establishing a clear strategic plan for future development on key large redevelopment sites. The establishment of a clear development strategy is important on these sites because the resulting urban form will have a significant influence on the character of the subdistricts each site is located within.

A Central City Master Plan is also intended to allow subsequent development on site that is in conformance with an adopted Central City Master Plan to be reviewed on specific materials and façade treatments, resulting in a quicker and more predictable design review process.

Approved Central City Master Plans are intended to result in the following urban design outcomes:

- **Transit Oriented Development.** A development site that has a strong orientation towards transit and multimodal transportation alternatives;
- **Public Realm.** A safe and vibrant public realm, supported by active ground floor uses, open space areas that may include gathering spaces and passive and/or active recreation opportunities, and an internal circulation system that provides access to adjacent public rights-of-way and multimodal transportation options; and
- **Building Height, Massing, and Orientation.** Building bulk, height, and orientation that protects public views and preserves light and air within the public realm, and buildings and uses oriented to activate public gathering spaces, including public open spaces, transit stations, and the Willamette River.

B. Required Review. A Central City Master Plan is required for sites identified on Map 510-XXX when:

1. Expansions of floor area or exterior improvements that are greater than 20,000 square feet; or
2. New development.

industrial zoned lands in Lower Albina and has access to Portland Streetcar and bicycle infrastructure on NE Broadway.

- **Rose Quarter:** This area is approximately 28 acres in size and includes Memorial Coliseum, a few parking facilities, and the former Thunderbird Hotel site. The area contains streetcar stops and is close to two light rail stations.
- **OMSI Station Area:** This area is approximately 30 acres in size and contains properties held by OMSI, Portland Community College and Portland Opera. Several lots are adjacent to new light rail and streetcar stations, while others face the Willamette River.
- **Central Eastside Southern Triangle:** This area is approximately 37 acres in area and contains several sites that are 3 acres or more in size. The area is industrially zoned, and located between the OMSI and Clinton Station areas.
- **Clinton Station Area:** This approximately 10 acre area contains a new LRT station and is owned primarily by two property owners. The site is surrounded by a combination of low density residential and industrial uses.
- **US Postal Service Main Branch:** This 13 acre site is located at the end of the Broadway Bridge and northern terminus of the North Park Blocks. A recently adopted framework plan for the site explored extending the park blocks into the site as well as extending some of the adjacent public right-of-way through the site.
- **Lincoln High School:** This area contains Lincoln High School as well as blocks located south of the high school extending to SW Jefferson Street. The area suffers from a lack of public open space and poor access for all transportation modes. However, the western edge of the area has access to light rail service.

Exempt

The exemption for lots less than 40,000 sq. ft. in area is intended to ensure that sites less than 40,000 sq. ft. and within single ownership not be required to go through CCMP review. This is because the CCMP tool is intended to address the redevelopment of larger sites where more than one building is proposed to be located.

Master Plan Site

At a minimum, a master plan site consists of all lots in the same ownership that are adjacent to one another, including lots that would abut if not separated by public right-of-way. A master plan site may also include lots in separate ownership. However, it is not possible to establish a master plan site that excludes lots in the same ownership, that are adjacent, and identified on Map 510-19

C. Exempt. Development on lots 40,000 sq. ft. or less in total area are exempt from Central City Master Plan. If one or more lots within the same ownership are located adjacent to one another and the total square foot of the lots combined is more than 40,000 square feet, this site is subject to the Central City Master Plan requirements. If one or more lots within the same ownership are located adjacent to one another and the total square footage of the lots combined is less than 40,000 square feet, this site is exempt from Central City Master Plan review.

D. Master Plan Area. All properties within a Central City Master Plan, whether in common or separate ownership, must be contiguous. Properties may be held in separate ownership and separated by public right-of-way; however, all properties within the identified master plan area are subject to any applicable conditions of approval established by the Central City Master Plan.

Commentary

Review Procedure

CCMPs will be reviewed by the Portland Design Commission as a Type III design review and decisions are appealable to the Portland City Council.

Central City Master Plan Components

An application package for a CCMP is required to include the following:

- **Boundaries of Master Plan Area:** A map that identifies all lots located within the master plan area is required. Lots may be in common or separate ownership, but all adjacent lots in the same ownership must be included within the boundary.
- **Proposed Urban Design and Development Framework:** This component is intended to provide design review staff, the Design Commission, and interested members of the public a clear visual representation and understanding of the proposed master plan. Existing buildings to remain on site are to be included as well as the location of new buildings, open space features, parking locations, and accessways. Sections, sectional elevations, and perspectives should be included as necessary to provide a clear visual representation between the proposed building massings and public realm within and adjacent to the master plan site.
- **Massing Diagram:** The massing diagram will illustrate the "proposed building envelop" for each building site. The maximum proposed envelop is intended to identify the maximum widths and heights proposed for each building location on the master plan site. Further development on these sites must be within, but does not need to fill the building envelop approved by the CCMP. However, proposals to increase the size of an approved envelop will require an amendment to the CCMP.
- **Project Narrative:** A narrative that describes the vision for the site, the uses to remain and/or locate on site, and how development will be phased is required.
- **FAR Utilization and Transfer Data:** A table or spread sheet, as well as a map that identifies how much FAR is proposed to be allocated to each lot in the master plan area is required. If FAR is to be transferred between lots, information about the sending and receiving lots must also be included for the purposed of tracking where FAR is being moved to and from, and that the minimum density requirements for the site are met.

E. Review Procedure. A Central City Master Plan will be reviewed through a Type III procedure with the Portland Design Commission. A Central City Master Plan may be submitted prior to an action that that would require a Central City Master Plan, or along with the first project that would trigger a Central City Master Plan.

F. Components. A Central City Master Plan must include the following components:

1. Boundaries of Central City Master Plan area. The boundaries of the area to be included in the Central City Master Plan must be identified. At a minimum, the boundaries must include all lots within the area shown on Map 510-X.
2. Proposed urban design and development framework. The following materials must be included in the submittal to provide clear visual information about the proposal:
   a. Site plan showing:
      (1) Location, size, and dimensions of all existing structures on the site;
      (2) Location and footprint size of all proposed new buildings;
      (3) Location of anticipated land uses, ground floor uses, and main entrances to buildings;
      (4) Proposed pedestrian, bicycle, and vehicle circulation system, and where these connect to the public right-of-way outside of the site, as well as transit service lines and stops within or immediately adjacent to the site;
      (5) Location of any right-of-way to be vacated or dedicated on site;
      (6) Location of bicycle and vehicle parking; and
      (7) Open space and landscaped areas and conceptual plans for the programming of these areas.
   b. A three dimensional massing diagram that identifies maximum proposed building envelopes, with proposed building dimensions and height for each building, including building massing where a tower will be setback from the edge of a podium;
   c. Sections, sectional elevations, and perspectives that illustrate the relationship of site redevelopment to the surrounding urban form in terms of building height and massing.
3. Project narrative. A narrative that describes the project, identifies how the Central City Master Plan is consistent with the applicable design guidelines of the Central City Fundamental Design Guidelines. Specific information about the proposed range and density of land uses and the proposed phasing of development must also be included.
4. Floor Area Transfers. If the proposed Central City Master Plan 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.

Commentary

CCMP Approval Criteria

A CCMP must be found to be consistent with the following approval criteria:

- **Central City Fundamental Design Guidelines:** The Central City Fundamental Design Guidelines are to be amended prior to the effective date of the new CCMP regulations. Proposed amendments will include specific design guidelines for the master plan areas, and proposed master plans will be subject to these new guidelines.
- **District Goals and Policies:** Central City 2035 has new goals and policies that articulate the desired direction for each of its 10 districts in terms of land use, urban design, transportation, and other key areas of interest. To ensure that proposed master plans further these adopted goals and policies, findings demonstrating how development within the approved master plan area will further or not negatively impact this policy framework is required.
- **Willamette River:** Master Plans for sites that are within the River overlay zones are required to demonstrate that development on site, especially building sites along the river's edge, will provide access and enhance and activate the riverfront, and incorporate the river as a key feature influencing the urban form of a site.
- **Industrial Zoned Lands:** Master Plans for sites that are within or adjacent to land zoned for industrial use are required to demonstrate that development on site will not adversely impact industrial uses allowed by right in the base zone or on freight mobility. The CCMP must also demonstrate how residential uses will be protected from nuisances allowed in areas zoned for industrial operations.
- **Public Parks:** Master Plans for sites that include or are immediately adjacent to public parks are required to demonstrate that the proposed building massings will allow the public park spaces to have access to light and air, and that active ground floor uses will be sited along the edge of the park.
- **Transit Orientation:** Master Plans for sites that include or are immediately adjacent to a light rail station are required to demonstrate how ground floor uses and the orientation of buildings at the station will create a vibrant, safe, and active public realm.
- **Residential in the EX Zone:** Within portions of the OMSI station area, housing is allowed only if approved through the master plan. Approval criteria 7-10 must be met to ensure that residential uses are sited to protect industrial operations allowed on adjacent parcels, and to ensure residential uses are protected from nuisances allowed by industrial operations allowed in the base zone.

G. Approval Criteria. A Central City Master Plan review shall be approved if the review body finds that the following approval criteria have been met. All proposals must meet criteria 1 through 6. Criteria 7 through 10 only apply to EX zoned sites shown on Map510-6 Special Residential Use Areas that must go through a master plan review:

1. Central City Fundamental Design Guidelines. The proposed Central City Master Plan demonstrates how development will be consistent with the Central City Master Plan Chapter of the Central City Fundamental Design Guidelines, as well as any applicable design guidelines specific to the subdistrict the master plan site is located within;
2. Subdistrict findings. The proposed Central City Master Plan demonstrates consistency with the subdistrict goals and policies of the Central City 2035 Plan;
3. Willamette River. If a site is located within the River overlay zone, the development within the overlay and that fronts the river shall incorporate elements that activate the riverfront, including open space, trails, accessways, and active land uses that encourage public use and enjoyment of the riverfront;
4. Adjacent industrial zoned land. When the site is located in or adjacent to an industrial zone, the master plan shall demonstrate how land uses on the site will not conflict with existing or future industrial operations located within 500 feet of the Central City Master Plan boundary;
5. Public parks. When a site is located adjacent to a public park, the master plan shall demonstrate how development on site will not have a negative impact due to excessive shading of the park, and establish a building orientation through massing, location of entrances and ground floor uses, that incorporate the park into the site, rather than creating an abrupt edge between the park and site; and
6. Transit orientation. When the site contains a light rail station, or a station is located along the immediate boundary of a light rail station, the master plan shall demonstrate that easy and safe access to the station will be provided, and buildings located immediately adjacent to a station will include ground floor uses that create an active and safe pedestrian environment throughout the day, evening, and week.
7. The proposal will not have a significant adverse effect on truck and freight movement.
8. 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;
9. City-designated scenic resources are preserved; and
10. The proposal is for new development where:
    a. 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
    b. The proposal includes a design, landscape, and transportation plan which will limit conflicts between residential, employment, and industrial uses.

Commentary

CCMP Amendments

What triggers an amendment to a CCMP and how amendments are processed will need to be further worked out with BDS design review staff. In the meantime, BPS has proposed some initial criteria to start the conversation but does not have a basis for specific recommendations at this time.

However, BPS does recommend that the threshold for requiring public review of amendments to a master plan be low to ensure that all affected parties have the opportunity to review and comment on changes that could impact them or their investments in the Central City and adjacent neighborhoods directly affected by development on a site subject to a CCMP.

33.510.256 Additional Standards for Sites Requiring Central City Master Plans

Development on a master plan site is required to be consistent with the other applicable development standards of the Central City Plan District. However, where appropriate some of those standards may be modified during the review of a CCMP.

However, regardless of whether a modification to those standards is being sought or not, development on these sites will also be subject to the following development standards:

- **Transit Orientation:** Buildings located immediately adjacent to a light rail station are required to orient the main entrance of the building toward the station, and at least 70 percent of the ground floor façade must contain active uses. The intent of this regulation is to create a station area that is active and to establish a higher perception of safety than if the area was dominated by less activity, lower visual permeability, and dominated by blank walls.
- **Activation above Ground Level:** The portion of the façade of a building located immediately adjacent to and facing a light rail station is required to have at least 40 percent of the façade developed as windows. The intent of this regulation is to ensure a high degree of visual permeability onto the station area, allowing for "eyes on the street" to increase safety for transit users.
- **Open Space:** To ensure that master plan sites contain an adequate amount of open space for landscaping as well as passive and/or active recreation opportunities, at least 30 percent of a master plan site is required to be developed as open space. No more than 25 percent of this open space may be dedicated as accessways to ensure that pedestrian paths do not take up the majority of the open space established on site.

H. Amendments.

1. Amendment required. Unless specifically addressed in the Central City Master Plan review, an amendment to the approved plan is required. Amendments are processed as a Type III review before the Portland Design Commission. Amendments are required for the following:

   a. Changes to the boundary of the site;

   b. Changes to the location or number of buildings;

   c. Increases to an approved massing envelop; or

   d. Changes to the location of a proposed public right-of-way, or to the location of a private vehicular accessway that connects to a right-of-way.

I. Duration.

1. The Central City Master Plan expires if development covered by the approved plan does not commence within 10 years of the initial approval.

2. An approved Central City Master Plan remains in effect until development allowed by the plan is completed.

33.510.256 Additional Standards for Sites Requiring Central City Master Plans

The following additional standards apply to Master Plan sites as shown on Map 510-19.

A. Building orientation to adjacent transit.

1. Purpose. This requirement is intended to ensure that buildings immediately adjacent to light rail stops have a higher percentage of ground floor active uses than stated in subsection 33.510.225.

2. Standard. The portion of a building that faces and is immediately adjacent to a light rail stop is required to contain the main entrance to the building, and at least 60 percent of the ground floor uses must meet the requirements of subsection 33.510.225, Ground Floor Active Uses.

B. Activation above ground floor.

1. Purpose. This requirement is intended to ensure that the building façade above the ground floor has a higher percentage of windows than stated in subsection 33.510.221.

2. Standard. At least 40 percent of the façade above the ground floor of a building that faces and is immediately adjacent to a light rail stop must contain windows.

C. Open space. At least 30 percent of the site must be devoted to open space, consisting of parks, plazas, covered or uncovered walkways, water features, and landscaped areas. These open space development standards apply:

   a. Pedestrian accessway standard. Interior pedestrian walkways within the site that connect to the main entrance of buildings or provide access through the site to the adjacent public right-of-way must at least 14 feet in width. Walkways may not constitute more than 25 of the open space area.

Commentary

b. Tree standard. At least one tree must be planted per 1,000 square feet of open space area not dedicated for use as walkway.

~~**33.510.255 Central City Master Plans**~~

~~**A. Purpose.** The Central City master plan adds development potential and flexibility for projects in specified areas. The additional development potential and flexibility is possible because the plan is used to demonstrate that the policy objectives of the Central City Plan and the public service needs of the area are addressed. The Central City master plan is an option; it is not a requirement. A Central City master plan may also be created through a legislative process initiated by the City.~~

~~**B. Flexibility achieved.** An approved Central City master plan allows additional flexibility in any of the following situations:~~

~~1. Allocates allowed floor area to individual development sites that will not remain in the same ownership;~~

~~2. Defers the building of any required housing; or~~

~~3. Allows the development of required housing at a location outside of the required residential development area.~~

~~**C. Central City master plan contents.** In addition to the general application requirements for land use reviews, Central City master plans must contain the information listed below, as relevant to the area and proposal.~~

~~1. Floor area ratio. The plan must show the amount of allowable floor area which is to be assigned to each lot. Floor areas greater or less than shown on Map 510-2 may be assigned on a site-specific basis. The total combined floor area for all sites in the plan area must be within the maximum allowed for the plan area before any allocations. Floor area transfers outside of a master plan area is prohibited.~~

~~2. Infrastructure capability. The adequacy of infrastructure must be addressed if there is a proposal to shift allowable floor area between separate development sites. The plan must identify and link the development of each phase of the project to the provision of services necessary to meet the infrastructure service needs of the development associated with that phase.~~

~~3. Circulation.~~

~~a. The plan must identify a clear internal circulation system that joins the surrounding street system at logical points and meets the needs of pedestrians, bicyclists, and drivers.~~

~~b. At locations adjacent to the Willamette River, the plan must include a proposal for access to the water as well as along the top of the bank.~~

~~c. The plan must identify open spaces that are convenient for use both by those living and working in the plan area and by the general public. At locations adjacent to the Willamette River, the open space areas must tie the pedestrian and bicycle circulation system to the Willamette River.~~

Commentary

4. Views. The plan must identify significant public viewpoints and significant view corridors down rights-of-way. The plan must show how the views are being protected, including in situations where there is a proposal to increase the height above the base FAR of Map 510-3 in areas eligible for ultimate height.

5. Required housing. The plan must identify the location, density, and general type of housing to be built in compliance with the required residential development standards of 33.510.230. Required housing may be deferred subject to the requirements of Subparagraph a. below. Required housing may be built outside of the required residential area subject to the requirements of Subparagraph b. below.

   a. If the required housing is not proposed to be built in advance or concurrently with other development, the plan must demonstrate that the proposed housing site is of suitable size and location, is reasonable, and is attractive for the housing. The proposed site must be reserved for housing through a concurrent application for a Comprehensive Plan map designation of Central Residential and an RX zone. The plan must identify a schedule or development phase when the required housing will be built.

   b. If the required housing is proposed for a location outside of the required residential development area, the proposed site must meet the following requirements. The site must be under the applicant's control. The site must be vacant or used for surface parking, or have improvements with an assessed value less than one-third the value of the land. The site must be within the Central City plan district and be zoned CX or EX. The proposed housing site must be of suitable size and location to be attractive for the required amount of housing. The site must be reserved for housing through a concurrent application for a Comprehensive Plan map designation of Central Residential and an RX zone.

D. Approval procedure. Central City master plans requests are processed through a Type III procedure.

E. Approval criteria. A Central City master plan application will be approved if the review body finds that the applicant has shown that all of the following approval criteria are met:

1. The proposed plan is consistent with the policy objectives of the Central City Plan;

2. The plan ensures that there will be adequate and timely infrastructure capacity for the proposed developments;

3. The plan provides for a useful and pleasant circulation system and for adequate open space within the plan boundaries;

4. Development will be placed and sized to protect significant public viewpoints and public view corridors; and

5. There are adequate assurances that required housing that is deferred or proposed for another site will be built.

F. Development in conformance with Central City master plans. Development within a Central City master plan boundary must be in full conformance with the approved plan. Review for conformance will be done as part of the design review of a specific proposal. Additional approval criteria for the design review are:

Commentary

Transportation Demand Management Plans
This provision proposes a requirement for Transportation Demand Management (TDM) Plans throughout the Central City. The plans will be required for all development in the Central City with 11 dwelling units or at least 25,000 square feet of gross building area.

Under the Mixed Use zone project a TDM requirement has been proposed for commercial and mixed use zones (which captures the CX zone). That language requires an applicant to choose one of a pre-approved TDM plans described in Title 17 if the development has more than 10 dwelling units. BPS and PBOT would like to expand this to include all development in the Central City. By defining a square footage it will capture the non-residential developments.

The 25,000 square foot threshold was derived based on Oregon's Employee Commute Options (ECO) rule, which applies to sites with 100 or more commute trips. Using the industry standard of four employees per 1000 square feet (250 square feet per employee), a 25,000 square foot building would generate approximately 100 commute trips.

A pre-approved plan would likely include:

- on-site improvements, such as secure bicycle parking;
- a Multimodal Incentive, such as, a $50/month/employee subsidy toward a TriMet or Portland Streetcar pass, or bikeshare usage; and
- commitment to ongoing performance monitoring and corrective action if the building was not meeting performance targets.

~~1. The proposed development is consistent with and conforms to the specific Central City master plan; and~~

~~2. Any transportation, water, stormwater disposal, or wastewater disposal systems identified in the plan as necessary to serve the development are in place or will be in place when the project is ready for occupancy.~~

~~**G. Central City master plan amendments.** Amendments to an approved Central City master plan are processed through a Type II procedure. The amendment may be approved if the proposed change results in a plan which continues to meet all of the approval criteria in Subsection E., above.~~

33.510.257 Signs for Additional Uses Allowed in the Open Space Zone

The sign standards are stated in Title 32, Signs and Related Regulations.

33.510.260 Transportation and Parking Demand Management

A. Purpose. Transportation and parking demand management (TPDM) 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 TPDM 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 standard. In the Central City plan district, a TPDM plan is required when new development or an alteration to existing development results in more than 10 dwelling units or more than 25,000 square feet of net building area. To meet this standard, the applicant must choose one of the following:

1. Go through Transportation Impact review as described in 33.852; or

2. Meet the objective standards of Title 17.XXX as verified by the Portland Bureau of Transportation.

Commentary

(Amended by: Ord. No. 165376, effective 5/29/92; Ord. No. 166313, effective 4/9/93; Ord. No. 166702, effective 7/30/93; Ord. No. 167189, effective 1/14/94; Ord. No. 167515, effective 3/30/94; Ord. No. 167464, effective 4/15/94; Ord. No. 167650, effective 6/10/94; Ord. No. 169535, effective 1/8/95; Ord. No. 168702, effective 7/1/95; Ord. No. 169535, effective 1/8/96; Ord. No. 169699, effective 2/7/96; Ord. No. 170704, effective 1/1/97; Ord. No. 171219, effective 7/1/97; Ord. No. 171522, effective 9/19/97; Ord. No. 171648, effective 10/8/97; Ord. No. 172040, effective 3/13/98; Ord. No. 173259, effective 5/14/99; Ord. No. 174160, effective 2/9/00; Ord. No. 174263, effective 4/15/00; Ord. No. 174980, effective 11/20/00; Ord. No. 175163, effective 1/1/01; Ord. No. 175204, effective 3/1/01; Ord. No. 175294, effective 3/2/01; Ord. No. 175837, effective 9/7/01; Ord. No. 175877, effective 9/21/01; Ord. No. 175966, effective 10/26/01; Ord. Nos. 176024 and 176193, effective 2/1/02; Ord. No. 176469, effective 7/1/02; Ord. No. 177028, effective 12/14/02; Ord. No. 177082, effective 1/20/03; Ord. No. 177422, effective 6/7/03; Ord. No. 177920, effective 11/8/03; Ord. No. 178172, effective 3/5/04; Ord. No. 178425, effective 5/20/04; Ord. No. 178509, effective 7/16/04; Ord. No. 178832, effective 10/21/04; Ord. No. 179084, effective 3/26/05; Ord. No. 179092, effective 4/1/05; Ord. No. 179925, effective 3/17/06; Ord. No. 179980, effective 4/22/06; Ord. No. 180619, effective 12/22/06; Ord. No. 180667, effective 1/12/07; Ord. No. 181357, effective 11/9/07; Ord. No. 182319, effective 12/5/08Ord. No. 182429, effective 1/16/09, Ord. No. 183517, effective 3/5/10; Ord. No. 183269, effective 10/21/09; Ord. No. 183518, effective 03/05/10; Ord. No. 183598, effective 4/24/10; Ord. No. 185915, effective 5/1/13; Ord. No. 186639, effective 7/11/14.)

510 Central City Parking Code

Summary

PBOT staff established the Central City Parking Policy Update Stakeholder Advisory Committee (SAC) to serve as a representative sounding board for a thorough examination of changes to parking in the Central city. The SAC met monthly January –December 2015 to review recommendations related to refinements and revisions to the Central City Transportation Management Plan and potential code updates.

SAC discussions, and subsequent recommendations have resulted in changes to the code, including:

- Streamlining the code and its sections and reducing duplication
- Reduce the number of parking sectors in the Central City from 26 to 6
- Adding maximum parking ratios across the entire Central City for all uses
- Prohibiting new surface parking in most of the City and exploring greater limitations on new surface parking development in other areas.
- Minimizing/eliminating many operating restrictions on approved parking
- With some restrictions, allowing buildings that do not build their own parking to carry forward a parking entitlement to build parking in the future or arrange for another development to build it for them (like preservation parking)
- Redefining the role of the City Parking Manager

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Commentary

PBOT and BPS staff have made extensive revisions to the Central City parking code to improve its usability and to update its provisions to better reflect and support current and future market conditions and expected future travel patterns. The Central City Transportation Management Plan (CCTMP) was adopted in 1995, and provides the transportation policies and guidance for the administration of the zoning code regulations for off-street parking within the Central City Plan District. The CCTMP was a key element of the Statewide Implementation Plan to address high levels of carbon monoxide. Since that time much has changed. Improvements in vehicle emissions technology have greatly reduced the impact of carbon monoxide pollution in Portland. Since 1996 substantial changes have taken place in the Central City Subdistricts in terms of development growth (and the character of development) and investment in transportation infrastructure (e.g., transit/rail and bike systems). The CCTMP is outdated and not suited to respond to current conditions and new challenges. The Central City 2035 Plan, along with the revisions to the Transportation System Plan (part of the Comprehensive Plan), will update and incorporate elements of the CCTMP that are still relevant, and will create new policies, zoning code language, and a transportation system project list. Thus a standalone long-range transportation plan for the Central City is no longer needed.

Description of types of parking.

Each parking stall in the Central City has an associated parking type: growth (includes residential and hotel parking), preservation, visitor or undedicated general parking. Residential/Hotel and RX zone parking are proposed to be eliminated.

Residential/Hotel will be considered growth parking and RX Zone parking is going away because it only applied to existing RX parking on surface lots. There will not be any new RX Zone parking, but regulations for existing parking will still apply. While a proposal may include several types of parking, each type of parking is an exclusive category. The same spaces can be more than one type of parking, if the regulations for both types are met.

1. **Growth Parking** is created in conjunction with additions of net building area. Net building area is added either as part of new development or adding floor area to existing development. The ratios for Growth Parking are based on the needs of employees, residents and those who come to the building for other reasons, such as customers and clients. Proposed amendments include hotel and resident parking as growth parking.

Parking and Access

33.510.261 Parking and Access Built After [insert effective DATE of this code]

A. Purpose. These parking and access regulations implement the Central City 2035 Plan and the Transportation System~~Management~~ Plan by managing the supply of off-street parking to improve mobility, promote the use of alternative modes, support existing and new economic development, maintain air quality, and enhance the urban form of the Central City.

B. Description of types of parking. In the Central City plan district, there are four~~six~~ types of parking. While a proposal may include several types of parking (for example, a garage may include ~~both~~ some Growth Parking and some Preservation Parking), each type of parking is an exclusive category. The same spaces can be more than one type of parking, such as both Growth Parking and Visitor Parking, if the regulations for both types are met.

1. Growth Parking. Growth Parking is created in conjunction with additions of net building area. Net building area is added either as part of new development or by adding floor area to existing development. ~~Parking for net building area that will be in residential or hotel use is not Growth Parking; it is Residential/Hotel Parking (see Paragraph B.5., below).~~

   In the case of new development, the land use or building permit for the parking must be requested by the time the foundation of the new building is complete. If the parking is requested after the foundation is complete, it will be Preservation Parking.

   In the case of additions of net building area to existing development, the land use or building permit for the parking must be requested by the time the building permit for the new net building area is issued. If it is requested after the building permit for the new net building area is issued, it will be Preservation Parking.

   The ratios for Growth Parking are based on the needs of both employees and those who come to the building for other reasons, such as customers and clients.

2. Preservation Parking. Preservation Parking is created to serve existing, older buildings. ~~in nonresidential/non-hotel uses. For residential and hotel uses, see Paragraph B.5., below.~~ The ratios for Preservation Parking are based on the needs of both employees and those who come to the building for other reasons, such as customers and clients.

3. Visitor Parking. Visitor Parking is created to serve shoppers, tourists, and other such visitors who make occasional trips to the area. It is not associated with particular development.

4. Undedicated General Parking. Undedicated General Parking is all existing parking, other than Visitor Parking, that is not associated with particular development.

Continued: Description of types of parking

2. **Preservation Parking** is created to serve existing and older buildings that have little or no parking associated with them. The ratios for Preservation Parking are based on the needs of both employees, residents and those who come to the building for other reasons, such as customers and clients.
3. **Visitor Parking** is created to serve shoppers, tourists, and other such visitors who make occasional trips to the area. It is not associated with particular development.
4. **Undedicated General** is all parking, other than Visitor Parking, that is not associated with particular development. In this revised draft code, staff has eliminated the repetition that exists today with many of the same regulations being repeated for the different parking districts. Section 33.510.261 applies to all six parking sectors

~~5. Residential/Hotel Parking. Residential/Hotel Parking is created in conjunction with dwelling units or hotel rooms.~~

~~6. RX Zone Parking. RX Zone Parking is parking on a surface lot zoned RX that was operating as parking accessory to nonresidential uses on December 16, 1994, as shown in the RX Zone Surface Parking Use and Landscaping Inventory.~~

C. Organization of parking regulations ~~in the plan district~~. This subsection describes the organization of parking regulations that follow, and provides a framework for understanding. See the sections that follow for the specific regulations described below.

There are four~~six~~ different kinds of parking. These are described in Subsection 33.510.261.B~~., above~~. Generally, Growth and~~,~~ Preservation~~, and Residential/Hotel~~ Parking are allocated based on net building area of buildings or dwelling units. Visitor Parking may be located where demand is shown. ~~Generally, RX Zone and~~ Undedicated General Parking ~~are "conversion categories;" they~~ covers ~~some~~ existing surface parking lots and several freestanding parking structures built prior to 1996.

Each type of parking is regulated differently. For some types of parking, we do not limit who may park there, even though the parking may have been created in conjunction with a particular development. ~~There are some limitations, however, particularly for Preservation and Residential/Hotel Parking.~~ Visitor Parking ~~includes some operation limits: it~~ is for short-term parking. ~~There are some restrictions on how Undedicated General Parking may operate, depending on the zone and subdistrict.~~ Other than ~~these~~ specific regulations specified in section 33.510.262 Parking built before (effective date), Undedicated General Parking is free to operate in any way the owner chooses.

Map 510-~~8~~10 shows the Central City plan district parking sectors.~~ subdistricts of the Central City plan district and the parking sectors.~~ Old Town/Chinatown, Downtown, West End and the South Downtown/University subdistricts~~District, and some areas north of Burnside~~ are called the Core Area. Lower Albina and Lloyd Subdistricts are called North/NorthEast Area. North Pearl, Goose Hollow, Central Eastside and South Waterfront subdistricts have the same boundaries as the parking sectors. ~~The regulations vary in different areas. In the Core Area, t~~There are maximums for ~~all~~ parking in all of the parking sectors. ~~In Lloyd, Goose Hollow, River District sectors 2 and 3, Central Eastside, and Lower Albina, there are maximums only for parking created in conjunction with office uses. There are other differences among the areas.~~

~~Section 33.510.261 applies to all areas., while Sections 33.510.263 through .267 each apply to a different area. The regulations for each area are organized in the same way: A subsection on each type of parking, then a subsection that applies to all types of parking, and then one or more subsections with special regulations for surface parking lots and that existed on January 8, 1996.~~

~~The two development types of parking—surface lots and structured parking—are regulated differently. There are also some special regulations affecting location of parking; for example, surface parking is not permitted next to a light rail line, and access near light rail is allowed only under certain circumstances. Depending on the zone and the area, there are other regulations about location of parking, access, landscaping, and other elements.~~

E. Sites split by subdistrict or parking sector boundaries. This section is proposed to be deleted because the regulations have changed so that all six parking sectors have the same set of parking boundaries, now running along rights of way so there should not be any split parcels.

~~To determine whether a particular proposal is allowed, prohibited, or requires a Central City Parking Review, you need to look at all of the regulations that apply to the proposal.~~

~~For example, while the number of spaces may be allowed, the access might require review; or the number of spaces may be allowed, but only in a structure, not a surface lot.~~

In some cases ~~addition to~~ Central City Parking Review (in chapter 33.808) may be required, while other ~~some~~ proposals may need adjustments. The approval criteria for adjustments (in Chapter 33.805) require analysis of the purpose of the regulation. The purpose of each regulation in Sections 33.510.261 ~~through 33.510.267~~ is in the Transportation System Plan. ~~Central City Transportation Management Plan Policy~~.

D. Where these regulations apply. The regulations of Sections 33.510.261 ~~through 33.510.267~~ apply to ~~all~~ parking built after [insert date]. ~~in the plan district. The regulations of Sections 33.510.263 through .267 each apply to a different area.~~ Where there is more than one type of parking included in a proposal, each type of parking must meet the regulations in the appropriate subsection.

~~**E. Sites split by subdistrict or parking sector boundaries.** Where the site of a parking lot or structure is split by subdistrict or parking sector boundaries, and the regulations in the two areas differ, the following applies:~~

~~1. Generally. If the site is split by the boundary of a subdistrict or parking sector, the following applies:~~

~~a. For Growth, Preservation, and Residential/Hotel Parking:~~

~~(1) Except as provided in Subparagraph E.1.a.(2), below, the portion of the site that contains the parking is subject to the regulations of that parking sector; and~~

~~(2) The maximum ratio, , is based on the regulations that apply to the site of the use the parking will if any be serving.~~

~~b. For all other parking: The more restrictive regulations apply.~~

~~2. Under bridges. If the site is split by the boundary of the Core Area, and all or a portion of the parking is under a bridge, the following applies:~~

~~a. For Growth, Preservation, and Residential/Hotel Parking:~~

~~(1) If the use the parking will be serving is in the Core Area, the regulations of the appropriate Core sector apply to the parking.~~

~~(2) If the use the parking will be serving is outside the Core Area, the regulations of the appropriate sector outside the Core apply to the parking.~~

~~b. For all other parking: The more restrictive regulations apply.~~

E. Growth Parking in the Central City is for buildings that add net building area either as part of new development or adding floor area to existing development.

The following recommendations will apply:

- No minimum parking requirements in the Central City to encourage the use of alternative modes and support the mode split goals for the Central City.
- Maximum ratios. Impose maximum parking ratios on all uses in the Central City to limit the growth of the parking supply and encourage the use of alternative modes to support the mode split goals for the Central City.
- Adjust parking ratios in all Central City districts outside the downtown downward to limit the growth of the parking supply and reflect investments in transit, bicycling, walking and residential infrastructure. For the entire Central City, based on development potential in the different districts, proposed maximum ratios are lowered by about 30 percent for office/employment and residential uses compared to existing ratios.
- Adjust parking ratios for offices in a few existing downtown parking sectors upward to reflect actual demand for parking in downtown and lower others to maintain an average ratio of 1.0 per 1000 sf of net commercial space in former Downtown Sectors 1 through 6.
- Standardize parking ratios for residential and hotels throughout the Central City while lowering their average ratios. New maximums are proposed where there are none currently.
- Reduce parking sectors from 26 to 6 by combining multiple parking sectors.

~~**33.510.263 Parking in the Core Area**~~

~~The regulations of this section apply in the Core area shown on Map 510-8.~~

~~A~~**E. Growth Parking.** The regulations of this subsection apply to Growth Parking. Adjustments to the regulations of this subsection are prohibited~~,~~ except as specified in Paragraphs A.3~~7.~~. and 5.c.~~A.9., below.~~

1. When Growth Parking is allowed. Growth Parking is allowed when net building area is added to a site either as part of new development or an alteration to existing development. In the case of new development, the land use or building permit for the parking must be requested by the time the foundation is complete. If the parking is requested after the foundation is complete, it will be Preservation Parking. In the case of alterations to existing development, the land use or building permit for the parking must be requested by the time the building permit for the new net building area is issued. If it is requested after the building permit for the new net building area is issued, it will be Preservation Parking.

~~1. To determine whether Growth Parking is allowed, prohibited, or subject to Central City Parking Review (CCPR):~~

~~a. Determine the use or uses the parking will be created in conjunction with.~~

~~b. Determine whether the use the parking will be created in conjunction with is an allowed, conditional, nonconforming, or prohibited use where the parking is proposed. Find the appropriate line on Table 510-5.~~

~~c. Based on the regulations of this subsection and those in Subsection G., below, determine if the parking itself, or some aspect of it, is allowed, prohibited, or subject to CCPR. Find the appropriate column on Table 510-5.~~

~~(1) If all aspects of a proposal are allowed, then the parking is allowed.~~

~~(2) If all aspects of a proposal are allowed or have been approved through an adjustment, then the parking is allowed.~~

~~(3) If any aspect of a proposal requires CCPR, then the parking is subject to CCPR.~~

~~(4) If any aspect of a proposal is prohibited, then the parking is prohibited.~~

~~2. Up to 20 parking spaces on a surface parking lot is an allowed use where the parking is adjacent to the building and the total number of parking spaces—of any type—on the site is less than 21.~~

~~3. Up to 20 spaces in a structure is an allowed use.~~

Commentary

~~Table 510-5~~ ~~Relationships Among Use Regulations for Growth Parking~~			
~~A. If the **use** is:~~	~~B. And if the **parking** is:~~		
~~C.~~	~~D. Allowed~~	~~E. Subject to CCPR~~	~~F. Prohibited~~
~~G. Allowed, an expansion of a nonconforming use, or a conditional use~~	~~H.~~ ~~I. The parking is allowed~~	~~J.~~ ~~K. The parking is subject to CCPR~~	~~L.~~ ~~M. The parking is prohibited~~
~~N. Prohibited~~	~~O. The parking is prohibited~~	~~P. The parking is prohibited~~	~~Q. The parking is prohibited~~
~~Note: Some uses require a land use review, such as a Conditional Use or Nonconforming Situation Review. Criteria for those reviews may include consideration of traffic, transportation, design, or other elements that may also be addressed in this chapter. Compliance with the regulations of this chapter does not constitute compliance with those criteria.~~			

~~4. More than 20 parking spaces is an allowed use where the following are met:~~

~~1. a. The parking is in a structure;~~

~~2. b. Carpool parking.~~

~~1. (1) Five spaces or five percent of the parking spaces, 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. (2) The spaces will be those closest to the building entrance or elevator, but not closer than the spaces for disabled parking.~~

~~3. (3) Signs must be posted indicating these spaces are reserved for carpool use before 9:00 AM on weekdays.~~

~~5. Parking that is not an allowed use under Paragraphs A.2., A.3., and A.4., above, and is not otherwise prohibited, is subject to CCPR.~~

2. Minimum required parking. There are no minimum parking requirements for Growth Parking.

3~~6~~. Maximum allowed parking~~ratios~~. Growth Parking is limited to the maximum ratios in Table 510-X~~6~~. Where there is more than one use, the amount of parking allowed is calculated based on the net building area of each use. ~~7.~~Adjustments to the maximum ratios are allowed as follows:

a. Adjustments to the maximum ratios for Theaters, Religious Institutions, Community Service uses, and all other uses where the maximum ratio is 0.25, may be requested.

b. Adjustments to the maximum ratio for supermarkets may be requested up to 2.0 spaces per 1,000 square feet of net building area; adjustments above 2.0 are prohibited.

Commentary

c. Adjustments to the maximum ratio for anchor retail may be requested up to 1.5 spaces per 1,000 square feet of net building area; adjustments above 1.5 are prohibited. Anchor retail is a single structure with more than 50,000 square feet of net building area in Retail Sales and Service uses.

d. Adjustments to the other maximum ratios are prohibited.

Table 510-2
Maximum Parking Ratios[1]

Uses	Parking Sectors					
	Central Eastside	Core	Goose Hollow	North/Northeast	North Pearl	South Waterfront
Office, Retail Sales/Service, Schools/Colleges	2.0	1.0	1.5	1.35	1.5	2.0
Medical Center	2.0	1.5	1.5	1.35	1.5	2.0
Industrial	2.0	1.0	1.0	2.0	1.0	1.0
Religious/Theater	0.25	0.25	0.25	0.25	0.25	0.25
Residential	1.2	1.2	1.2	1.2	1.2	1.2
Hotels	1.0	1.0	1.0	1.0	1.0	1.0

[1] Maximum ratios are per 1,000 square feet of net building area for non-residential/hotel uses; per dwelling unit or hotel room for residential/hotel uses

Commentary

Table 510-6 In the Core Area Growth Parking: Maximum Number of Parking Spaces Per 1,000 Square Feet of Net Building Area					
	District/Sector (See Map 510-8):				
	Downtown 2, 3	Downtown 4	Downtown 1, 5; University District	River District 5	River District 3, 4; Downtown 6
Use:					
Office	0.7	0.8	1.0	1.5	2.0
Retail Sales and Service, except theaters, hotels, motels	1.0	1.0	1.0	1.5	2.0
Medical Centers	1.5	1.5	1.5	1.5	2.0
Schools, Colleges	1.0	1.0	1.0	1.5	2.0
Mnufacturing and Production, Warehouse and Freight Movement, Wholesale Sales, Industrial Service	0.7				
Community Service, Religious Institutions, Theaters, Other Uses	0.25				
Hotels, Motels	See Subsection 33.510.263.E.				
Residential					

E.4. Operations: The proposed code eliminates "accessory" restrictions on all parking approved as follows: (a) in commercial, employment, mixed use and industrial zones, (b) under a maximum ratio and (c) built in a structure. The intent of this code change is to simplify the code by eliminating unnecessary restrictions that the City doesn't have the means to enforce. It will also allow greater efficiency in the use of the existing parking supply, to serve multiple trips to the Central City throughout the day and week, rather than exclusively requiring parking to be accessory to a specific use. This will lead to less new parking being built over time, since new development will be able to tap into existing supply before having to add new parking with new development. All new parking approved under this format will be considered Commercial Parking.

F. Preservation Parking has been available to existing, older commercial buildings. Generally, these buildings rely on surface parking lots, most of which is Undedicated General parking. Currently, these parking lots in the Core Area comprise the Preservation Parking Pool. Approval of Preservation Parking in the Core has been tied to the redevelopment of the lots in the Preservation Pool. The code references an "eligibility list" that was never created, but the CCTMP administration section establishes 0.7 parking stalls per 1,000 square feet of floor area as the threshold for eligibility. Staff have therefore relied on the 0.7 ratio to determine eligibility. Approximately 2,000 parking stalls have been built since 1996 as Preservation Parking, and approximately half of the surface parking lots in the Preservation Pool have been redeveloped during that time. The following changes to Preservation Parking are proposed:

- Eliminate Eligibility List and Preservation Parking Pool and Reserve.
- Eligibility would be for any building with:
    1. Less than 0.70 stall/1,000 SF (commercial)
    2. 0.50 per unit (residential/hotel) or less. Currently, in the Core Area, residential and hotel uses are not eligible for Preservation Parking.
- Allow parking entitlements to commercial, residential and hotel uses, capped by the maximum parking ratios when the parking is built, and only if the parking is built in a structure. The one exception will be the parking entitlement for hotel uses, where the maximum entitlement will be half the maximum allowed at the time the parking is built.
- Eligible entitlements can only be transferred within a parking sector, not between parking sectors.

4~~8~~. Operation. The parking may be operated as either accessory or commercial parking, at all times.

~~9. Operation reports. The requirements of this paragraph apply to all Growth Parking. For parking that is subject to CCPR, adjustments to this paragraph may be requested. For parking this is not subject to CCPR, adjustments are prohibited.~~

~~a. The applicant must have a signed agreement with the Parking Manager to provide the information specified in Paragraph A.9.b., below.~~

~~ab. The applicant must provide annual operation reports to the City,~~ upon request by the Director of the Bureau of Transportation. ~~The operation reports are based on a sample of four days during every 12-month reporting period, and include information on the following:~~

~~(1) Physical: Number of parking spaces, amount of net building area.~~

~~(2) Usage: How the parking spaces were used, based on the following categories. Percentage of parking used for:~~

- ~~Short-term~~
- ~~Long-term daily (four or more hours) and monthly permit (other than carpool)~~
- ~~Carpool monthly permit~~

~~(3) Hours of Operation: What the hours of operation are on weekdays, Saturday, Sunday, and whether the facility is open during special events in the area.~~

F~~B~~. **Preservation Parking.** The regulations of this subsection apply to Preservation Parking. Adjustments to this subsection are prohibited.~~the regulations of Subparagraph B.4.c. and B.4.i., below may be requested. Adjustments of the other regulations of this subsection are prohibited.~~

1. When Preservation Parking is allowed. Preservation Parking requires Central City Parking Review. Existing buildings with Residential or hotel uses that have 0.5 parking stalls per unit or fewer are eligible to apply for Preservation Parking. Other existing buildings that have fewer than 0.7 parking stalls per 1,000 square feet of net building area are eligible to apply for Preservation Parking. If the parking area is created through internal conversion of a building, by excavating under the building, or by adding gross building area to the building, the parking is regulated the same as Growth Parking.

Commentary

Continued: F. Preservation Parking

- All existing unbuilt "preservation" building entitlements will be recalibrated to new parking maximum ratios. If code maximums are updated in the future (e.g., through periodic review), a recalibration of entitlements would occur.
- A "receiving site" of parking entitlements, would need to meet the Ground Active Floor Uses standard (33.510.225.C) regardless of where in the Central City it is constructed (i.e., no parking allowed at the ground level).
- Retain existing requirement that Preservation Parking must be primarily available to the tenants of the Preservation building for a minimum of 10 years. Otherwise, the parking may be operated as commercial parking.

2. Location of Preservation Parking. Preservation Parking must be built within the same parking sector as the building the parking will serve. Parking sections are shown on Map 510-8.

~~To determine whether Preservation Parking is subject to Central City Parking Review (CCPR).~~

~~a. Determine the use or uses the parking will be created to serve.~~

~~b. Determine whether the use the parking will serve is an allowed, conditional, nonconforming, or prohibited use on the property where the parking is proposed. Find the appropriate line on Table 510-7.~~

~~c. Based on the regulations of this subsection and those in Subsection G., below, determine if the parking itself, or some aspect of it, is allowed, prohibited, or subject to CCPR. Find the appropriate column on Table 510-7.~~

~~(1) If all aspects of a proposal are allowed, have been approved through an adjustment, or are subject to CCPR, then the parking is subject to CCPR. If the parking is not otherwise prohibited, it is subject to CCPR.~~

~~(2) If any aspect of a proposal is prohibited, then the parking is prohibited.~~

~~Table 510-7~~
~~Relationships Among Use Regulations for Preservation Parking~~

~~If the parking is created in conjunction with a **use** that is:~~	~~And if the **parking** is:~~	
	~~**Allowed or Subject to CCPR**~~	~~**Prohibited**~~
~~Allowed, Nonconforming, or a Conditional Use~~	~~The parking is subject to CCPR~~	~~The parking is prohibited~~
~~Prohibited~~	~~The parking is prohibited~~	~~The parking is prohibited~~

3. Minimum required parking. There are no minimum parking requirements for Preservation Parking.

4. Maximum allowed parking. The maximum ratio for Preservation Parking is the same as Growth Parking shown in Table 510-X~~6,~~ except for hotel uses, where the maximum ratio is one half the ratio allowed for new hotels. Where there is more than one use, the amount of parking allowed is calculated based on the net building area of each use.

~~2. Eligibility for Preservation Parking. Only buildings on the Preservation Parking Eligibility List, maintained by the Parking Manager, may apply for Preservation Parking. Preservation Parking for buildings not on the Preservation Parking Eligibility List is prohibited.~~

~~3. Parking created within or under the building. If the parking area is created through internal conversion of a building, by excavating under the building, or by adding gross~~

Commentary

~~building area to the building, the parking is regulated the same as Growth Parking., except that it is subject to CCPR.~~

~~4. Parking that is not created within or under the building. If the parking area is not created through internal conversion of a building, by excavating under the building, or by adding gross building area to the building, the following must be met:~~

~~a. Maximum ratio.~~

~~(1) Parking is limited to the maximum ratios in Table 510-X6.Parking based on net building area of buildings that are individually listed in the National Register of Historic Places or classified as contributing in the analysis done in support of a Historic District's creation is limited to the maximum ratios for Growth Parking;~~

~~(2) Parking based on net building area of buildings that are not individually listed in the National Register of Historic Places or identified as contributing to the historic significance of a Historic District or a Conservation District is limited to a maximum ratio of 0.7 spaces per 1,000 square feet of net building area.~~

~~b. Preservation Parking will be allowed based on net building area of only the uses listed below. Preservation Parking for uses not listed below is prohibited. (Note: For Residential/Hotel Parking, see Subsection E., below.)~~

~~(1) Office;~~

~~(2) Retail Sales and Service, except theaters and hotels;~~

~~(3) Medical Centers;~~

~~(4) Schools, Colleges; and~~

~~(5) Manufacturing and Production, Warehouse and Freight Movement, Wholesale Sales, Industrial Service.~~

5~~c~~. Bicycle parking. Preservation Parking facilities must provide 1 long-term bicycle parking space for every 14 motor vehicle parking spaces.

6~~d~~. Required covenants. Preservation Parking requires the following covenants:

a. Common ownership. If the parking is based on the net building area of buildings under the same ownership as the parking, the following must be met:

(1) The owner must specify what buildings the parking is based on;~~.~~ ~~When the parking begins operation, the buildings will be removed from the Preservation Parking Eligibility List, or have their numbers on that list adjusted to reflect the new parking;~~ and

Commentary

(4) Conversion is being removed. In the All Parking section under "Changes from one type of parking to another" there is language which describes when CCPR is required in conversion situations.

(2) The owner must execute a covenant with the City that ensures ~~have a signed agreement with the Parking Manager~~ that the parking will be primarily for those buildings for at least 10 years. The covenant must meet the requirements of 33.700.060, Covenants with the City, and must be recorded and attached to the deed for the property.

b~~e~~. Different ownership. Where the parking structure is under different ownership than the buildings the parking will serve, the following must be met:

(1) For initial approval, the following must be met:

- There must be signed and recorded covenants ~~agreements~~ between the owner of the parking and the owners of buildings for which the parking will be provided. The covenants~~agreements~~ must ~~cover 100 percent of the Preservation Parking, and~~ be for at least 10 years from the date the garage begins operation~~;~~, and
- A copy of the covenant must be provided to the Bureau of Development Services as part of the application for a building permit and written documentation that the changes comply with the regulations of this Chapter.
  ~~When the parking begins operation, the buildings will be removed from the Preservation Parking Eligibility List, or have their numbers on that list adjusted to reflect the new parking; and~~
- ~~The applicant must have a signed agreement with the Parking Manager to:~~
  - ~~Notify the Parking Manager in writing of any of the changes listed in this subparagraph; and~~

~~Provide written documentation that the changes comply with the regulations of this Chapter.~~ (2) Changes in existing covenants ~~agreements~~. Changes in existing covenants ~~agreements~~ between the owner of the parking and owners of buildings for which the parking is provided are allowed only if the regulations of this Chapter are still met. The length of the covenants~~agreements will~~ must not be decreased to cover less than the initial 10-year period from the date the garage begins operation. The applicant must notify the the Bureau of Development Services in writing of any changes to existing covenants.

(3) New covenants~~agreements~~. New covenants~~agreements~~ between the owner of the parking and the owners of buildings for which the parking will be provided are allowed only ~~where the buildings are on the Preservation Parking Eligibility List, and~~ where the regulations of this Chapter are still met. The covenants~~agreements~~ must, at a minimum, cover the initial 10-year period from the date the garage begins operation. The applicant must notify the Director of the Bureau of Transportation in writing of any new covenants.

~~(4) Conversion. Conversion of Preservation Parking to Growth, Visitor, or Residential/Hotel Parking is a CCPR. Conversions to other types of parking are prohibited.~~

Commentary

~~(5) Where an agreement between the owner of the parking and the owners of buildings is terminated, changes will not be made to the~~

~~Preservation Parking Eligibility List until a new use or new agreement has been approved for the spaces covered by the agreement.~~

~~f. The parking must be in a structure; parking that is not in a structure is prohibited.~~

9~~g~~. Operation. Preservation Parking may be operated as either accessory or commercial parking, at all times. ~~with the following limitations. These limitations apply on weekdays between 7:00 AM and 6:00 PM. Parking spaces may be used only as follows:~~

~~(1) Where the parking is based on the net building area of buildings under the same ownership as the parking, the parking may be used by tenants of those buildings.~~

~~(2) Leased to buildings or tenants of buildings as described in Subparagraph B.4.e., above.~~

~~(3) Rented, on a monthly basis only, to the following. Sale of other monthly permits is prohibited:~~

- ~~Individual tenants of buildings on the Preservation Parking Eligibility List. The Parking Manager maintains this list; or~~
- ~~Residents of the Central City plan district.~~

~~(4) For long-term daily parking. "Early bird" discounts are prohibited.~~

~~(5) For short-term parking.~~

~~h. The applicant must have a signed agreement with the Parking Manager to provide the information specified in Subparagraph B.4.i., below.~~

~~i. The applicant must provide operation reports to the City every six months. The operation reports are based on a sample of two days during every six-month reporting period, and include information on the following:~~

~~(1) Physical: Number of parking spaces, amount of net building area.~~

~~(2) Usage: How the parking spaces were used, based on the following categories. Percentage of parking used for:~~

- ~~Short-term~~
- ~~Leased to buildings or tenants of buildings as described in Subparagraph B.4.e., above~~
- ~~Used by tenants of the buildings described in Subparagraph B.4.d., above~~
- ~~Monthly permits to individual tenants of buildings on the Preservation Parking Eligibility List~~
- ~~Monthly permits to residents of the Central City plan district~~

Commentary

G. Visitor Parking:

- Visitor Parking is created to serve shoppers, tourists, and other such visitors who make occasional trips to the area. It is not associated with particular development and is operated as commercial parking.
- Continue to allow Visitor parking facilities to be built to serve short-term parking needs if approved through the CCPR process. This process allows demand to be measured in a manner appropriate to the specific visitor demand generator (e.g., event, cultural, retail and/or associated with significant demonstrated losses of on or off-street short-term parking).
- Retain operating restrictions that are necessary to ensure that short-term parking is the primary use. This includes continuing to prohibit "early bird" specials and require that the sale of all day passes have a pricing structure that prioritizes short term parking needs and is consistent with established performance based parking management objectives and targets. This will prevent Visitor Parking from being used for long term parking needs, particularly commuter parking.
- Visitor parking must be in structured parking. It is prohibited on surface lots.
- PBOT continues to working on a strategy to manage parking consistent with Performance Based Parking Management, where occupancy dictates the pricing of parking and the length of stay. The intent is that short term trips are the priority and that parking is operated consistent with established performance targets. Many of these guidelines and regulations will be housed in Title 17.

- ~~Carpool monthly permits for tenants of buildings as described in Subparagraph B.4.e., above; tenants of the buildings described in Subparagraph B.4.d., above; or individual tenants of buildings on the Preservation Parking Eligibility List~~
- ~~Long-term daily (four or more hours) and monthly permit (other than those listed above)~~

~~(3) Hours of Operation: What the hours of operation are on weekdays, Saturday, Sunday, and whether the facility is open during special events in the area.~~

G~~C~~. **Visitor Parking.** The regulations of this subsection apply to Visitor Parking. ~~Adjustments to the regulations of Paragraphs C.5. and C.6., below, may be requested.~~ Adjustments of the other regulations of this subsection are prohibited.

1. When Visitor Parking is allowed. Visitor Parking is allowed when approved through Central City Parking Review.

2. Minimum required parking. There are no minimum parking requirements for Visitor Parking.

~~2. To determine whether Visitor Parking is subject to Central City Parking Review (CCPR), or prohibited:~~

~~a. Determine the zone where the parking will be located. Then find the appropriate line on Table 510-8.~~

~~b. Based on the regulations of this subsection and those in Subsection G., below, determine if the parking itself, or some aspect of it, is allowed, prohibited, or subject to CCPR. Find the appropriate column on Table 510-8.~~

~~(1) If all aspects of a proposal are allowed, have been approved through an adjustment, or are subject to CCPR, then the parking is subject to CCPR.~~

~~(2) If any aspect of a proposal is prohibited, then the parking is prohibited.~~

~~**Table 510-8**~~
~~**Relationships Among Regulations for Visitor Parking**~~

~~If the **zone** is:~~	~~And if the **parking** is:~~	
	~~**Allowed or Subject to CCPR**~~	~~**Prohibited**~~
~~I, EX, EG, CX, CS, CG, or RX~~	~~The parking is subject to CCPR~~	~~The parking is prohibited~~
~~All other zones~~	~~The parking is prohibited~~	~~The parking is prohibited~~

3~~2~~. Maximum allowed parking~~ratios~~. There are no maximum parking ratios for Visitor Parking. The appropriate number of parking spaces allowed is determined based on a demand analysis, traffic analysis, and other considerations specified in the approval criteria for Central City Parking Review.

~~3. The parking must be in a structure, unless it is part of an approved phased development plan.~~

Commentary

Continued: G. Visitor Parking

- Continue provision requiring that approved Visitor Parking operate for a minimum of 10 years before the use can be changed.
- Whether the City or the private sector builds and operates visitor parking, they must provide information on how the parking structure is being used to guarantee that commuter uses are not being served.

Residential/Hotel Parking. This section is being deleted because residential and hotel parking are proposed to be Growth Parking. There are new proposed maximum ratios for residential and hotel parking in Table 510-X, Maximum Parking Ratios.

4. Operation. Visitor Parking is operated as commercial parking, except that sale of monthly permits and "early bird" discounts are prohibited. Limitations on operation apply on weekdays between 7:00 AM and 6:00 PM.

~~5. The applicant must have a signed agreement with the Parking Manager to provide the information specified in Paragraph C.6., below.~~

~~6. The applicant must provide operation reports to the City every six months. The operation reports are based on a sample of two days during every six-month reporting period, and include information on the following:~~

~~a. Physical: Number of parking spaces.~~

~~b. Usage: How the parking spaces were used, based on the following categories. Percentage of parking used for:~~

~~(1) Short-term~~

~~(2) Long-term daily (four or more hours)~~

~~c. Hours of Operation: What the hours of operation are on weekdays, Saturday, Sunday, and whether the facility is open during special events in the area.~~

H~~D~~. **Undedicated General Parking.** Undedicated General Parking is prohibited.

~~**E. Residential/Hotel Parking.** The regulations of this subsection apply to Residential/Hotel Parking. Adjustments to the regulations in Paragraphs E.1. and E.3. through E.10., below, are prohibited.~~

~~1. To determine whether Residential/Hotel Parking is allowed, prohibited, or subject to Central City Parking Review (CCPR):~~

~~a. Determine whether the residential or hotel use the parking will be created in conjunction with is an allowed, conditional, nonconforming, or prohibited use on the property where the parking is proposed. Find the appropriate line on Table 510-9.~~

~~b. Based on the regulations of this subsection and those in Subsection G., below, determine if the parking itself, or some aspect of it, is allowed, prohibited, or subject to CCPR. Find the appropriate column on Table 510-9.~~

~~2. Minimum required parking. There are no minimum parking requirements.~~

Commentary

Table 510-9 **Relationships Among Use Regulations for Residential/Hotel Parking**			
R. If the **residential** or **hotel use** is:	S. T. And if the **parking** is: U.		
V.	**W. Allowed**	**X. Subject to CCPR**	**Y. Prohibited**
Z. Allowed, an expansion of a nonconforming use, or a conditional use	AA. The parking is allowed	BB. The parking is subject to CCPR	CC. The parking is prohibited
DD. Prohibited	EE. The parking is prohibited	FF. The parking is prohibited	GG. The parking is prohibited
HH. Note: Some uses require a land use review, such as a Conditional Use or Nonconforming Situation Review. Criteria for those reviews may include consideration of traffic, transportation, design, or other elements that may also be addressed in this chapter. Compliance with the regulations of this chapter does not constitute compliance with those criteria.			

3. Maximum ratios. Parking is limited to the maximum ratios of this paragraph.

   a. Dwelling units. The maximum parking ratios for dwelling units are in Table 510-10.

   b. New hotel rooms. The maximum parking ratio in all sectors is 1.0 parking spaces for each new hotel room created.

   c. Existing hotels. The maximum parking ratio in all sectors for existing hotels is 0.7 spaces for each 1,000 square feet of net building area.

Table 510-10 **In the Core Area** **Residential Parking: Maximum Number of Parking Spaces For Each Dwelling Unit**		
II. District/Sector (See Map 510-8):		
JJ. KK. Downtown 1, 2, 3, 4, 5; University District	LL. MM. River District 5 NN.	OO. PP. River District 3, 4; Downtown 6 QQ.
RR. 1.35 per dwelling unit	SS. 1.5 per dwelling unit	TT. 1.7 per dwelling unit

4. Parking is allowed when new dwelling units and hotel rooms are created.

   a. Dwelling units are created:

      (1) As part of new development;

Commentary

(2) By adding net building area to existing development that increases the number of dwelling units;

(3) By conversion of existing net building area from nonresidential to residential uses; and

(4) By increasing the number of units within existing net building area already in residential use, for example, by converting a duplex to a triplex.

b. Hotel rooms are created:

(1) As part of new development;

(2) By adding net building area to existing development that increases the number of hotel rooms;

(3) By conversion of existing net building area from non-hotel to hotel uses; and

(4) By increasing the number of hotel rooms within existing net building area already in hotel use, for example, by converting a 10-room hotel to 20-room hotel.

5. Parking for existing dwelling units. Parking for existing dwelling units is subject to CCPR if the parking area is created through internal conversion of the building, by excavating under the building, or by adding gross building area to the building. Parking for existing dwelling units where the parking area is not created in this manner is prohibited.

6. Parking for existing hotel rooms. Parking for existing hotel rooms is allowed.

7. Operation.

a. Residential. Parking created to serve residential uses may be operated as either accessory or commercial parking, with the following limitations. Parking spaces may be used only as follows:

(1) For parking by residents of the units the parking was created in conjunction with;

(2) Rented, on a monthly basis only, to residents of the plan district; and

(3) Where the residential uses are part of a mixed-use project that includes at least 25,000 square feet of nonresidential uses, the parking spaces may be used for short-term parking between 7:00 AM and 6:00 PM.

b. Hotel. Parking created to serve hotel uses must be accessory. These limitations apply on weekdays between 7:00 AM and 6:00 PM.

8. Parking structures. Parking that is in a structure is allowed.

Commentary

9. Surface parking for residential uses. Where a development includes any residential uses, and some or all of the parking will be on a surface lot, the developer may choose one of the following three options. Other surface parking is prohibited.

   a. Up to 20 parking spaces is an allowed use, where the following are met:

      (1) The parking is adjacent to the building occupied by the residential units it is created in conjunction with; and

      (2) The total number of parking spaces—of any type—on the site is less than 21.

      Where the provisions of this subparagraph are not met, the parking is subject to CCPR under the provisions of either Subparagraph E.9.b. or c., below.

   b. More than 20 spaces is subject to CCPR where:

      (1) The total surface parking area on the site is 40,000 square feet or less; and

      (2) The parking is an interim use, as part of a phased development plan.

   c. More than 20 spaces as a permanent use, and more than 40,000 square feet of surface parking area on a site, may be approved through CCPR if the following are met:

      (1) There is no more than 1 surface space for each 1,000 square feet of site area, not including streets;

      (2) The surface parking is serving the residential uses only; and

      (3) The project creates more than 50 dwelling units per acre, not including streets.

10. Surface parking for hotels.

   a. Up to 20 parking spaces is an allowed use, where the following are met:

      (1) The parking is adjacent to the building occupied by the hotel rooms it is created in conjunction with; and

      (2) The total number of parking spaces—of any type—on the site is less than 21.

      Where the provisions of this subparagraph are not met, the parking is subject to CCPR under the provisions of Subparagraph E.10.b., below.

   b. More than 20 spaces is subject to CCPR where:

      (1) The total surface parking area on the site is 40,000 square feet or less; and

Rx zone Parking: This type of parking is being eliminated because the proposed changes to preservation parking include allowing residential uses to preserve entitlements to build parking in the future. The RX zone parking provided a way for older residential buildings to have "preservation parking."

I. All parking

The all parking section contains information that applies to all parking types. Staff has moved the following standards to this section:

- car pool requirements
- surface lot provisions for Central Eastside and SOWA
- street facing façade and ground floor active use requirements
- operation reporting, and
- parking access

I.3. Surface parking lots with new development

Staff proposes to prohibit the development of new surface lots except in parking sectors zoned I (industrial zones IG1, IG2 and IH), where parking up to the maximum ratio or 20 stalls, whichever is less, will be permitted with new industrial use developments. This exception is intended to reduce overall development costs for industrial firms wishing to locate or expand in Central City industrial districts, consistent with Policy 6.37 (Industrial land) and Policy 6.38 (Industrial Sanctuaries) in the Recommended Draft of the Comprehensive Plan. Given the low employment densities associated with industrial uses (about one employee per 750 sf of net development) and the need to encourage single occupancy vehicle commute trips, 20 spaces is proposed as an appropriate balance between providing parking for industrial employees and supporting high density and pedestrian-oriented urban form consistent with the intent of the Mixed Use Multimodal Area designation and other Central City policies. Rehabilitated buildings that maintain their outside walls will be allowed to keep their surface parking.

~~(2) The parking is an interim use, as part of a phased development plan.~~

~~**F. RX Zone Parking.** The regulations of this subsection apply to RX Zone Parking. Adjustments to the regulations of this subsection are prohibited.~~

~~1. Operation. RX Zone Parking must be accessory to uses in the portion of the Core Area zoned RX. This limitation applies on weekdays between 7:00 AM and 6:00 PM. The uses to which the parking is accessory may change without review, but they must be uses in the portion of the Core Area zoned RX.~~

~~2. Commercial parking is prohibited.~~

I~~G~~. **All parking.** The regulations of this subsection apply to all parking regardless of type.

~~1. Minimum required parking. There are no minimum parking requirements in the Core area.~~

1~~2~~. The applicant has a signed agreement with the Director of the Bureau of Transportation~~Parking Manager~~ to report the number of parking spaces constructed to the Director within 30 days of the date the parking begins operation.~~provide the information specified in Paragraph G.3., below.~~

~~3. The applicant will provide the following information within 30 days of the date the parking begins operation:~~

~~a. The number of parking spaces constructed; and~~

~~b. An as-built plan of the parking area, showing the configuration of the parking spaces. At least one copy of the plan must be 8 1/2" x 11" and suitable for microfilming.~~

2. Carpool parking. The regulations of this Paragraph do not apply to residential or hotel uses.

a. Five spaces or five percent of the total number of 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;

b. The carpool spaces must be those closest to the building entrance or elevator, but not closer than the spaces for disabled parking; and

c. Signs must be posted indicating that the spaces are reserved for carpool use before 9:00 AM on weekdays.

3~~4~~. Surface parking lots are prohibited except as follows:

a. In the Central Eastside and Lower Albina subdistricts up to 20 of the maximum allowed number of parking spaces for a site may be in a surface parking lot if:

(1) The parking is accessory to a Manufacturing and Production, Wholesale Sales, Industrial Service or Warehouse and Freight Movement use;

Continued: I.3. Surface parking lots with new development

a.(1)- The new surface parking (only allowed in the I zones) will be accessory to the intended use and will not be allowed to operate commercially. This restriction is intended to provide the necessary parking for development but discourage surface parking as a commercial activity that can generate revenue. Instead, the code allows commercial parking to operate only if in a structure. This acts as an incentive to redevelopment by making structure parking potentially more attractive financially than surface parking lots.

3.b. South Waterfront surface parking:

33.510.267 Parking in South Waterfront is being removed except for 33.510.267F. d(1) that allows surface parking that is operated by the city on a site that will be developed as a park in the future.

The following provisions can be removed because SOWA reached its maximum 200,000 square feet so, these provisions are no longer needed:

- No more than 200,000 square feet of new surface parking area may be created in the South Waterfront Subdistrict after January 20, 2003.
- Surface parking is prohibited if it will exceed the district-wide limit; however, the following are exempt from the limitations of this subparagraph and are not counted towards the 200,000 square foot total.

(2) The parking is in the IH, IG1 or IG2 zones; and

(3) The surface parking lot is located directly adjacent to the building in which the use exists. In this case, the parking on the surface parking lot must operate as accessory parking only and is prohibited from operating as commercial parking. Adjustments or modifications of this standard are prohibited.

b. In the South Waterfront subdistrict, surface parking that is operated by the City on a site that will be developed as a park in the future is allowed. The property owners must execute a covenant with the City reflecting that the future development and use of the site must be a park, and the covenant must be attached to and recorded with the deed of the site. The covenant must meet the requirements of 33.700.060.

~~a. Surface parking lots are prohibited as follows:~~

~~(1) Parking on surface lots where the total surface parking area on the site is larger than 40,000 square feet in area is prohibited, except for some residential developments, as specified in Subsection E., above.~~

~~(2) Surface parking is prohibited on the portion of a site within 100 feet of a light rail alignment.~~

~~b. Redevelopment of surface parking lots. When development occurs that removes parking spaces in surface lots, the parking spaces will automatically be added to the Parking Reserve except as provided in Subparagraphs G.4.c. through f., below.~~

~~c. Phased development plan. Parking spaces removed from a surface parking lot will not automatically be added to the Parking Reserve if they meet all of the elements listed in this subparagraph. Parking spaces removed from a surface lot that meet all elements of this subparagraph may be replaced in a structure within the area covered by the phased development plan; they will still be considered Growth Parking, and so will not be subject to the reduced ratio for Preservation Parking. The elements are:~~

~~(1) The parking lot is part of an approved phased development plan;~~

~~(2) The parking spaces are Growth Parking; and~~

~~(3) The parking spaces will be replaced in a structure within the area covered by the phased development plan.~~

~~d. Superblocks. Parking spaces removed from a surface parking lot will not automatically be added to the Parking Reserve if they meet all of the elements listed in this subparagraph. Parking spaces removed from a surface lot that meet all elements of this subparagraph may be replaced in a structure within the same parking sector. The elements are:~~

~~(1) The parking spaces are Growth Parking on a superblock, as specified in Subparagraph J.1.b., below; and~~

Commentary

(2) The owner has agreed to rededicate at least 20,000 square feet of vacated street area as public right-of-way.

e. West End subarea. Undedicated General parking spaces removed from a surface parking lot in the West End subarea will not automatically be added to the Parking Reserve if they are relocated as allowed by this subparagraph. Undedicated General parking spaces may be relocated if all elements listed in this subparagraph are met. Adjustments to this subparagraph are prohibited. The Undedicated General spaces may be relocated in a structure and continue tobe operated as Undedicated General parking. Central City Parking Review is required for the structure where the parking spaces are relocated.

(1) The parking spaces to be removed are Undedicated General parking on a surface parking lot in the West End subarea;

(2) The parking spaces will be relocated in a structure within the West End subarea. Spaces that are not relocated in a structure within five years of their removal from a surface parking lot will be added to the Parking Reserve and will not be available for Undedicated General parking. Where a CCPR has been approved for the relocated spaces, those spaces will not be added to the Parking Reserve unless the spaces are not built and the CCPR expires;

(3) The owner must execute a covenant with the City that complies with the requirements of Section 33.700.060. The covenant must ensure that the spaces on the surface lots will not be used for parking after the date the structure with the relocated parking is occupied.

(4) Since February 1, 2002, the total number of spaces relocated under the provisions of this subparagraph, plus the spaces requested, does not exceed 750 spaces. The number of spaces relocated includes:

- Spaces that have been relocated into structures; and
- Spaces that have been approved through a Central City Parking Review that is not expired.

(5) No more than 250 Undedicated General parking spaces may be relocated to any single structure.

(6) Structures containing any relocated Undedicated General parking must meet the Ground Floor Active Use area standard of Subsection 33.510.225.C.

f. Residential redevelopment. Parking spaces removed from a surface parking lot will not automatically be added to the Parking Reserve if they meet all of the elements listed in this subparagraph. For each parking space removed that meets all elements of this subparagraph, a maximum of 1.5 spaces may be replaced on the development site as specified in this subparagraph. The spaces will still be considered Undedicated General Parking. The elements are:

Commentary

4. **Parking structures**: this section is being updated to reflect extensions of the transit mall.

~~(1) The development site includes Undedicated General Parking on a surface parking lot. The development site is all of the lots, lots of record, and plots proposed for the development, including accessory uses. Lots, lots of record, and plots that are under the same ownership, and that are vacant or used for surface parking, and that abut those proposed for the development, are included in the development site;~~

~~(2) The parking spaces are Undedicated General Parking on a surface parking lot;~~

~~(3) The proposed redevelopment will remove all surface parking from the development site;~~

~~(4) All of the Undedicated General Parking will be within the development site, in a structure, and below grade;~~

~~(5) Since February 1, 2002, the total number of parking spaces added under the provisions of this subparagraph, plus the spaces requested to be added, does not exceed 400 spaces. The added spaces are those built in addition to those that exist on the site. Example: 100 Undedicated General spaces are removed from a surface parking lot and, under the provisions of this subparagraph, 150 Undedicated General Parking spaces are included in the proposed development. The result is that 50 Undedicated General Parking spaces are added, and count against the limit of 400 spaces; and~~

~~(6) The proposed redevelopment will meet minimum density requirements for the RX zone.~~

4~~5~~. Parking structures. Where parking occupies more than 50 percent of the gross building area of a structure:

a. The structure may not be on any block bounded by both Fifth and Sixth Avenues between NW Irving~~Glisan~~ and SW Jackson~~Mill~~ Streets. Location on these blocks is prohibited.

b. The site of the structure must be at least 100 feet from Fifth and Sixth Avenues between NW Glisan and SW Jackson~~Mill~~ Streets. Proposals for structures within 100 feet of Fifth and Sixth Avenues between NW Glisan and SW Jackson ~~Mill~~ Streets must have their location approved through Central City Parking Review.~~; an adjustment is not necessary.~~

c. The structure may not be on any block bounded by both SW Morrison and SW Yamhill Streets between SW First and SW Eighteenth Avenues. Location on these blocks is prohibited.

d. If the site is within a historic district, the building coverage of the portion of the parking structure within the district may not be larger than 20,000 square feet.

Commentary

e. Street-facing facades.

(1) Street facing facades in the Core Area parking sector. ~~Downtown and University District subdistricts~~. Within the Core Area parking sector shown on map 510-10~~Downtown and University District subdistricts~~, 50 percent of the street-facing facade must be developed for Retail Sales And Service or Office uses. Areas designed to accommodate these uses may be developed at the time of construction, or may be designed for later conversion to Retail Sales And Service or Office uses. The area designed to accommodate Retail Sales And Service or Office uses must meet the standards of Section 33.510.225, Ground Floor Active Uses.

(2) Street-facing facades in the South Waterfront parking sector. Within the South Waterfront parking sector, building walls that face and are within 50 feet of streets, accessways, or the South Waterfront Greenway Area must meet one of the following standards. On sites subject to the Required Building Lines or Ground Floor Active Use standards of Section 33.510.215 and 33.510.225, only the active use standard is allowed:

- Active uses standard. Fifty percent of the street-facing facade must be developed for Retail Sales And Service or Office uses. Areas designed to accommodate these uses may be developed at the time of construction, or may be designed for later conversion to Retail Sales And Service or Office uses. The area designed to accommodate Retail Sales And Service or Office uses must meet the standards of Section 33.510.225, Ground Floor Active Uses; or
- Landscape setback standard. The structure must be set back at least 5 feet and landscaped to at least the L3 standard of Chapter 33.248, Landscaping and Screening. If the structure complies with the landscaped setback standard, it is exempt from the ground floor windows standard of Section 33.510.220.

(3)~~f~~. Street-facing facades in all other parking sectors.~~subdistricts.~~ In all other parking sectors~~RD 3, 4, and 5~~, structures must comply with either the standards of Subsubparagraph I.4.e(1)~~G.5.e., above~~. or the structure must be set back at least 5 feet and landscaped to at least the L3 standard of Chapter 33.248, Landscaping and Screening.~~-~~If the structure complies with the landscaped setback standard, it is exempt from the ground floor windows standard of Section 33.510.220.

On sites subject to the Required Building Lines or Ground Floor Active Use standard of Sections 33.510.215 and 33.510.225, the standard of Subparagraph ~~G~~I.~~5~~4.e(1).~~, above,~~ must be met; the landscaped setback standard may not be used.

5.Operation reports: Eliminate reporting requirements for all parking approved under a maximum ratio and in a structure. The City Parking Manager will be empowered to request information and/or access to the facility in return for the elimination of current reporting requirements.

6.Parking and loading access restricted streets.: The section has been renamed to indicated that the regulations apply to parking and loading access restrictions. This section has been updated and the existing map is proposed to be eliminated. The section is broken down into streets where parking access is prohibited, and streets that require an adjustment review.

5. Operation reports. The applicant must provide operation reports to the Director of the Bureau of Transportation upon request. The operation reports must be based on a sample of four days during every 12-month period, and must include the following information:

   (1) The number of parking spaces and the amount of net building area on the site.

   (2) A description of how the parking spaces were used based on a 6 month average in the following categories. Percentage of parking used for:
   - Percent of monthly transactions that are Short-term (less than 4 hours);
   - Percent of monthly transactions that are Long-term daily (four or more hours);
   - Average number of monthly permits issued (other than carpool), and
   - Number of signed monthly Carpool stalls in the facility.

   (3) Rate schedule for:
   - Hourly parking
   - Daily Maximum Rate
   - Evening Parking
   - Weekend Parking
   - Monthly parking
   - Carpool parking

   (4) The hours of operation on weekdays, Saturday, Sunday, and whether the facility is open during special events in the area.

6. Parking and loading access restricted streets.

   a. Purpose. The purpose of restricting the location of parking access is to ensure safety and the efficient function of the transportation system. Parking access shall be designed so that motor vehicles can enter and exit the parking facility without being required to cross the tracks of a light rail or streetcar alignment, and to avoid any other significant adverse impact on transit operations. Parking access shall be designed to avoid adverse impacts on operation and safety of pedestrian, bicycle, or motor vehicle circulation, and shall not preclude the future construction of facilities such as protected bikeways. A driveway is not automatically considered such an impact. On blocks where transit stations are located, the pedestrian environment on both sides of the streets will be considered and protected.

   b. Motor vehicle access to or from any parking area or structure is prohibited on or along the following:

      (1) On Fifth and Sixth Avenues between NW Irving and SW Jackson Streets;

      (2) On Naito Parkway between SW Salmon Street and NW Davis Street;

Commentary

(3) On SW Park between SW Jackson Street and SW Salmon Street;

(4) On NW Park Avenue and NW 8th Avenue between W. Burnside and NW Lovejoy Street;

(5) On SW Morrison and SW Yamhill Streets between SW First and SW Eighteenth Avenues; and

(6) Along any site frontage that abuts a street with a light rail or street car alignment in it unless entering and exiting the parking area or structure does not result in any motor vehicle travelling onto or across the light rail or streetcar alignment.

c. Unless prohibited by Subparagraph I.6.b., the motor vehicle access is not allowed:

(1) To or from any of the following streets:

- Major City bikeway
- Major City Traffic Street
- Major Truck Street, and
- Major Transit Priority Street

(2) To or from any parking area or structure when the access will cause or allow a vehicle to travel onto or across a light rail or street care alignment anywhere within 75 feet of the parking access.

~~a. Parking access near or on a light rail alignment. Motor vehicle access to any parking area or structure is not allowed within 75 feet of a light rail alignment, unless the access is approved through Central City Parking Review.~~

~~b. Parking access on the Transit Mall. Motor vehicle access to any parking area or structure is prohibited on Fifth and Sixth Avenues between NW Glisan and SW Mill Streets.~~

c. ~~Parking access on other streets. Motor vehicle access to any parking area or structure is not allowed on the streets shown on Map 510-9.~~

7. Changes from one type of parking to another.

a. Changes from one type of parking to another are processed as if they were new parking. For example, changing Growth Parking to Preservation Parking requires a CCPR. All current regulations will apply.

b. Visitor Parking must operate as Visitor Parking for at least 10 years before it may be changed to Preservation Parking. Changing Visitor Parking that has been operating for less than 10 years is prohibited.

Commentary

8. Bicycle parking. Bicycle parking regulations are in Chapter 33.266, Parking and Loading. For most types of development, bicycle parking requirements are based on the primary use, such as Office or Retail Sales and Service. For Commercial Parking, which includes Visitor and Undedicated General Parking, bicycle parking is based on the number of motor vehicle parking spaces. There are special bicycle parking requirements for Preservation Parking, as set out in Subsection B., above; these regulations apply in addition to the requirements of Chapter 33.266.

~~9. Parking in a building in the West End subarea. In the West End subarea, parking on the ground floor of a building is not allowed unless the requirements of this paragraph are met. Ground level includes any area less than 9 feet above grade that is not below grade. Where parking occupies more than 50 percent of the gross building area of a structure, the regulations of G.5., above, also must be met.~~

~~One parking space per 5,000 square feet of site area may be on the ground floor of a building if one of the following standards is met:~~

~~a. The parking spaces and any vehicles parked in the spaces must be completely screened from all adjacent rights-of-way; or~~

~~b. The parking spaces must be at least 20 feet from all property lines.~~

Commentary

33.510.262 Parking Built before [insert effective date]

The intent of this code section is to generally to allow existing parking to operate as approved by the City at the time of the application. The primary change is that RX and Residential/Hotel go away as parking types. Parking approved under these types are now converted to Growth Parking. As such, if the parking is in a structure it can now operate as commercial parking. But if the parking is on a surface lot, it maintains the operating restrictions it originally had. This will have the effect of encouraging the redevelopment of surface lots by making structured parking more attractive given that it will have fewer operating restrictions than surface lots. If surface lots were approved as Growth parking for office, then they can operate as commercial. But Growth parking for non-office, and parking approved for residential uses will only be allowed to operate as accessory.

An exception is given to the Central Eastside, where a City-led parking management program is transitioning long-term (more than 4 hours) on-street parking from a permit program that gives preference to employees and residents of the district to short-term (4 hours or less) metered parking, primarily to serve customers and visitors. Given this situation, the code allows existing off street, surface parking that is underutilized to be used commercially to serve residents and employees of the district, by allowing monthly passes to be sold. The code does not allow the sale of hourly or daily parking given that these types of parking do not serve employees or residents well, and instead serve short-term users whose needs are being met by the City expanding the supply of on-street parking made available for short-term parking. Finally, these restrictions will also limit the attraction of using surface lots as commercial parking.

33.510.262 Parking Built before [insert effective date]~~H. Special regulations for existing parking.~~

A~~1.~~ **Purpose.** With adoption of the Central City 2035 Plan in 2017~~Transportation Management Plan in 1995~~, the regulations for parking in the Central City plan district were significantly revised. To simplify and streamline regulations for parking that existed when the regulations changed, operation restrictions and reporting requirements have been reduced. ~~most parking in the Core Area is automatically given Central City Parking Review (CCPR) status. Some surface lots have to apply to convert to CCPR status.~~

~~The purpose of the special regulations for some existing surface parking lots is to convert surface parking lots approved under the Downtown Plan and Downtown Parking and Circulation Policy to be consistent with the approaches of the CCTMP. These regulations focus more on physical improvements than operational elements. In addition, a CCPR approval under this process, by superceding previous approvals and conditions of Conditional Uses, Downtown Development Reviews, and Revocable Permits for parking on the parking lot—will simplify future reviews and provide more flexibility for the operators on how the parking may be managed and used.~~ The new ~~CCPR~~ regulations does ~~not automatically~~ supersede other types of approvals such as existing Preservation Parking covenants, design review and adjustments.

C~~2~~. **Where these regulations apply.** These regulations ~~of Subsections H. through L.~~ apply to all parking that legally existed on [insert effective DATE of Central City 2035 Plan]~~January 8, 1996 or on the date when the site became part of the Central City plan district, whichever is later.~~ The regulations also apply to all parking where a complete application was received before [insert effective DATE]~~January 8, 1996~~, or parking that received either a land use or building permit before [insert effective DATE]~~January 8, 1996~~.

D. Assignment of parking types. The parking types assigned below are the same types as described in Subsection 33.510.261.B.

1. If the parking was built as Growth Parking it continues to be Growth Parking.
2. If the parking was built as Preservation Parking it continues to be Preservation Parking.
3. If the parking was built as RX Zone Parking or Residential/Hotel Parking it is now Growth Parking.
4. If the parking was built as Visitor Parking it continues to be Visitor Parking.
5. All other parking is Undedicated General Parking.

Commentary

E. Operation.

1. For parking in a structure:

   a. Growth Parking may operate as accessory or commercial parking. In the Central Eastside subdistrict, commercial parking is subject to the following limitations:

      (1) Monthly permits are only available to residents and employees of the subdistrict;

      (2) Hourly and daily parking is prohibited; and

      (3) Operation as a commercial parking facility must be approved by the Portland Bureau of Transportation.

   b. Preservation Parking may operate as accessory or commercial parking. In the Central Eastside subdistrict, commercial parking is subject to the following limitations:

      (1) Monthly permits are only available to residents and employees of the subdistrict;

      (2) Hourly parking is prohibited; and

      (3) Operation as commercial parking facility must be approved by the Portland Bureau of Transportation.

   c. Visitor Parking is operated as commercial parking except that sale of monthly permits and "early bird" discounts are prohibited. Limitations on operation apply on weekdays between 7:00 AM and 6:00 PM.

   d. Undedicated General Parking. The operation of Undedicated General Parking is subject to all previous conditions of approval.

2. For surface parking:

   a. Growth Parking:

      (1) Growth Parking for Office uses may operate as accessory or commercial parking. In the Central Eastside subdistrict, commercial parking is subject to the following limitations:

         - Monthly permits are only available to residents and employees of the subdistrict;
         - Hourly and daily parking is prohibited; and
         - Operation as commercial parking facility must be approved by the Portland Bureau of Transportation.

      (2) Growth Parking that was operating as RX Zone Parking on [insert effective date] must operate as accessory to a Residential use.

Commentary

(3) All other Growth Parking must operate as accessory parking between the hours or 7 AM to 6 PM, and may operate as commercial parking during other hours. In the Central Eastside subdistrict, commercial parking is subject to the following limitations:

- Monthly permits are only available to residents and employees of the subdistrict;
- Hourly and daily parking is prohibited; and
- Operation as commercial parking facility must be approved by the Portland Bureau of Transportation.

b. Preservation Parking may operate as accessory or commercial parking. In the Central Eastside subdistrict, commercial parking is subject to the following limitations:

(1) Monthly permits are only available to residents and employees of the subdistrict;

(2) Hourly and daily parking is prohibited; and

(3) Operation as commercial parking facility must be approved by the Portland Bureau of Transportation.

c. Undedicated General Parking. The operation of Undedicated General Parking is subject to all previous conditions of approval.

F~~3~~. **Changes.** Changes to parking regulated by this ~~subs~~ Section are regulated as follows.

1~~a~~. Changes that would be prohibited if requested for new parking are prohibited.

2~~b~~. Changes from one type of parking to Visitor Parking or changes from Visitor Parking to Preservation or Growth requires a CCPR. ~~another are processed as if they were new parking, except that changing from Preservation to any other type of parking~~ requires a CCPR. ~~For example, changing Growth Parking to Preservation Parking requires a CCPR, and changing Preservation Parking to Growth Parking requires a CCPR. All current regulations will apply.~~

3~~c~~. Changes in conditions of approval requires CCPR.

4~~d~~. An increase in the number of spaces requires CCPR for the additional spaces only.

Commentary

e. A decrease in the number of spaces by reconfiguration is allowed without review. Replacement of those spaces is allowed, but the number of spaces on the site may not exceed the number for the site. in the Central City Plan District Parking Inventory.

f. Reconfiguration that does not change the number of spaces is allowed without CCPR, but may require design review.

g. Placing vending carts in surface parking lots is allowed without CCPR review, but design review may be required. Spaces occupied by such carts are not considered a decrease in spaces. The spaces may be returned to parking use without review.

h. Physical changes to the site, such as an increase in the amount of landscaping or addition of other pedestrian amenities, is allowed without CCPR review, but design review may be required. This does not include an increase in the number of spaces, or any changes that violate conditions of approval or current regulations. Those changes require CCPR review.

I. The regulations of this subsection apply to parking in a structure.

1. In the CX and EX zones:

a. Parking that was operating on January 1, 1995, and has never operated under a conditional use is subject to the following:

(1) If the parking was legally operating as Commercial Parking or as accessory to uses other than hotel or residential, it is Undedicated General Parking.

(2) If the parking was legally operating as accessory to hotel or residential uses, it is Residential/Hotel Parking.

b. Parking that received a conditional use and was operating on January 18, 1996 or on the date when the site became part of the Central City plan district, whichever is later, is subject to the following:

(1) All previous conditions of approval continue to apply.

(2) If the parking was last approved as accessory parking for uses other than hotel or residential, it is Growth Parking.

(3) If the parking was last approved as accessory parking for hotel or residential uses, it is Residential/Hotel Parking.

(4) If the parking was last approved as short-term commercial parking, it is Visitor Parking.

(5) If the parking was last approved as long-term commercial parking, it is Undedicated General Parking.

2. In the RX zone:

Commentary

a. If the parking was last approved as commercial parking, it is Undedicated General parking.

b. If the parking was last approved as accessory to residential or hotel uses, it is Residential/Hotel Parking.

c. If the parking was last approved as accessory to nonresidential, non-hotel uses, it is RX Zone Parking.

J. The regulations of this subsection apply to parking in a surface lot that was operating on January 1, 1995, and has never operated under a conditional use that required periodic reapplication.

1. In the CX and EX zones:

a. Except as provided in Subparagraph J.1.b., below, the parking is Undedicated General Parking;

b. Superblocks. Where the parking is on a superblock which includes at least 20,000 square feet of vacated street area, and where the owner agrees to rededicate at least 20,000 square feet of vacated street area as public right-of-way, the parking is Growth Parking.

2. Parking in the RX zone is subject to the following:

a. If the parking was operating as commercial parking on December 16, 1994, as shown in the RX Zone Surface Parking Use and Landscaping Inventory, it is Undedicated General Parking.

b. If the parking was operating as accessory parking on December 16, 1994, as shown in the RX Zone Surface Parking Use and Landscaping Inventory, it is RX Zone Parking.

3. In all zones, no additional landscaping is required, unless the parking lot abuts a parking lot regulated by Subsection K., below. If the parking lot abuts such a parking lot, the regulations of Subsection L., below must be met:

K. The regulations of this subsection apply to parking in a surface lot that received a revocable permit or a conditional use that required periodic reapplication, and was operating on January 8, 1996.

1. Review required. All parking lots are subject to Central City Parking Review (CCPR).

2. Application for Central City Parking Review.

a. The Parking Manager will mail notice to all owners of these parking lots. The notice will be mailed on or before January 8, 1996. The notice will inform the owner of the deadline for their application, as specified in Subparagraph K.2.b., below.

b. A complete application must be received by July 8, 1996, or six months after the notice in Subparagraph K.2.a., above, is mailed, whichever is later. If a complete

Commentary

application is not received by this date, the Director of BDS may initiate enforcement proceedings.

c. In addition to the standard application requirements of Section 33.730.060, the following is required:

(1) Additional information necessary to show the approval criteria are met;

(2) A signed agreement between the applicant and the Parking Manager to provide the information specified in Subparagraph K.6.a., below; and

(3) A landscape/screening plan for the parking lot.

- If the landscape/screening plan is not implementing one of the landscape/screening options of Paragraph K.7., below, an application for Design Review must be submitted along with the application for CCPR.
- If the landscape plan is implementing landscaping/screening Option 1, as set out in Subparagraph K.7.a., below, the application must include a written statement as to how the landscape plan meets prior conditions.

d. The Central City Parking Review is processed through a Type III procedure. Approval criteria are in Section 33.808.300.

3. Approval of Central City Parking Review supersedes previous approvals and conditions of Conditional Uses, Downtown Development Reviews, and Revocable Permits for parking on the parking lot. It does not automatically supersede other types of approvals, such as design review or adjustments.

4. Regulations in the CX, EX, and OS zones. In the CX, EX, and OS zones, the following regulations apply.

a. All parking is Undedicated General Parking, subject to the limitations and regulations of this paragraph.

b. Carpool parking.

(1) Monthly carpool parking must be offered. If the parking lot has an attendant at any time between 7:00 and 10:00 AM on weekdays, 15 percent of the parking spaces must be offered to carpools. If the parking lot does not have an attendant at any time between 7:00 and 10:00 AM on weekdays, 20 percent of the parking spaces must be offered to carpools.

(2) The carpool parking must be marketed by:

- A sign at each entrance of the lot advertising the availability of carpool parking; and
- Participation in the City's carpool program. Participation includes two elements. The owner of the parking lot must:
  - Pay a fee to the City for each carpool permit sold each month. The fee is 5.5 percent of the rate charged for the carpool permits.

Commentary

- Permit the City employees or representatives to enter the parking lot to promote carpooling to those who park there. The owner may limit this access to every six months.

(3) Carpool permits must cost at least 10 percent less than monthly non-carpool permits on the lot.

(4) If no permits are available for carpool parking when the Central City Parking Review approval is final, the operator of the parking lot must maintain a waiting list, and those requesting carpool permits will receive permits before any others.

c. Short-term parking.

(1) If the parking lot has an attendant at any time between 7:00 and 10:00 AM on weekdays, short-term parking will be offered by:

Offering an hourly rate for parking, and

Where there is a sign at an entry, the sign must either advertise the availability of hourly parking, or include the initial hourly or half-hourly rate. The size of lettering for the time increment will be at least 40 percent of the size of the lettering for the rate.

(2) If the parking lot does not have an attendant at any time between 7:00 and 10:00 AM on weekdays, no short-term parking is required.

5. Regulations in the RX zone. In the RX zone, the following regulations apply.

a. All parking that was operating as commercial parking on December 16, 1994, as shown in the RX Zone Surface Parking Use and Landscaping Inventory, is Undedicated General Parking, subject to the limitations and regulations of this subparagraph.

(1) Where the most recent land use approval for the parking was a conditional use permit, It will be subject to the regulations and procedures for the CX, EX, and OS zones in Paragraph K.4., above.

(2) Where the most recent land use approval for the parking was a revocable permit, it will be converted to Undedicated General Parking subject to the following limitations:

- Parking for residents will be offered. Parking will be offered to residents of buildings in the portion of the Core Area zoned RX.
- Parking for these residents will be offered on a monthly basis, and cost no more than any other monthly parking permit for the lot.
- The availability of parking for residents will be included on a sign at each entrance of the lot.
- If no permits are available for parking for these residents when the Central City Parking Review approval is final, the operator of the parking lot will maintain a waiting list, and those residents requesting permits will receive permits before any others.

Commentary

Special landscaping and screening for existing parking. Staff proposes to eliminate these special standards for existing parking. In the case of upgrades to existing parking facilities the landscaping standards in 33.266 will apply.

b. Parking that was operating as parking accessory to residential uses on December 16, 1994, as shown in the RX Zone Surface Parking Use and Landscaping Inventory, is Residential/Hotel Parking. It will be subject to the same regulations as other Residential/Hotel Parking in the Core Area.

c. Parking that was operating as parking accessory to nonresidential uses on December 16, 1994, as shown in the RX Zone Surface Parking Use and Landscaping Inventory, is RX Zone Parking.

6. Regulations in all zones.

a. The applicant must provide operations reports to the City every six months. The operation reports are based on a sample of two days during every six-month reporting period, and include information on the following:

(1) Physical: Number of parking spaces.

(2) Usage: How the parking spaces were used, based on the following categories. Percentage of parking used for:

- Short-term
- Long-term daily (four or more hours) and monthly permit (other than carpool)
- Carpool monthly permit
- If the parking spaces are in the RX zone, monthly permit for a resident of the RX zone

(3) For RX Zone Parking, what uses the parking was accessory to during the preceding six months.

(4) Hours of Operation: What the hours of operation are on weekdays, Saturday, Sunday, and whether the facility is open during special events in the area.

b. Wheel stops. Wheel stops are required adjacent to perimeter screening and landscaping. The wheel stops must be at least 3-1/2 feet from the centerline of the tree trunks and hedges or fence or wall in the perimeter landscaping and screening.

c. Landscaping. All parking lots must either meet one of the landscaping and screening standards in Paragraph K.7., below, or obtain approval of an alternative landscaping and screening design through the Design Review process. The applicant may choose one of these options. The application for Design Review must be submitted with the application for Central City Parking Review.

The standard must be met within 9 months of the final approval of the Central City Parking Review unless there is an approved development for the site. If an alternative design is approved through the Design Review process, the landscaping and screening must be installed within 9 months of the final Design Review approval, unless there is an approved development for the site. Approved development means a project approved through design review.

7. Special landscaping and screening standards.

Commentary

a. Landscaping/screening Option 1; Prior conditions. Install the landscaping and screening required by the previous land use approvals. No additional landscaping and screening will be required except where the previous approvals required no landscaping or screening. In that case, the standard of either Subparagraph K.7.b. or K.7.c., below must be met.

b. Landscaping/screening Option 2; Narrow hedge. Install the following hedge and trees:

(1) A hedge along all street lot lines, except where there is a driveway. The hedge must consist of plants that:

- Completely fill the area between the street lot line and a line at least 3 feet in from the lot line;
- Are at least 3 and no more than 3-1/2 feet in height; and
- Form a continuous screen at least 95 percent opaque year-round.

The hedge may be interrupted by trees; the gap in the hedge may be up to 2-1/2 feet wide.

(2) Trees along all street lot lines, as follows:

- Number: At least one tree for every 30 feet of street property line, including driveways.
- Location: The trees must:
  - Be within 3 feet of the street property line;
  - Be no more than 30 feet from each other, except where a driveway is wider than 30 feet. Where the driveway is wider than 30 feet, the trees must be as close as possible to the edges of the driveway.
- Type:
  - If there are street trees adjacent to the street property line, the trees must be one or more of the types listed in Subparagraph K.7.d., below.
  - If there are not street trees adjacent to the street property line, the trees must be one or more of the types listed in Subparagraph K.7.e., below.

(3) Trees within the parking area, as follows:

- Number: At least one tree for every 5,000 square feet of parking area.
- Location: The trees must:
  - Be at least 10 feet from the street property line; and
  - Be at least 25 feet from each other.
- Type: The trees must be one or more of the types listed in Subparagraph K.7.e., below.

c. Landscaping/screening Option 3; Urban fence. Install the following fence and trees:

(1) A fence along all street lot lines, except where there is a driveway. The fence must:

Commentary

- Be at least 4 and no more than 6 feet in height;
- Include vertical elements, such as pickets, that are:
  - At least 1 inch wide; and
  - No more than 6 inches apart, on center;
- Be made of wrought iron or similar metal; and
- Be black or a dark color.

The fence may be interrupted by trees; the gap in the fence may be up to 2-1/2 feet wide.

(2) Trees along all street lot lines, as follows:

- Number: At least one tree for every 30 feet of street property line, including driveways.
- Location: The trees must:
  - Be within 3 feet of the street property line;
  - Be no more than 30 feet from each other, except where a driveway is wider than 30 feet. Where the driveway is wider than 30 feet, the trees must be as close as possible to the edges of the driveway;
- Type:
  - If there are street trees adjacent to the street property line, the trees must be one or more of the types listed in Subparagraph K.7.d., below.
  - If there are not street trees adjacent to the street property line, the trees must be one or more of the types listed in Subparagraph K.7.e., below.

(3) Trees within the parking area, as follows:

- Number: At least one tree for every 5,000 square feet of parking area.
- Location: The trees must:
  - Be at least 10 feet from the street property line; and
  - Be at least 25 feet from each other;
- Type: The trees must be one or more of the types listed in Subparagraph K.7.e., below.

d. Small and columnar trees. The following trees have minimal "litter," and have a branching structure that will not interfere with street trees.

- Glorybower tree
- Newport Plum
- Flowering Ash
- Capital Pear
- Armstrong Red Maple
- Tschonoskii Crabapple

e. Large trees. The following trees have minimal "litter," and are taller and wider than the trees in Subparagraph K.7.d., above.

- Scarlet Oak
- Green Beech

Commentary

- ~~Copper Beech~~
- ~~Yellowood~~
- ~~Katsura~~
- ~~Urbanite Ash~~
- ~~Zelcova~~
- ~~Royal Burgundy Cherry~~

8. ~~Special landscaping and screening standards for sites where a surface parking lot regulated by Subsection J., above, abuts a surface parking lot regulated by this subsection. Where a surface parking lot regulated by Subsection J., above, abuts a surface parking lot regulated by this subsection, the regulations of Subsection L., below, must be met.~~

~~**L.** The regulations of this subsection apply to sites where a surface parking lot regulated by Subsection J., above, abuts a surface parking lot regulated by Subsection K., above. One of the standards of this subsection must be met or approval of an alternative landscaping and screening design must be obtained through the Design Review process. The applicant may choose one of these options.~~

1. ~~Where landscaping and screening required by the previous land use approvals on the portion of the lot regulated by Subsection K. included a hedge, either standard a. or b., below, must be met:~~

   a. ~~Install the landscaping and screening required by the previous land use approvals on the portion regulated by Subsection K., and, on the portion regulated by Subsection J. either:~~

      (1) ~~Install landscaping and screening to meet the standards of K.7.b.(1) and (2), above; or~~

      (2) ~~Where a hedge was previously required on the portion of the lot regulated by Subsection J., install the hedge and add trees to the hedge to meet the standards of K.7.b.(2).~~

   b. ~~Install landscaping and screening on the portion of the lot regulated by Subsection K. to meet the standard of Subparagraph K.7.c., above, and install landscaping and screening on the balance of the parking lot to meet the standards of K.7.c.(1) and (2), above.~~

2. ~~Where the previous land use approvals on the portion of the lot regulated by Subsection K. required no landscaping or screening, the standard of either Subparagraph K.7.b. or K.7.c., above must be met for the portion of the lot regulated by Subsection K., and the standards of either K.7.b.(1) and (2) or K.7.c.(1) and (2) must be met for the balance of the lot.~~

DELETE Remaining sections 33.510.264-33.510.267

510 Maps

Existing 510 maps are labeled “deleted” and provided as a set for reference purposes. This set is followed by the full set of proposed replacement maps and more commentary about the changes for each map. Where maps are proposed for deletion without a replacement, staff have provided commentary explaining this decision with the deleted map. All other maps are being replaced and their commentary can be found with the new maps.

Please note that Maps 510-1, 10, 12 are in the progress of being amended as part of the Employment Zoning Project to eliminate the Employment Opportunity Subarea map area (the provision is being updated to apply to all Central Eastside subdistrict IG1 zoned areas). Because that project is expected to go before City Council in summer of 2016 prior to the Central City 2035 Plan, that project's maps represent the existing maps for this project and are included in the “deleted” set to be replaced.

Summary of Map Changes

Existing Map	Proposed Map	Changes
510-1 Central City Plan District and Subdistricts	510-1 Central City Plan District and Subdistricts	Plan district and subdistrict boundaries have been updated.
510-2 Maximum Floor Area	510-2 Maximum Floor Area	Small number of FAR changes have been made.
510-3 Maximum Heights	510-3 Maximum Heights	Significant changes to height limits due to Scenic Resources Protection Plan update; “OS performance standards” feature has been moved to new Map 510-4.
New	510-4 Maximum Heights including Eligible Height Increases	New map showing the maximum height achievable including all bonuses and transfers.
510-4 Bonus Options Target Areas	510-5 FAR Bonus Options Target Areas	Updated to reflect the proposed bonus system.
510-5 Required Residential Development Areas	510-6 Special Residential Use Areas	Renamed and additional residential regulations added. Required residential development areas have been updated to reflect desired redevelopment in Goose Hollow.
510-6 Required Building Lines	510-7 Options for Required Building Lines	Updated to reflect the Street and Development Character concept.
New	510-8 Ground Floor Windows	New map created to implement the Street and Development Character concept.
510-7 Ground Floor Active Use Areas	510-9 Ground Floor Active Use Areas	Updated to reflect the Street and Development Character concept.
510-8 Core and Parking Sectors	510-10 Parking Sectors	Updated as part of PBOT’s Central City Parking Policy Update.
510-9 Parking Access Restricted Streets	Deleted	These streets are identified by new language in the Parking section.
510-10 Areas Where Additional Uses are Allowed in the OS Zone	510-11 Areas Where Additional Uses are Allowed in the OS Zone	Updated to include additional public parks.

Existing Map	Proposed Map	Changes
510-11 Special Areas	510-12 Retail Sales and Services Limited	Residential regulations have been moved to Map 510-6 and this map renamed. Retail limitations have been added to the Central Eastside where EX zoning is proposed.
510-12 Streetcar Alignment	510-13 Streetcar Alignment	Updated to reflect new streetcar lines.
510-13 Park Blocks Frontages	510-14 South Park Blocks Frontages	No changes proposed.
510-14 Areas Where Additional Uses are Allowed in the RX Zone	Deleted	Deleted along with associated code. The boundary of this area was added to Map 510-5 as the "West End bonus target area."
510-15 South Waterfront Greenway Public Access Map	510-15 South Waterfront Greenway Public Access Map	Minor updates made.
510-16 North Pearl Height Opportunity Area / South Waterfront Height Opportunity	510-16 North Pearl Height Opportunity Area / South Waterfront Height Opportunity	No changes proposed.
510-17 South Waterfront 2002 Top of Bank Line	Deleted	No longer need as this feature is fully described in the code language.
510-18 Area Where Vehicle Sales and Leasing, and Exterior Display and Storage are Restricted	510-17 Area Where Vehicle Repair and Vehicle Sales and Leasing Uses are Restricted	Updated to include new MAX light rail lines.
510-19 North Pearl Subarea Special Building Height Corridor	510-18 North Pearl Subarea Special Building Height Corridor	No changes proposed.
510-20 Pearl Development Transfer Opportunity Area	Deleted	No longer needed due to proposed changes to the way historic resources transfers are regulated.
510-21 Required Retail Sales and Service Use in South Waterfront	Deleted	No longer needed. Street and Development Character concept implementing code and map changes meet the intent of this map.
New	510-19 Required Master Plan Sites	Regulates redevelopment of sites important to the character of the Central City.
New	510-20 View Corridor Areas	Public view corridors based on the updated Central City Scenic Resources Protection Plan.

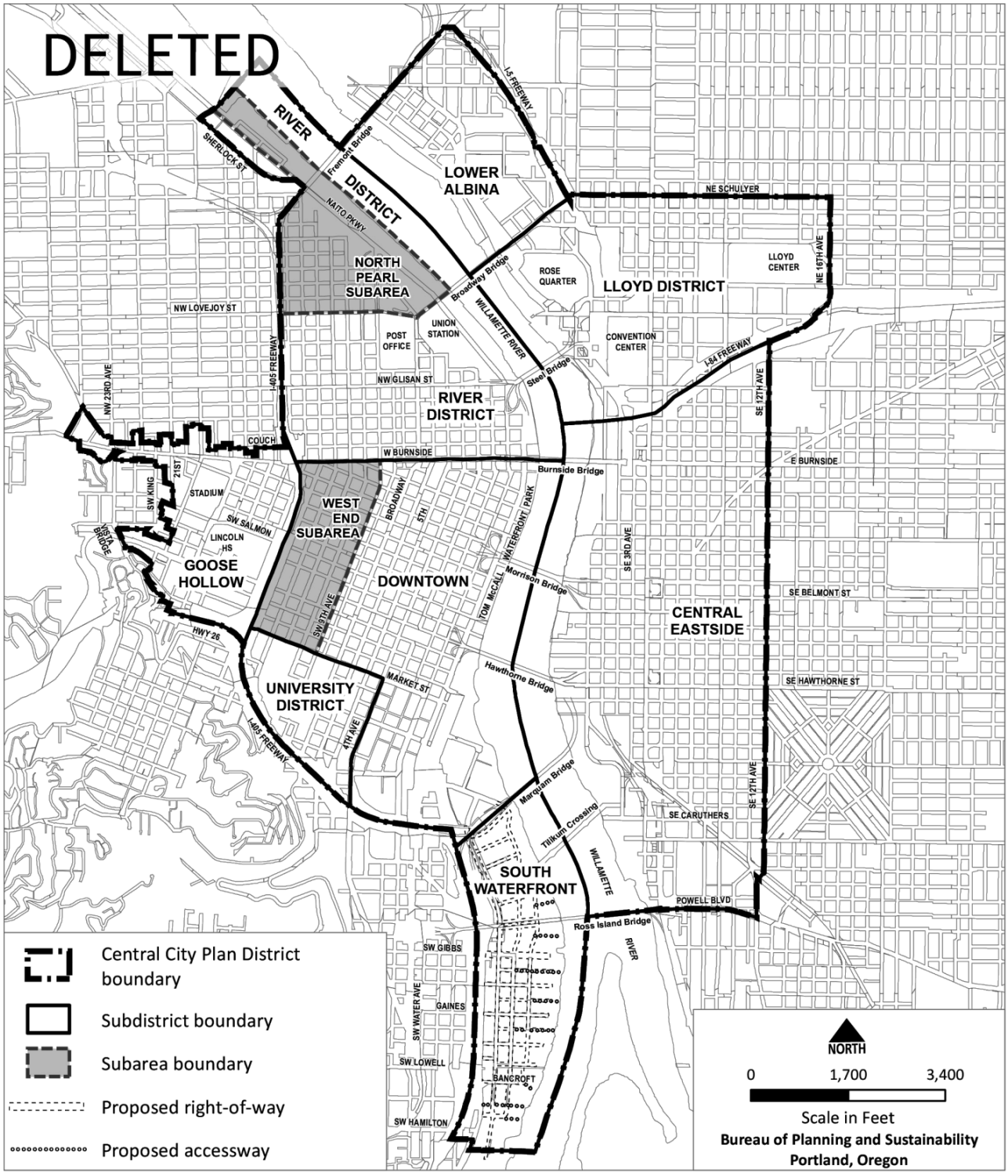
Commentary

Map 510-1 Central City Plan District and Subdistricts
This is the proposed map for the Employment Zoning Project which is expected to go before City Council in summer of 2016 prior to the Central City 2035 Plan. That project proposes to remove the Employment Opportunity Subarea from this map. This project further updates the map from the Employment Zoning Project. See the proposed set of maps in this document for details.

Central City Plan District and Subdistricts

Map 510-1

Map Revised Xxxxx X, 201X



Commentary

Floor Area Ratios

Map 510-2

Map 1 of 2

Map Revised June 5, 2015



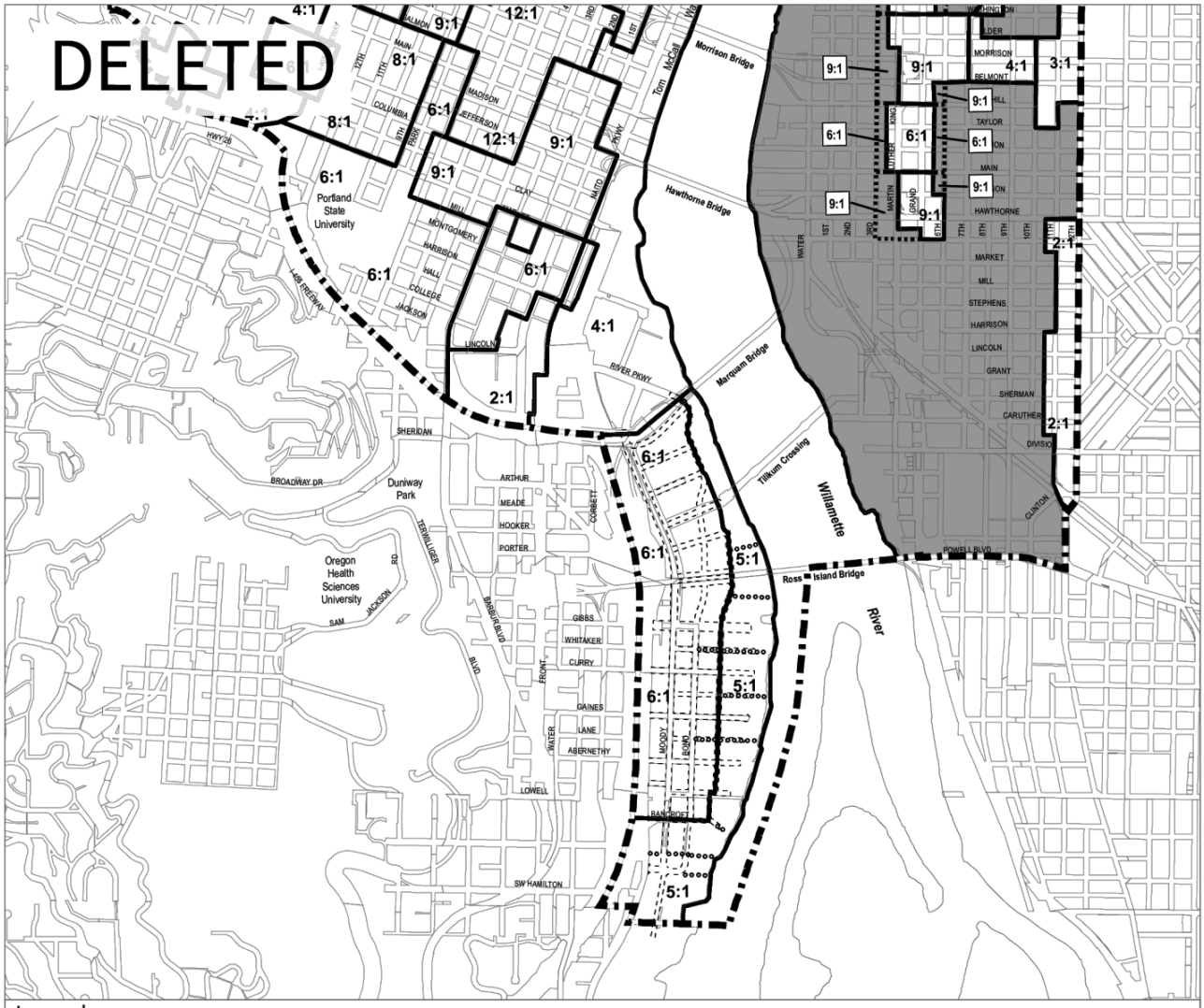
Commentary

Floor Area Ratios

Map 510-2

Map 2 of 2

Map Revised June 5, 2015



Legend

X	= Gross square foot of building		Area where floor area ratio (FAR) is determined by base zone
Y	= Square foot of site		FAR area boundary
X:Y	Maximum FAR		Boundary of allowable FAR when rezoned to EX
(X:Y)	Residential maximum FAR (33.510.56.200.B)		
X:Y	Allowable FAR when rezoned to EX		

Central City Plan District boundary

Proposed right-of-way

Proposed accessway

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

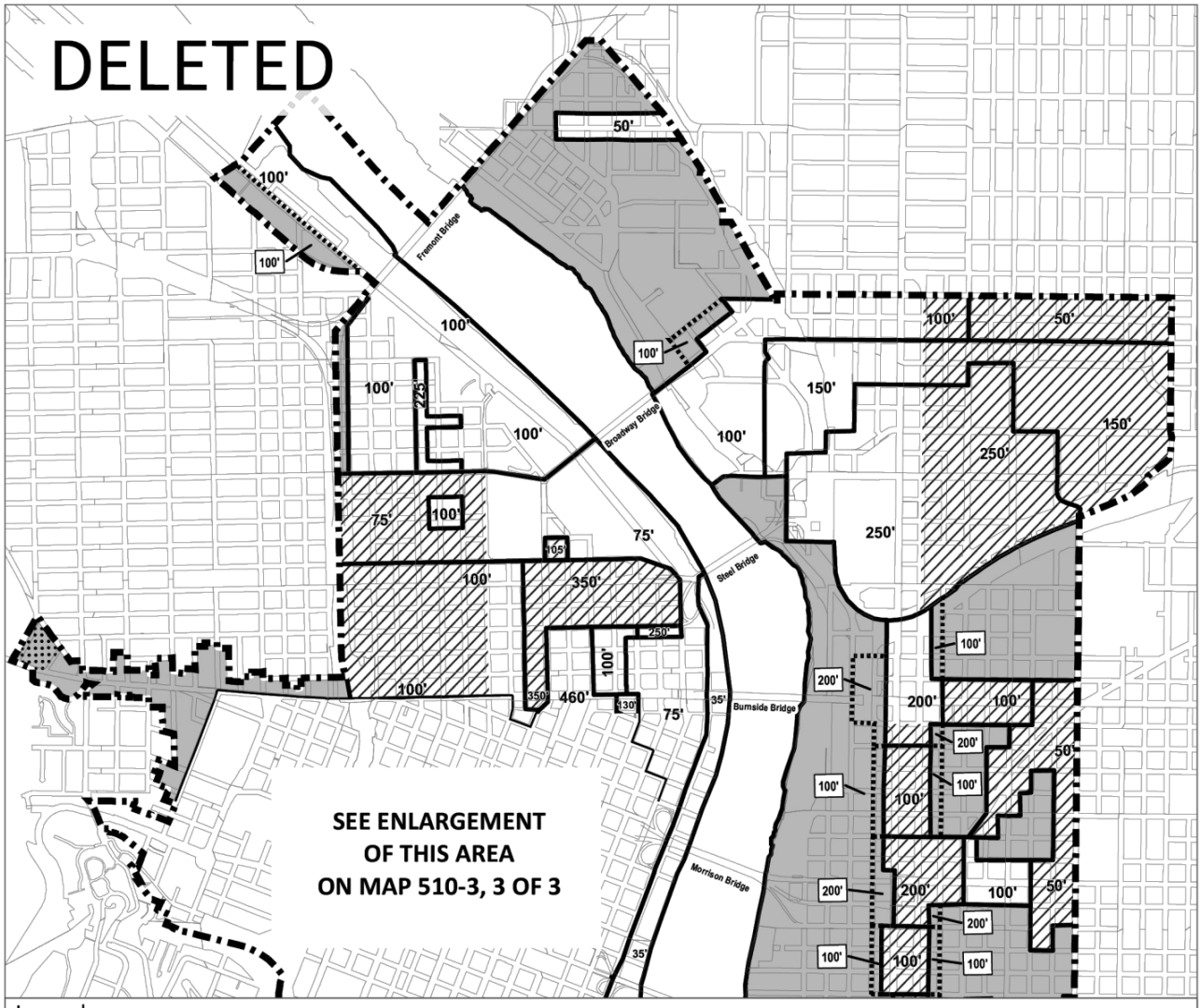
Commentary

Maximum Heights

Map 510-3

Map 1 of 3

Map Revised July 24, 2015



2/8/2016

Discussion Draft Central City 2035 Plan

Chapter 33.510, Central City Plan District

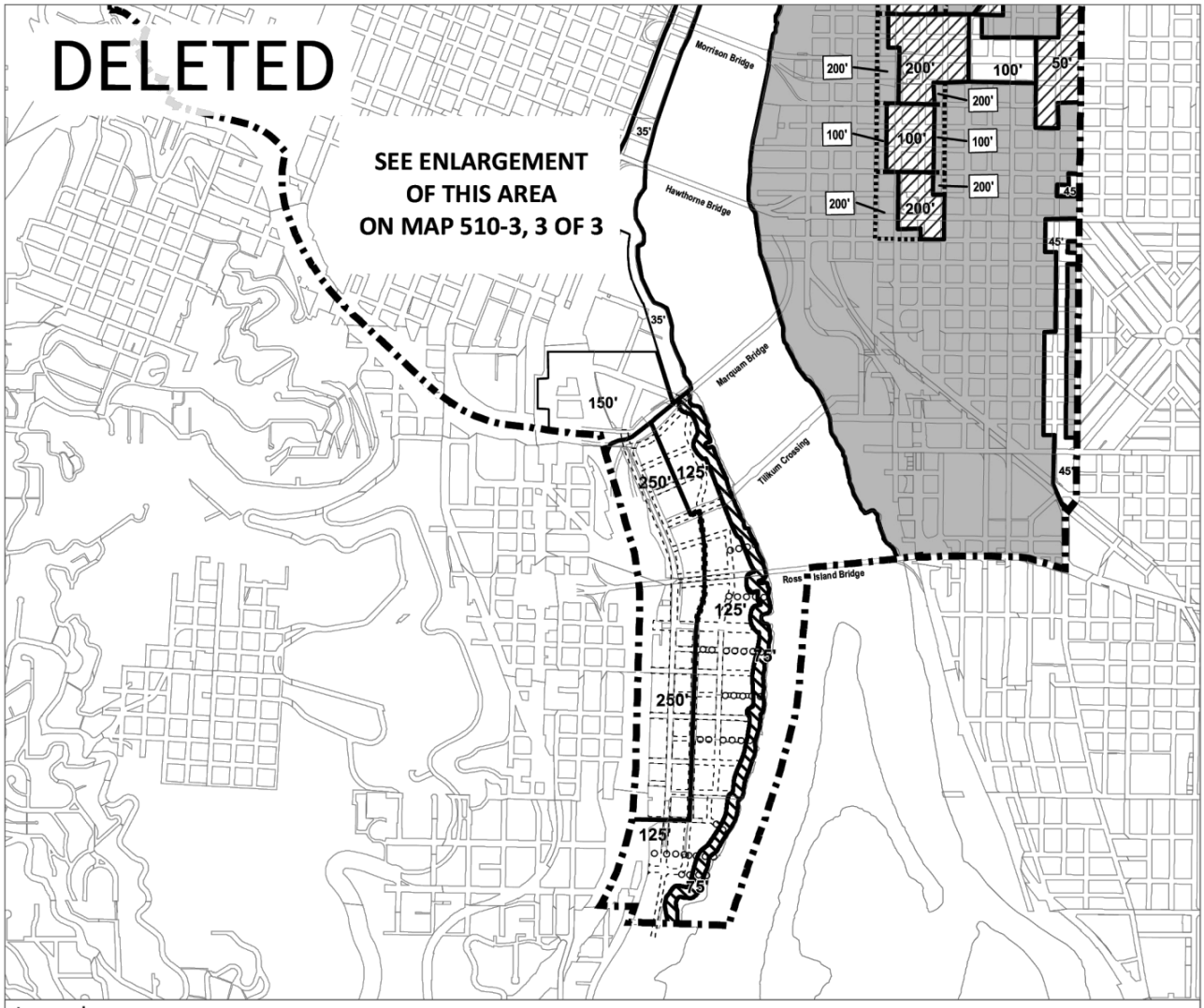
Commentary

Maximum Heights

Map 510-3

Map 2 of 3

Map Revised June 5, 2015



Legend

- X' — Maximum building height
- X' — Allowable building height when rezoned to EX or CX
- Areas where maximum height is determined by base zone
- Area eligible for general and housing height bonus
- Maximum height limit of 75' for first 125 feet from top of bank
- Proposed right-of-way
- Proposed accessways

- Central City Plan District boundary
- Maximum heights area boundary
- Boundary of area when building heights are tied to rezoning to EX or CX

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

2/8/2016

Discussion Draft Central City 2035 Plan
Chapter 33.510, Central City Plan District

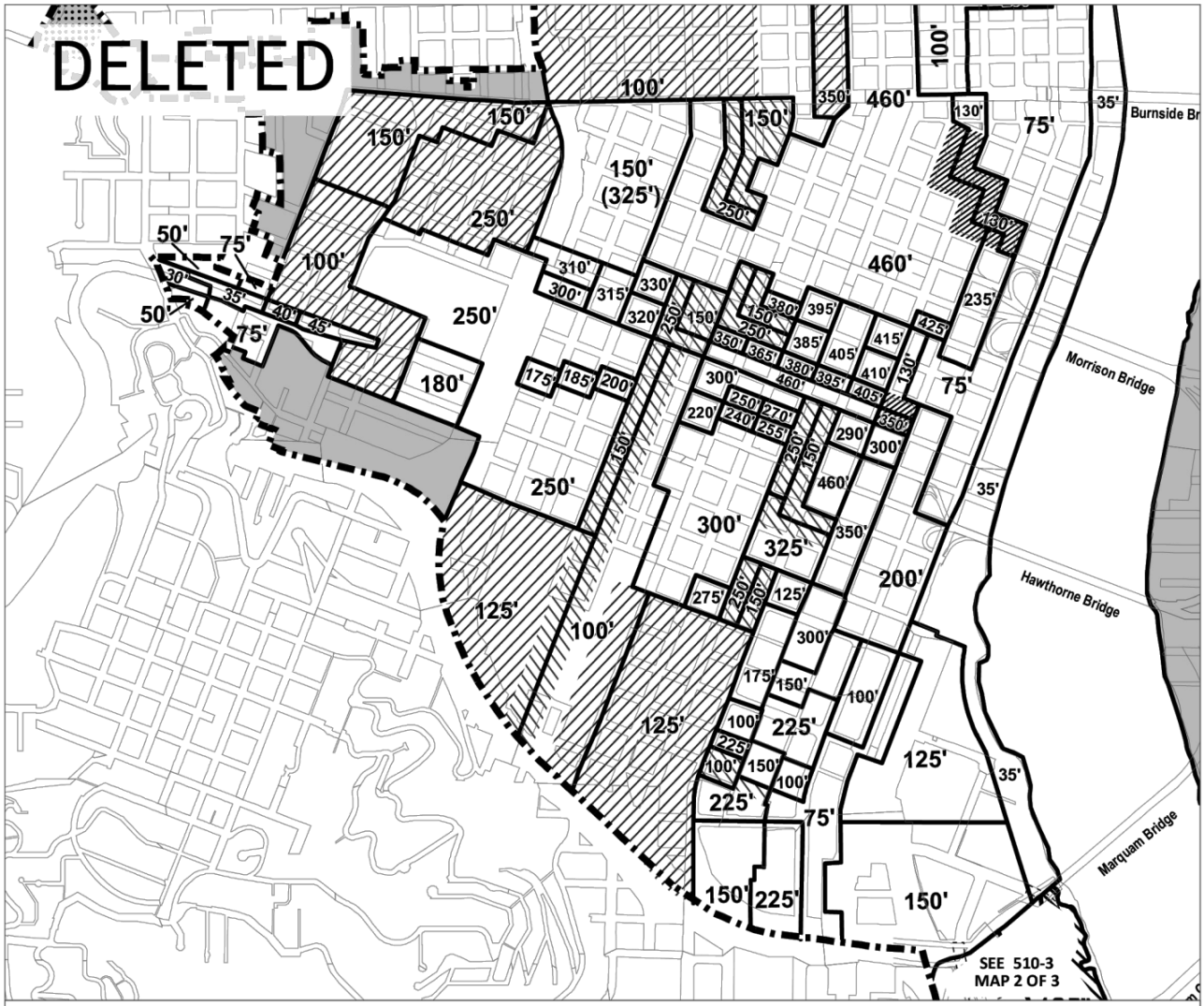
Commentary

Maximum Heights

Map 510-3

Map 3 of 3

Map Revised September 16, 2015



Legend

X'	Maximum building height		Areas where maximum height is determined by base zone		Area eligible for Open Space performance standards
(X')	Allowable height for residential (33.510.205.F)		Area eligible for general and housing height bonus		Area eligible for historic step-down exception
			Area eligible for housing height bonus only		

Central City Plan District boundary

Maximum heights area boundary

NORTH

0 900 1,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

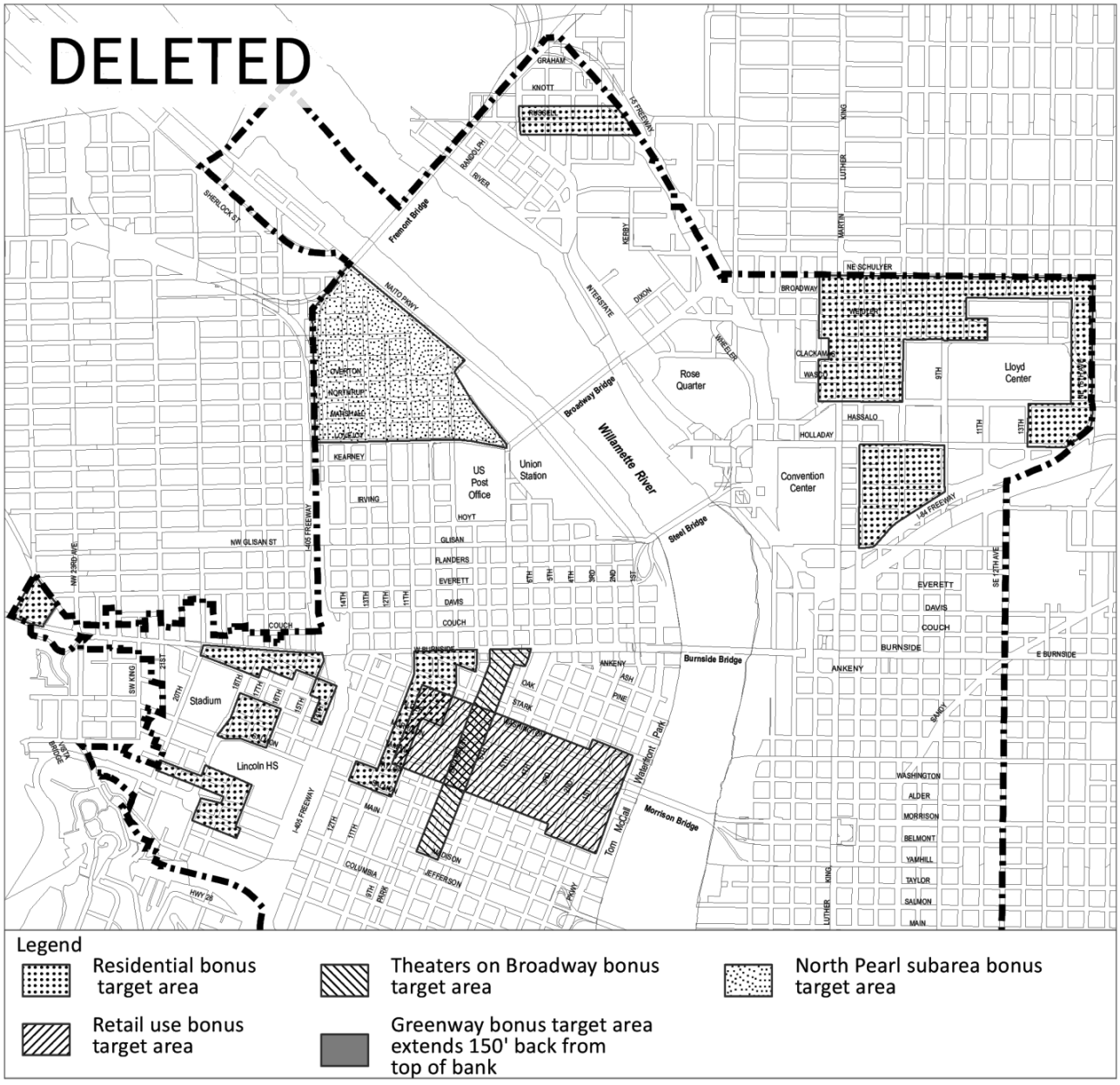
Commentary

Bonus Options Target Areas

Map 510-4

Map 1 of 2

Map Revised March 1, 2015



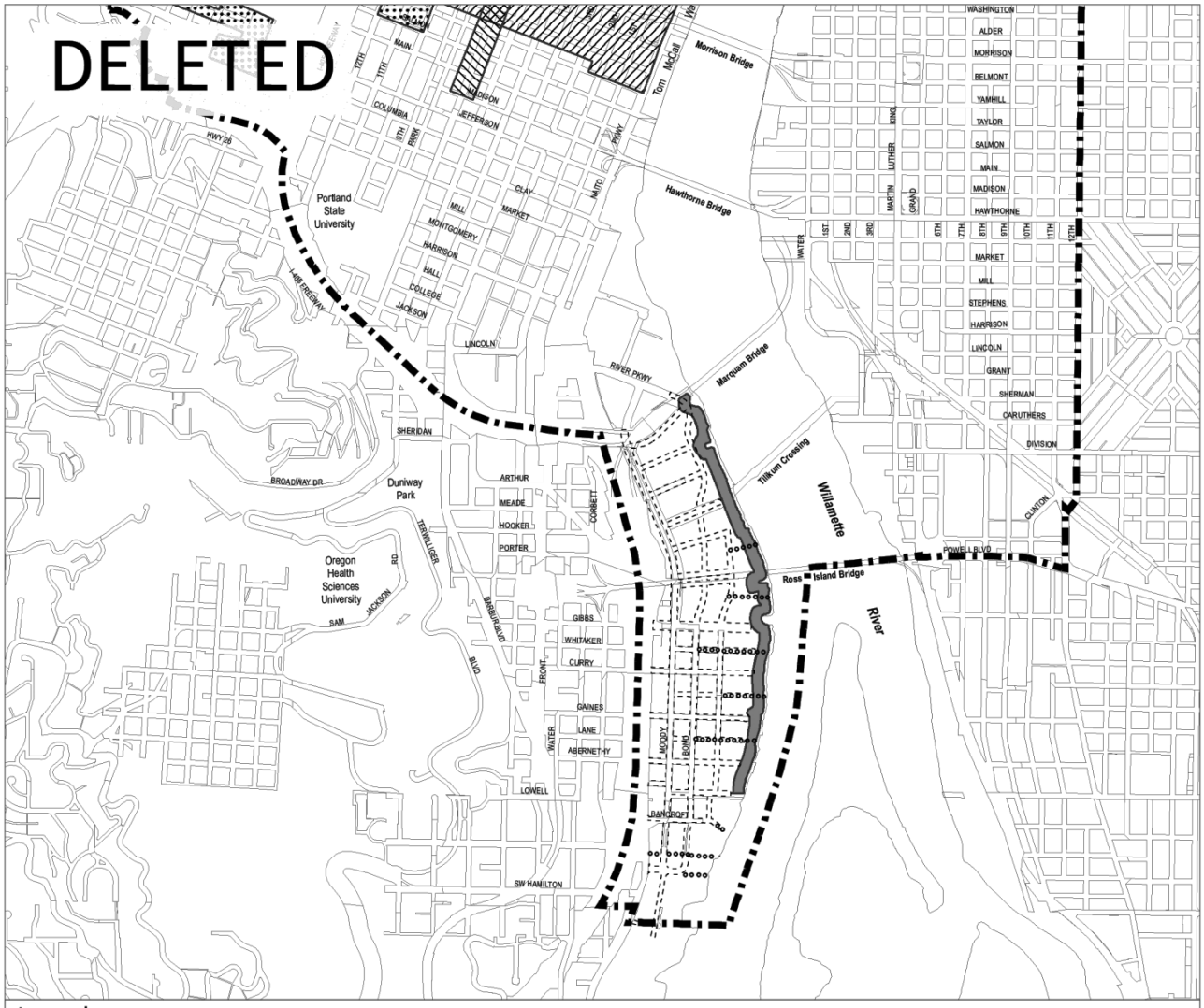
Commentary

Bonus Options Target Areas

Map 510-4

Map 2 of 2

Map Revised March 1, 2015



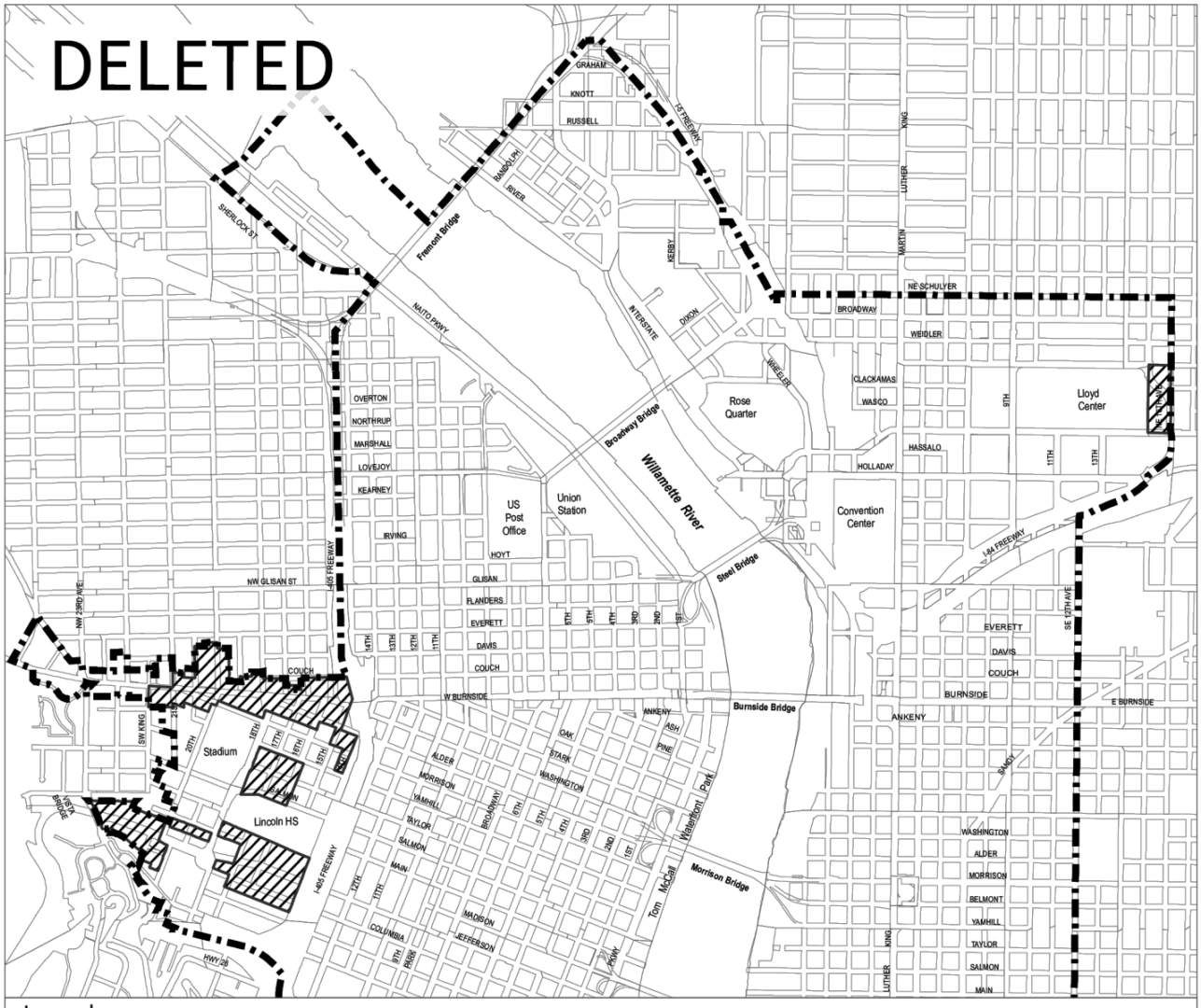
Commentary

Required Residential Development Areas

Map 510-5

Map 1 of 2

Map Revised March 1, 2015



Central City Plan District boundary

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

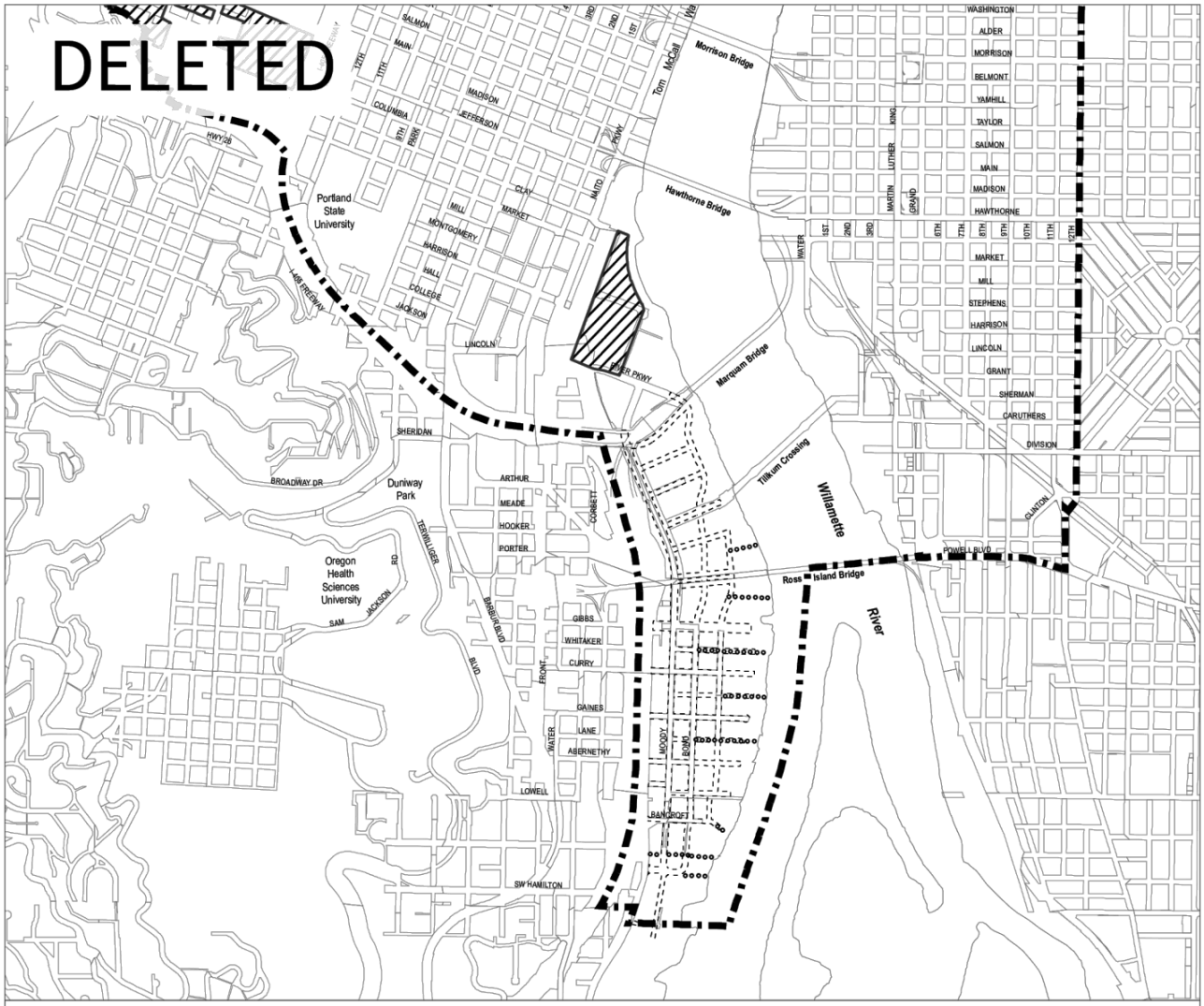
Commentary

Required Residential Development Areas

Map 510-5

Map 2 of 2

Map Revised March 1, 2015



Commentary

Required Building Lines

Map 510-6

Map 1 of 2

Map Revised March 1, 2015



Central City Plan District boundary

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

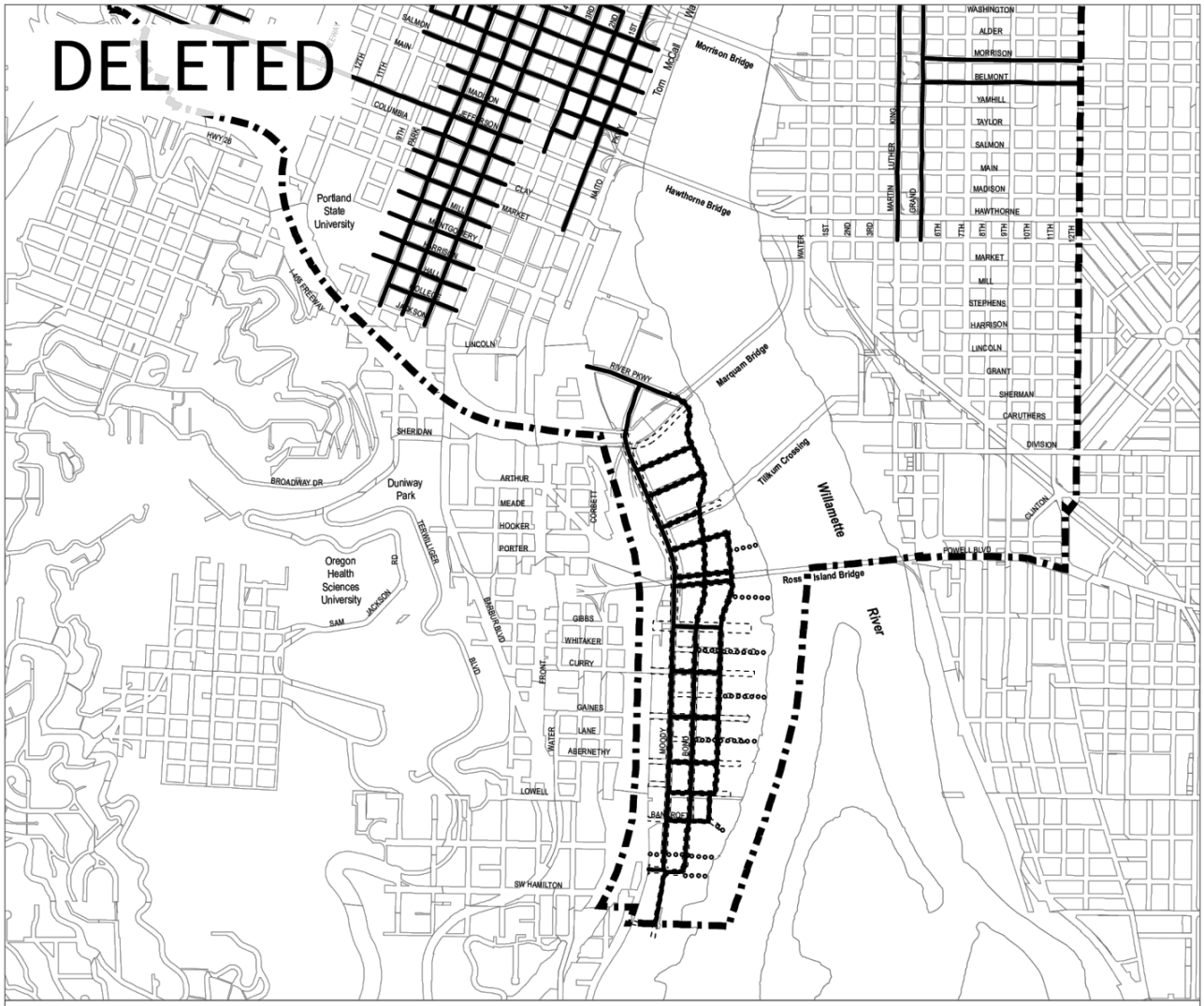
Commentary

Required Building Lines

Map 510-6

Map 2 of 2

Map Revised March 1, 2015



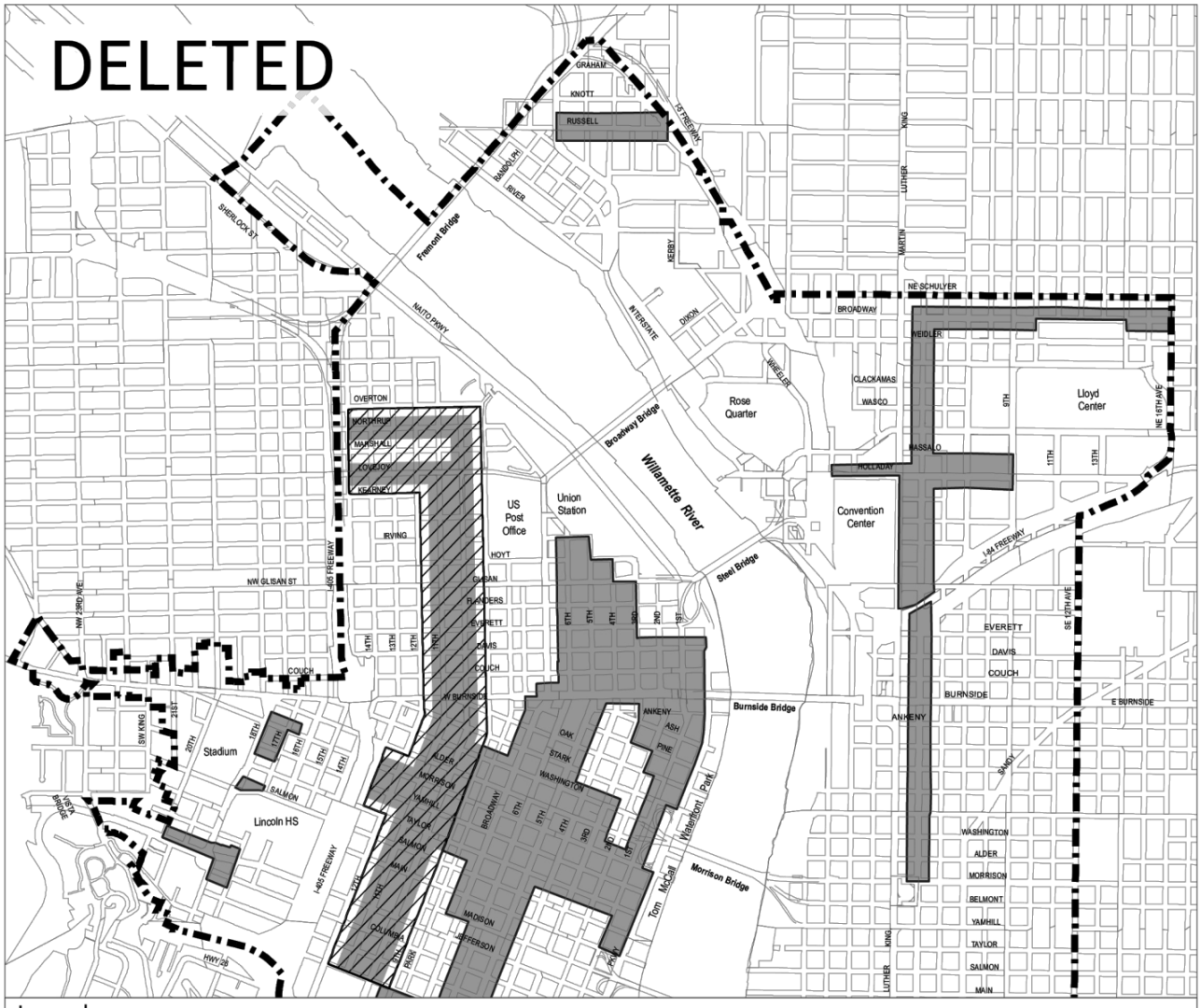
Commentary

Active Use Areas

Map 510-7

Map 1 of 2

Map Revised March 1, 2015



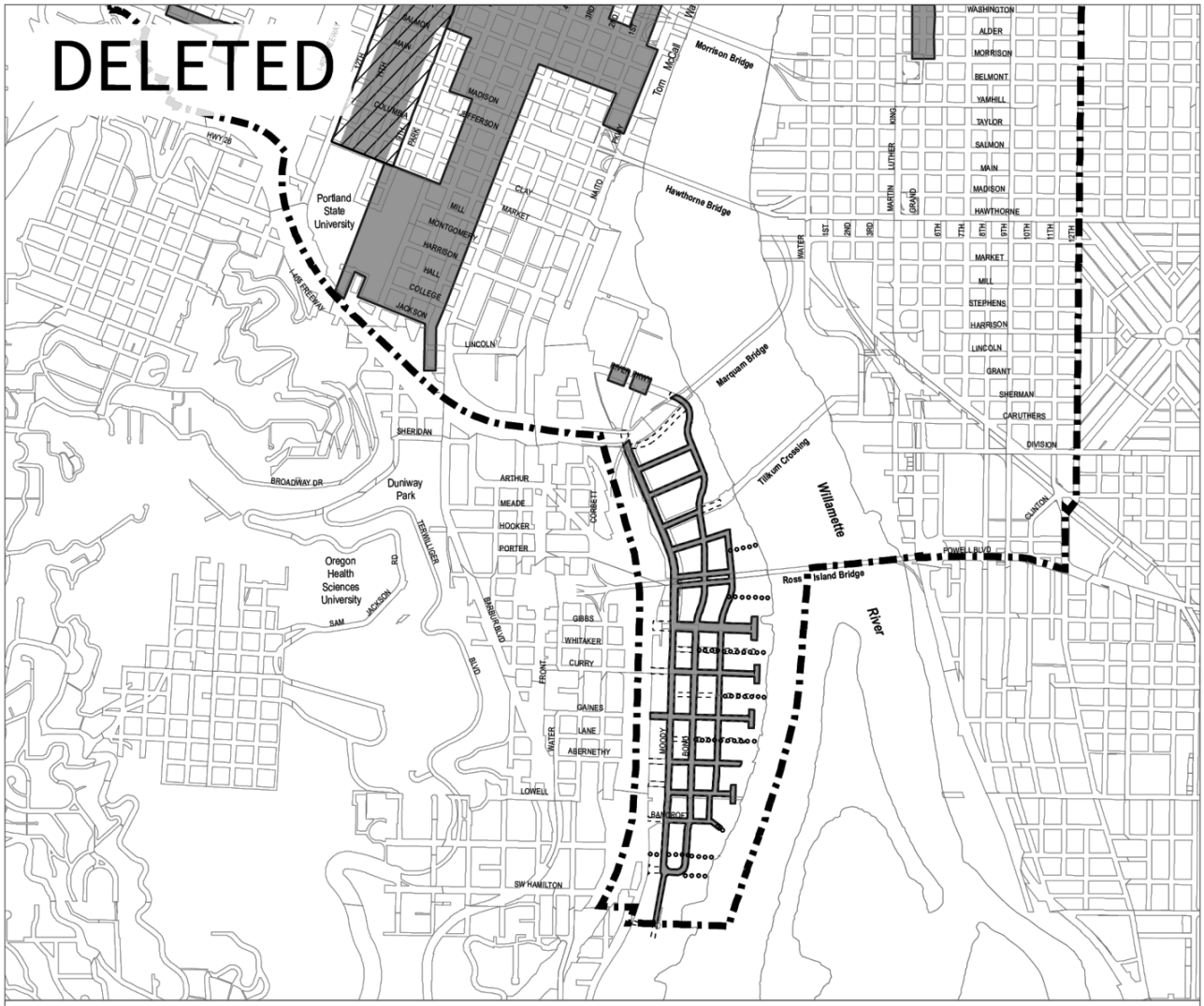
Commentary

Active Use Areas

Map 510-7

Map 2 of 2

Map Revised March 1, 2015



Central City Plan District boundary

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

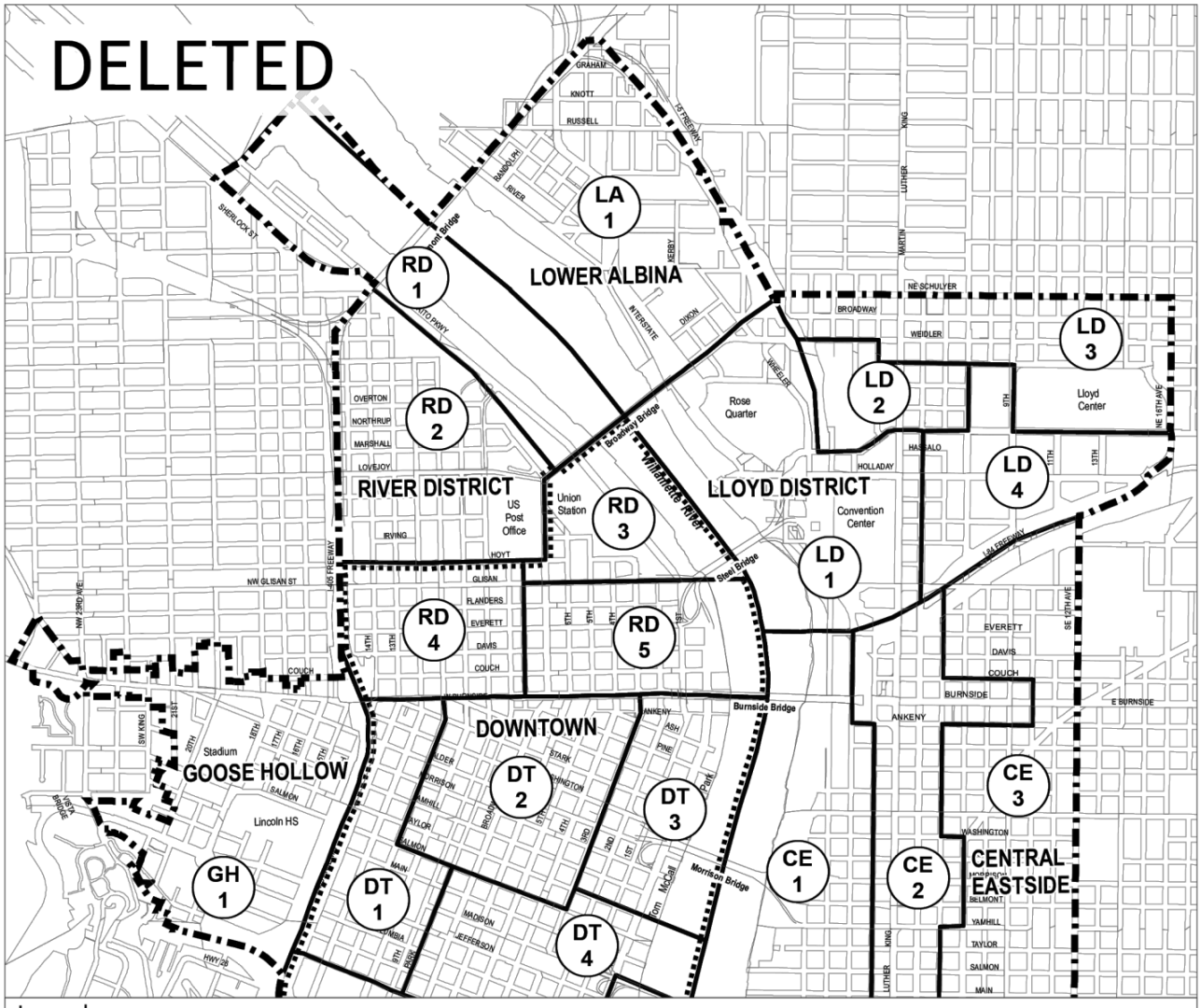
Commentary

Core and Parking Sectors

Map 510-8

Map 1 of 2

Map Revised March 1, 2015



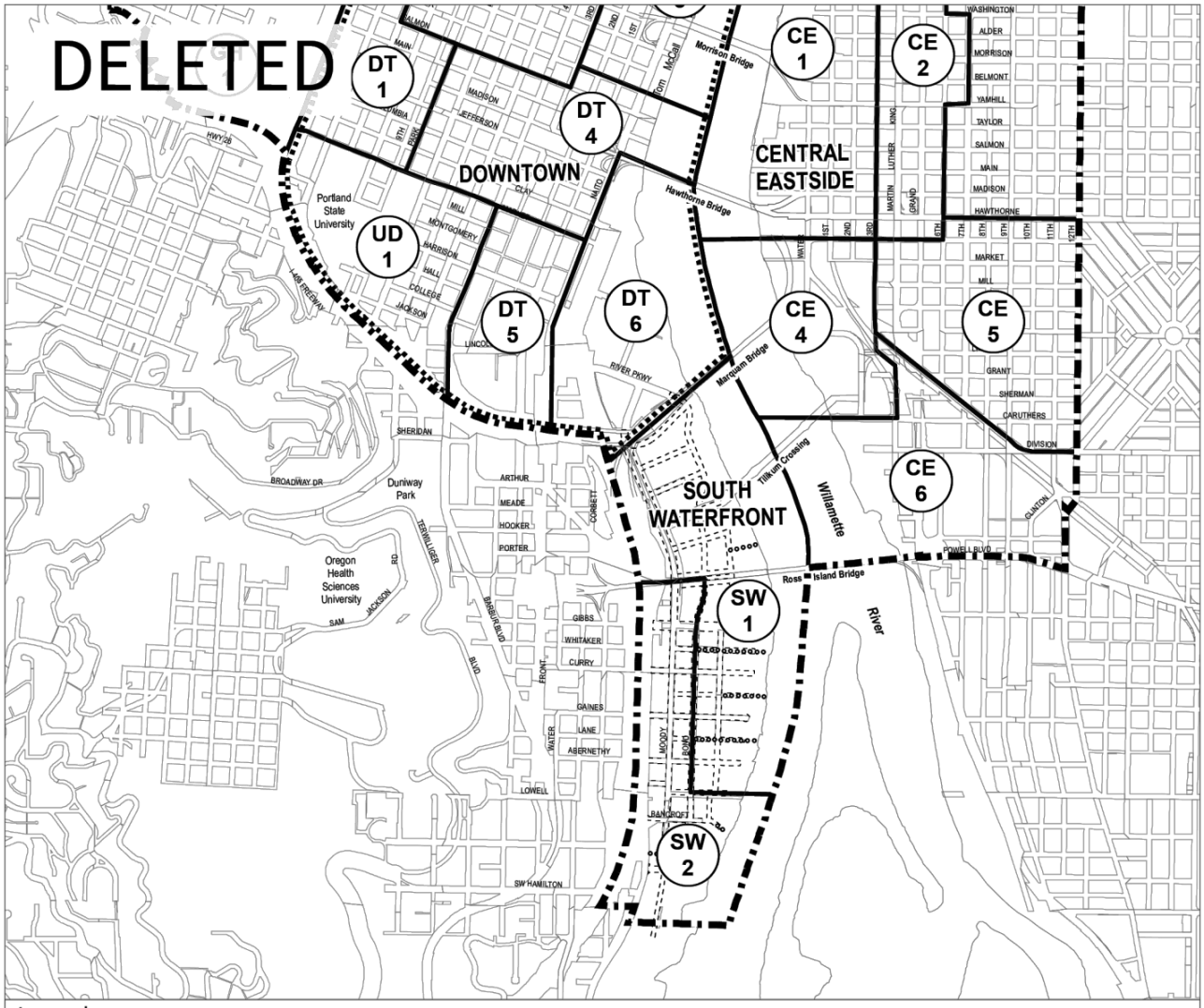
Commentary

Core and Parking Sectors

Map 510-8

Map 2 of 2

Map Revised March 1, 2015



Central City Plan District boundary

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Commentary

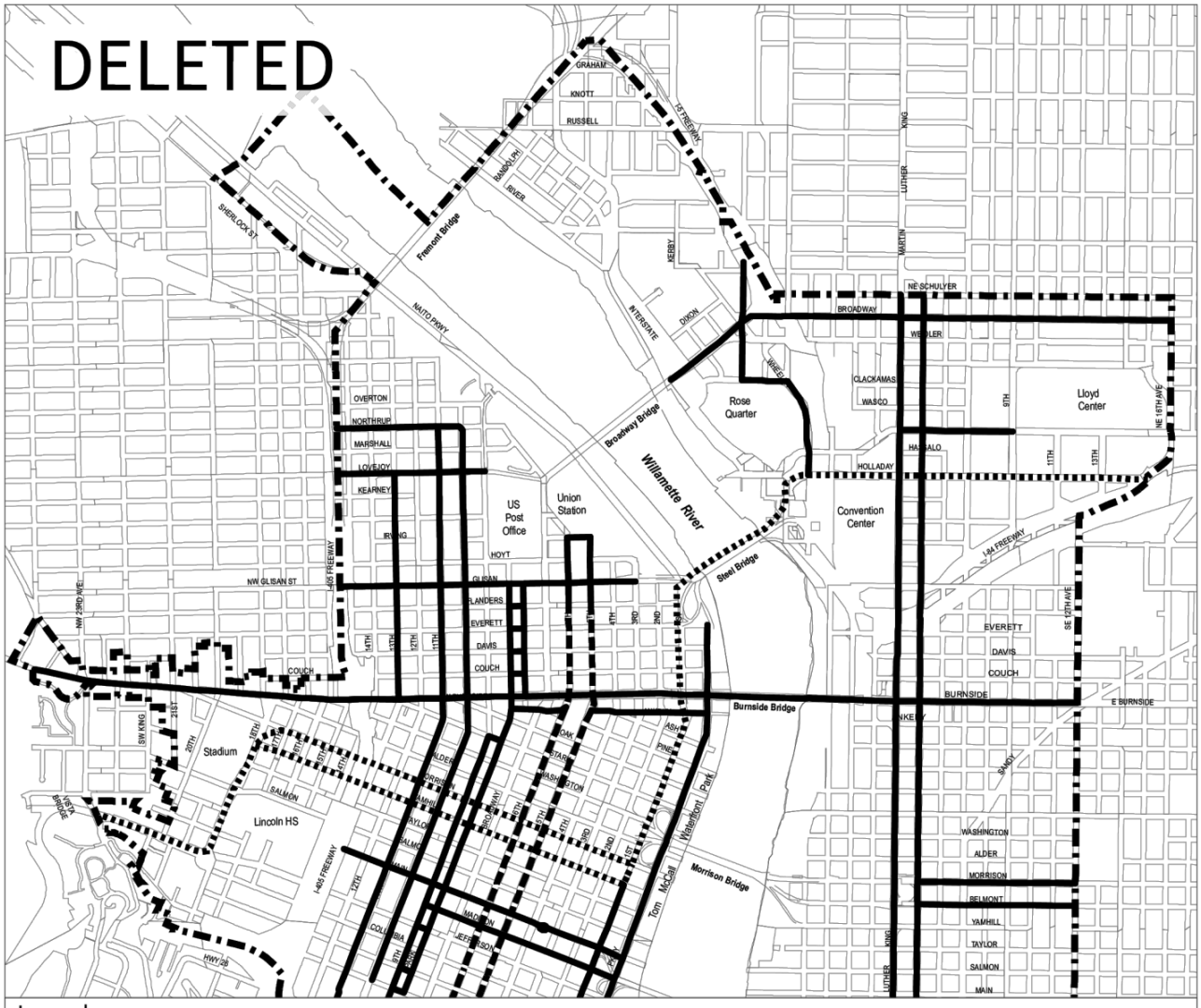
Proposed for Deletion: Existing Map 510-9 Parking Access Restricted Streets
This map is proposed for deletion as the accompanying code language now clearly specifies these streets.

Parking Access Restricted Streets

Map 510-9

Map 1 of 2

Map Revised March 1, 2015



Legend

- Streets where access to parking is prohibited
- Streets where access to parking will not be approved within 75' except when granted through Central City Parking Review
- Streets where access to parking will not be approved except when granted under adjustment procedures
- Central City Plan District boundary

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

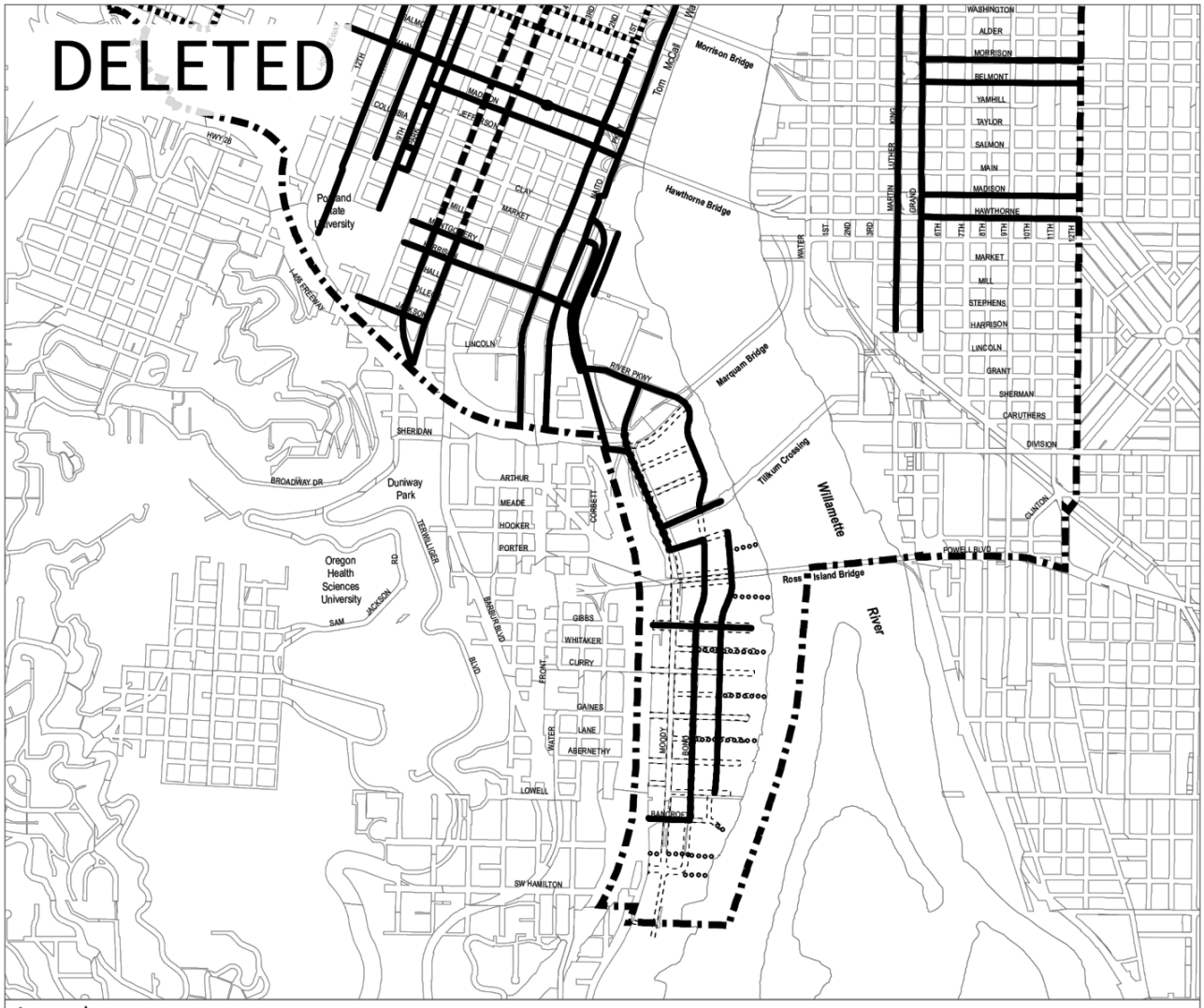
Commentary

Parking Access Restricted Streets

Map 510-9

Map 2 of 2

Map Revised March 1, 2015



Legend

- Streets where access to parking is prohibited
- Streets where access to parking will not be approved except when granted under adjustment procedures
- Streets where access to parking will not be approved within 75' except when granted through Central City Parking Review

- Central City Plan District boundary
- Proposed right-of-way
- Proposed accessway

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Commentary

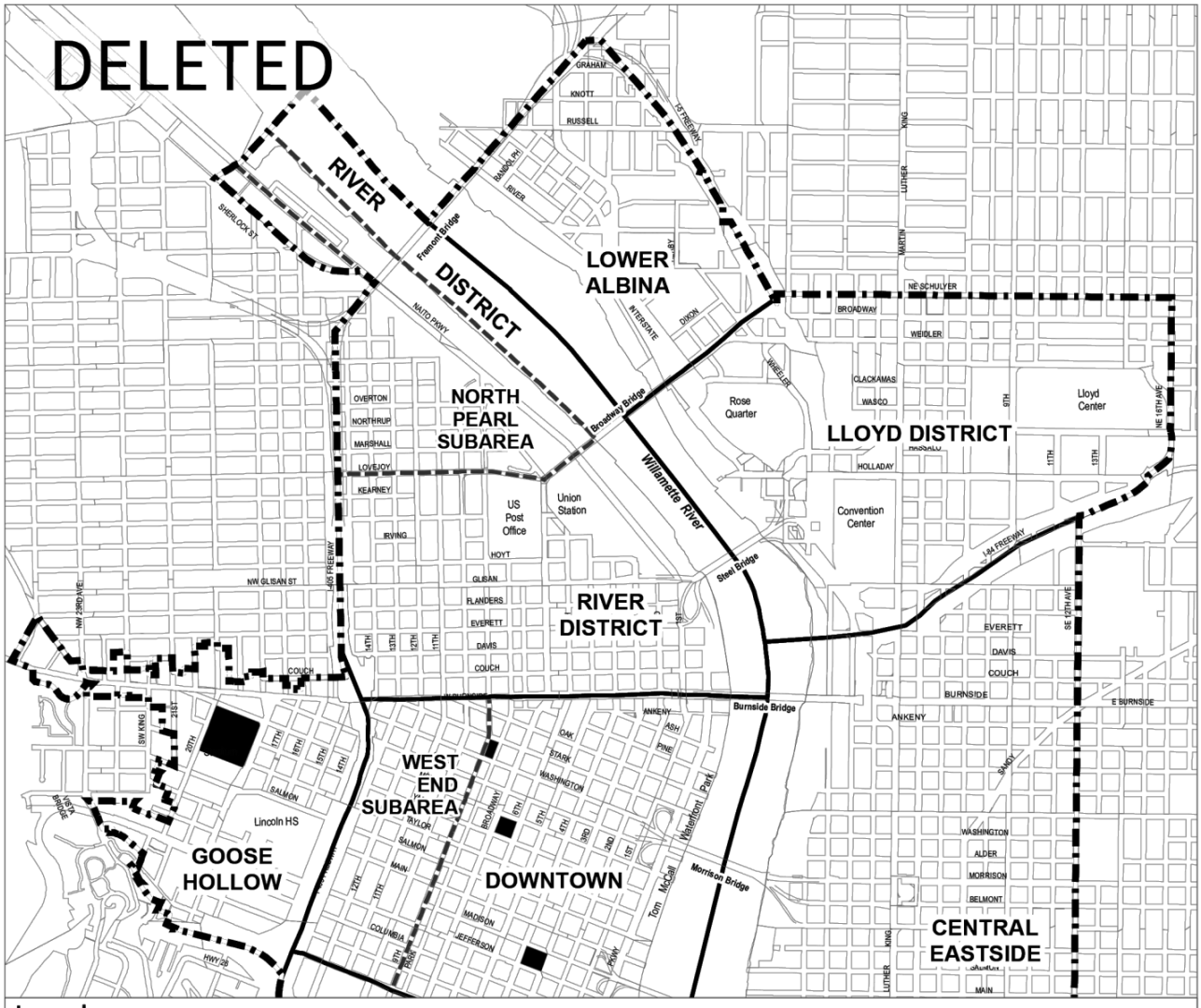
Map 510-10 Areas Where Additional Uses Are Allowed in the OS Zone
This is the proposed map for the Employment Zoning Project which is expected to go before City Council in summer of 2016 prior to the Central City 2035 Plan. That project proposes to remove the Employment Opportunity Subarea from this map. This project further updates the map from the Employment Zoning Project. See the proposed set of maps in this document for details.

Areas Where Additional Uses are Allowed in the OS Zone

Map 510-10

Map 1 of 2

Map Revised Xxxxx X, 201X



2/8/2016

Discussion Draft Central City 2035 Plan
Chapter 33.510, Central City Plan District

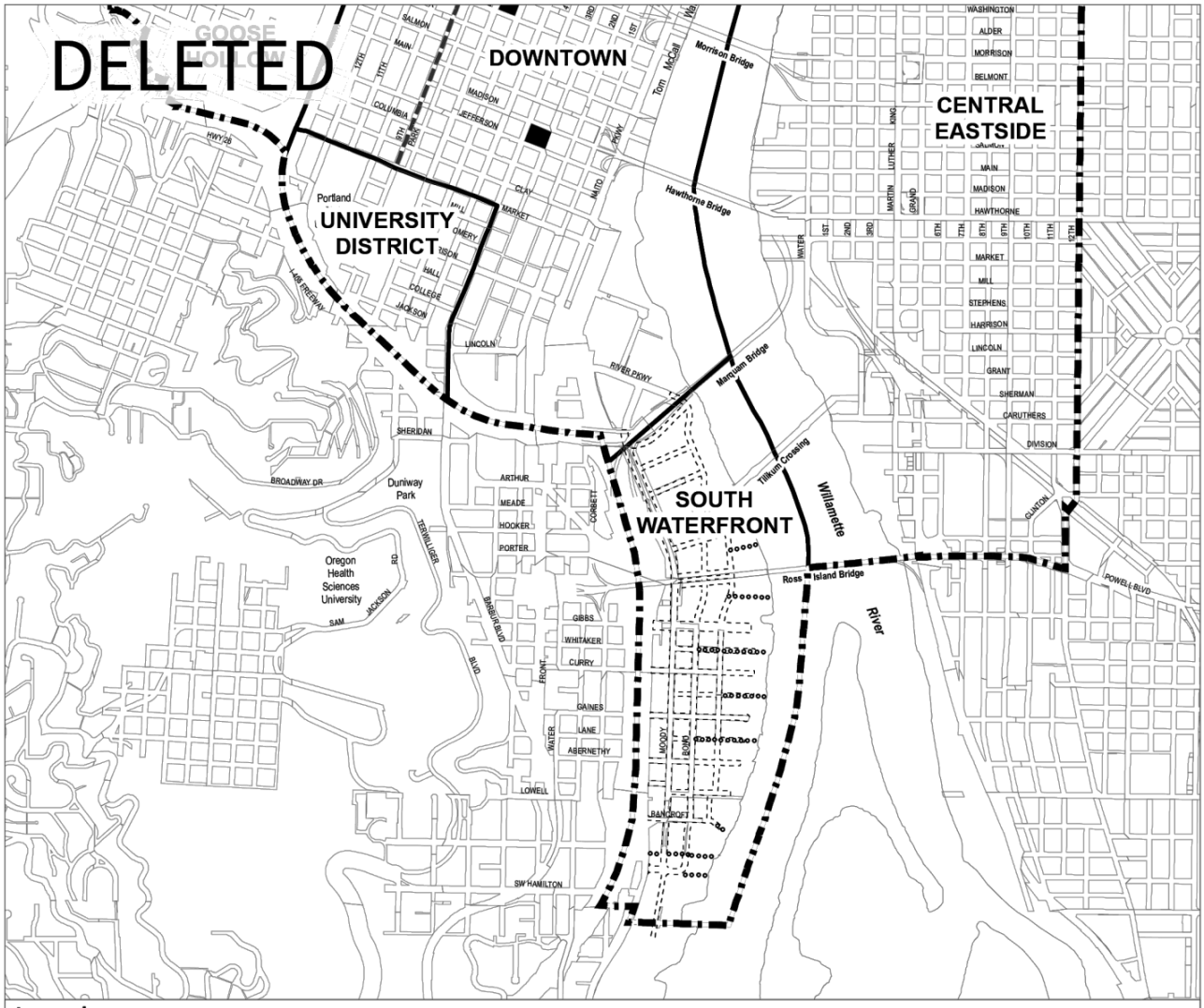
Commentary

Areas Where Additional Uses are Allowed in the OS Zone

Map 510-10

Map 2 of 2

Map Revised Xxxxx X, 201X



Commentary

Special Areas

Map 510-11

Map 1 of 2

Map Revised March 1, 2015



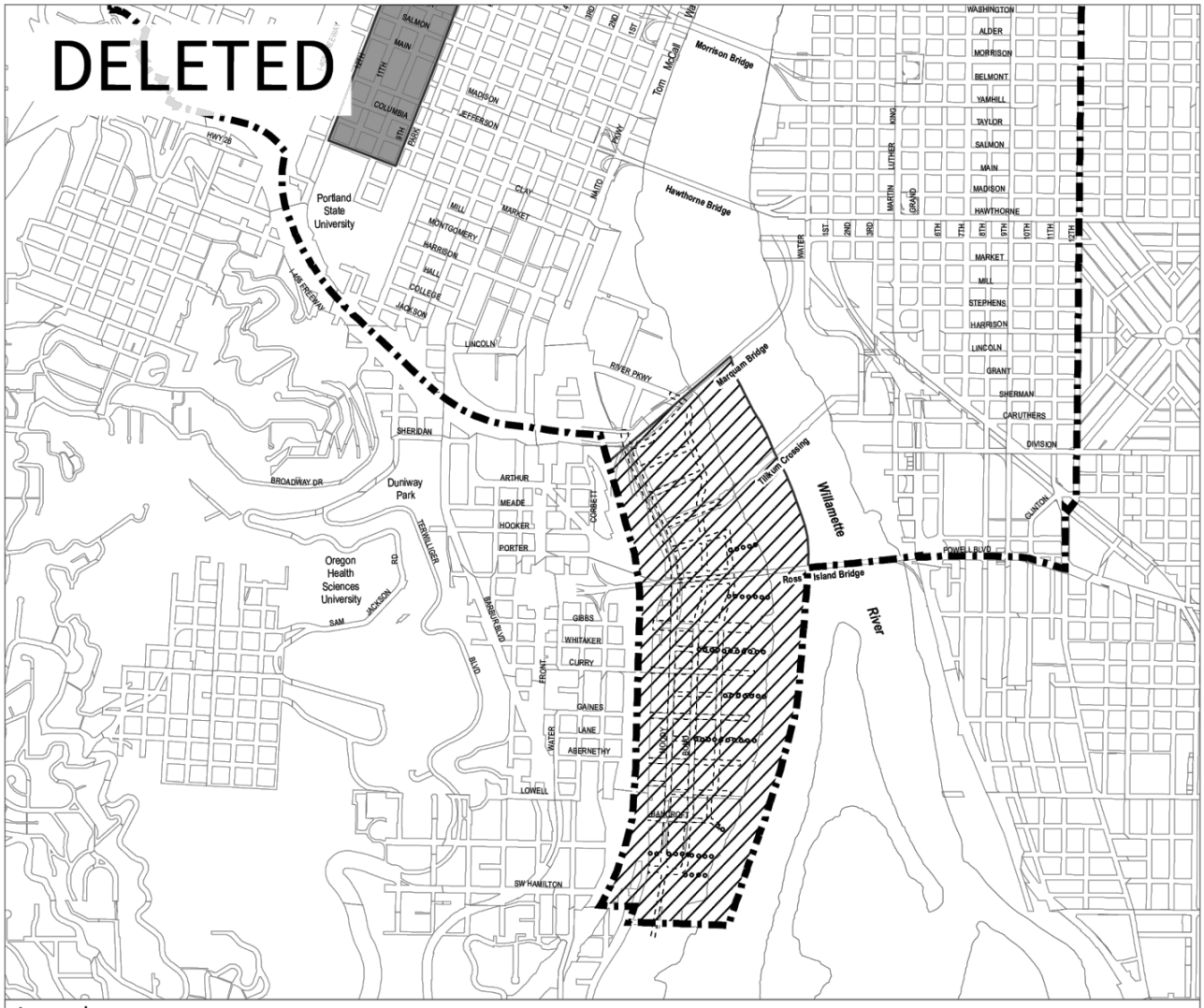
Commentary

Special Areas

Map 510-11

Map 2 of 2

Map Revised March 1, 2015



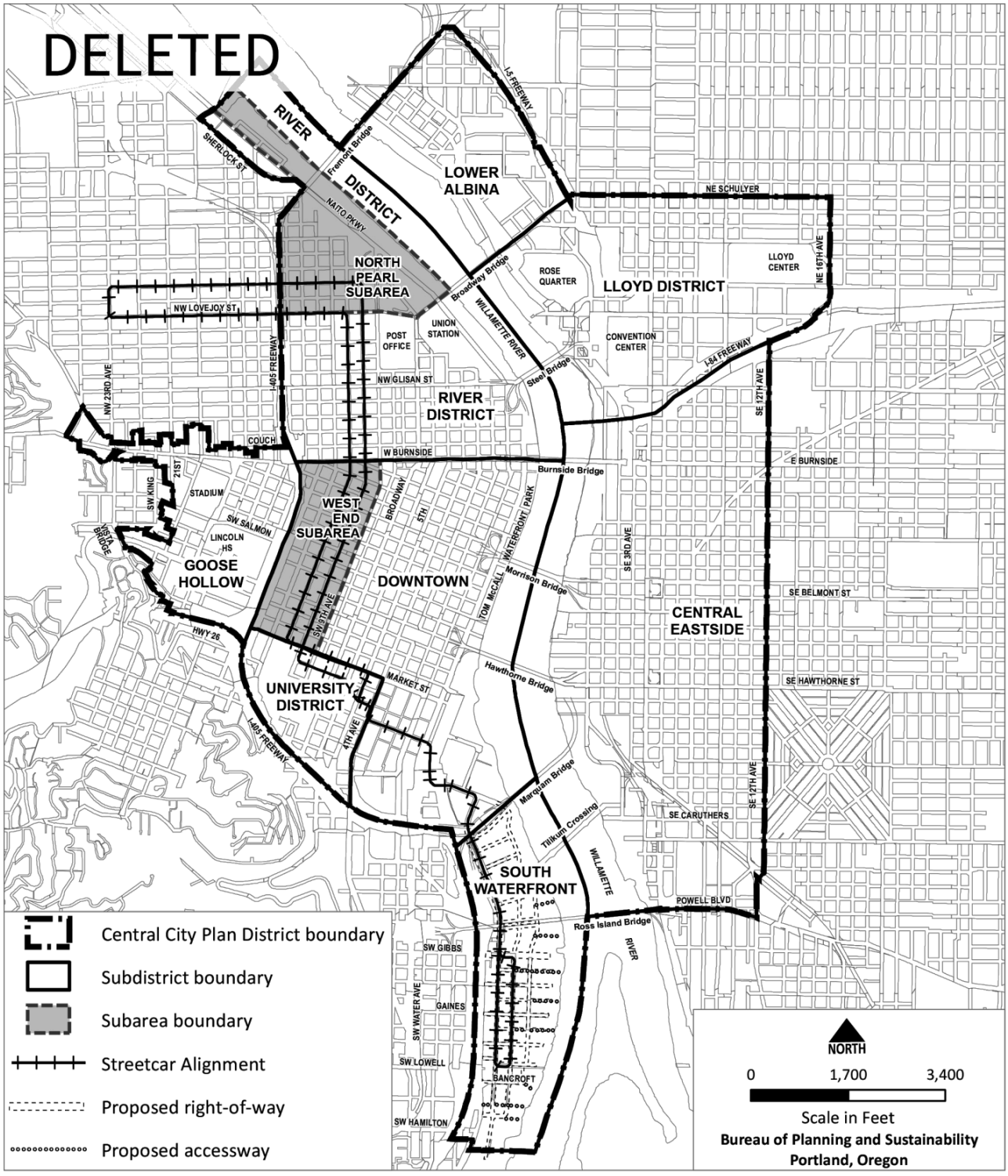
Commentary

Map 510-12 Streetcar Alignment
This is the proposed map for the Employment Zoning Project which is expected to go before City Council in summer of 2016 prior to the Central City 2035 Plan. That project proposes to remove the Employment Opportunity Subarea from this map. This project further updates the map from the Employment Zoning Project. See the proposed set of maps in this document for details.

Streetcar Alignment

Map 510-12

Map Revised Xxxxx X, 201X



Commentary

Park Block Frontages

Map 510-13

Map Revised March 1, 2015



Central City Plan District Boundary

Park block frontage

NORTH

0 500 1,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Commentary

Proposed for Deletion: Existing Map 510-14 Areas Where Additional Uses are Allowed in the RX Zone

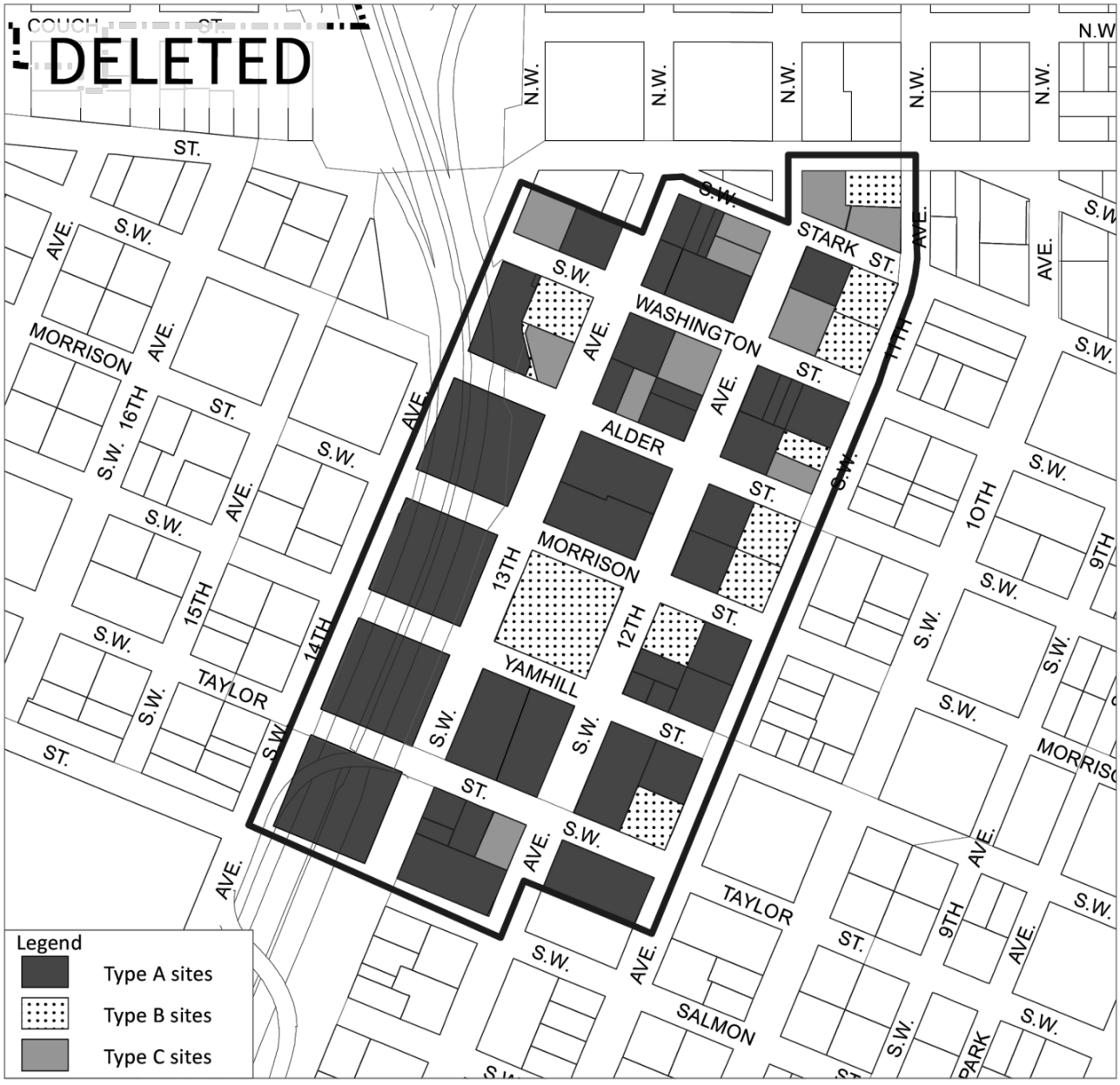
This map is being deleted because the primary section of the code that references this map, 33.510.118 "Use Regulations for Specified Sites in the West End Subarea," is being deleted. This section of Code allowed for different uses as well as different mitigation measures for certain types of development within this RX zoned area. Staff proposes to change the zoning here to CX, making most of these provisions irrelevant.

The subarea boundary on 510-14 map is also referenced in 33.510.200.C(2), but not the A, B and C sites. This section of the Code allows the subarea to earn bonus FAR above the 3:1 maximum. The boundary is now shown on Map 510-5 Bonus Options Target Areas as the new "West End bonus target area."

Areas Where Additional Uses may be Allowed in the RX Zone

Map 510-14

Map Revised March 1, 2015



2/8/2016

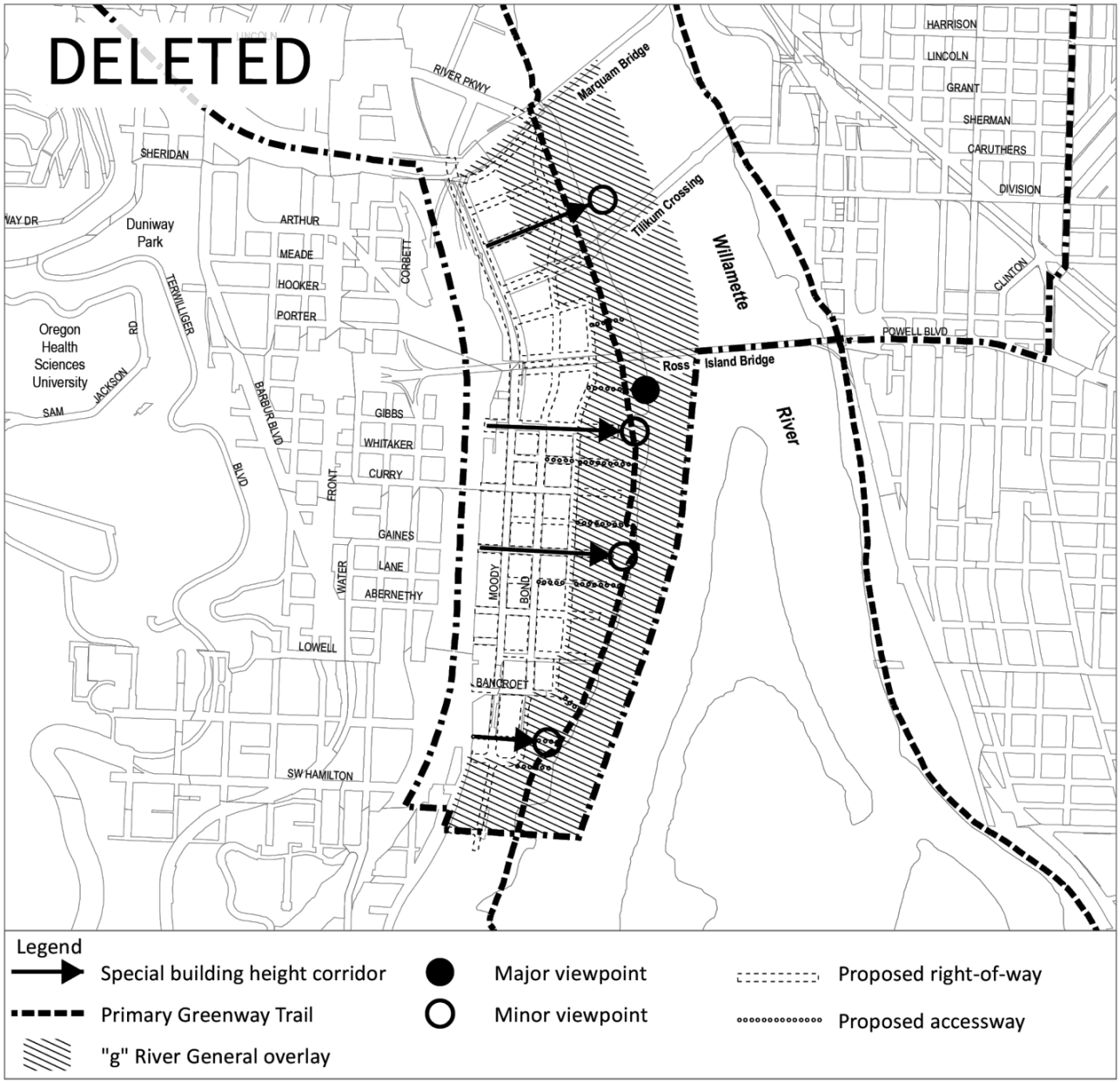
Discussion Draft Central City 2035 Plan
Chapter 33.510, Central City Plan District

Commentary

South Waterfront Greenway Public Access

Map 510-15

Map Revised March 1, 2015



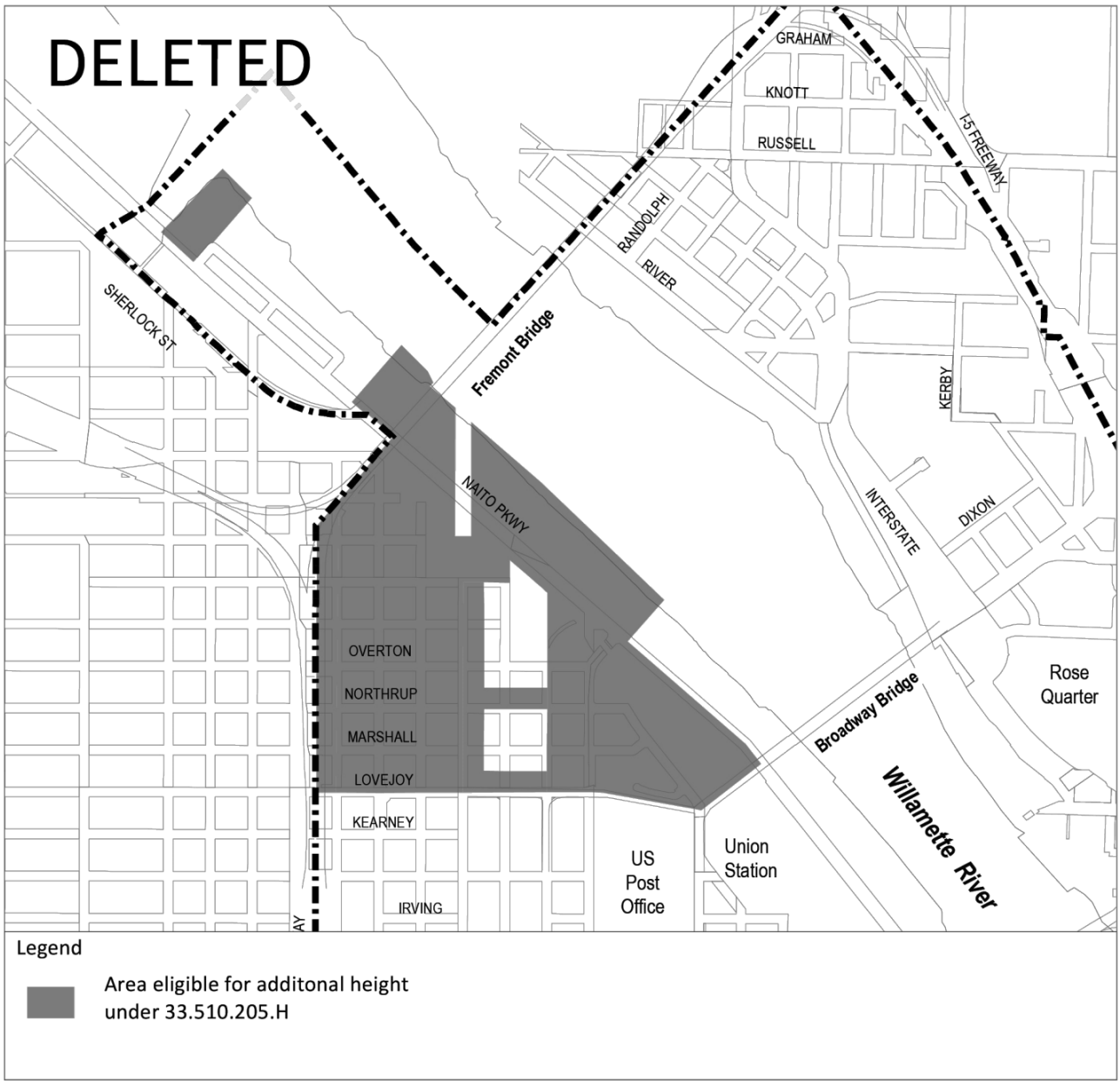
Commentary

North Pearl
Height Opportunity Area

Map 510-16

Map 1 of 2

Map Revised March 1, 2015



Central City Plan District boundary

NORTH

0 700 1,400

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

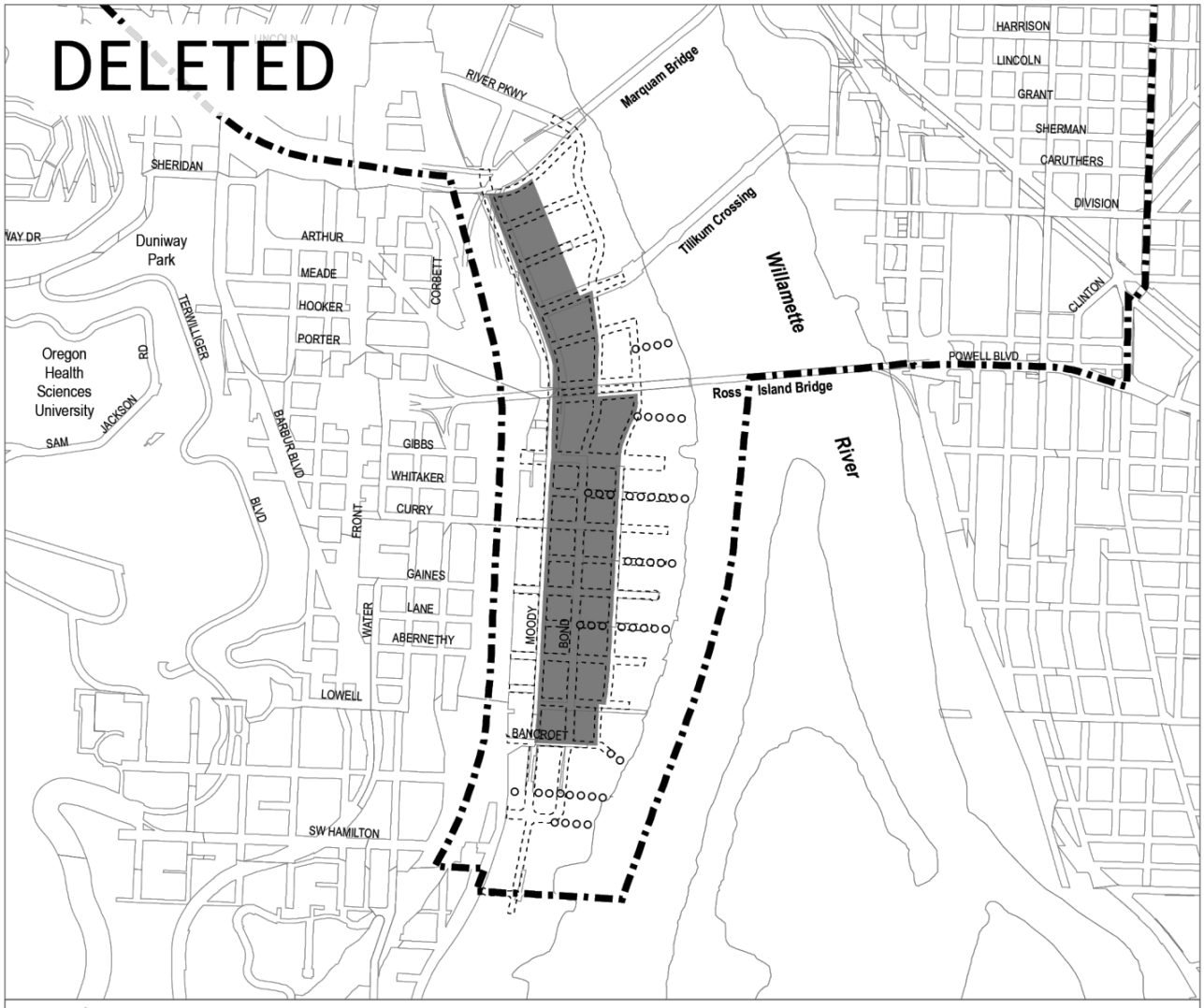
Commentary

South Waterfront
Height Opportunity Area

Map 510-16

Map 2 of 2

Map Revised March 1, 2015



Legend

- Area eligible for additonal height under 33.510.205.G
- Proposed right-of-way
- Proposed accessway
- Central City Plan District boundary

NORTH

0 900 1,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Commentary

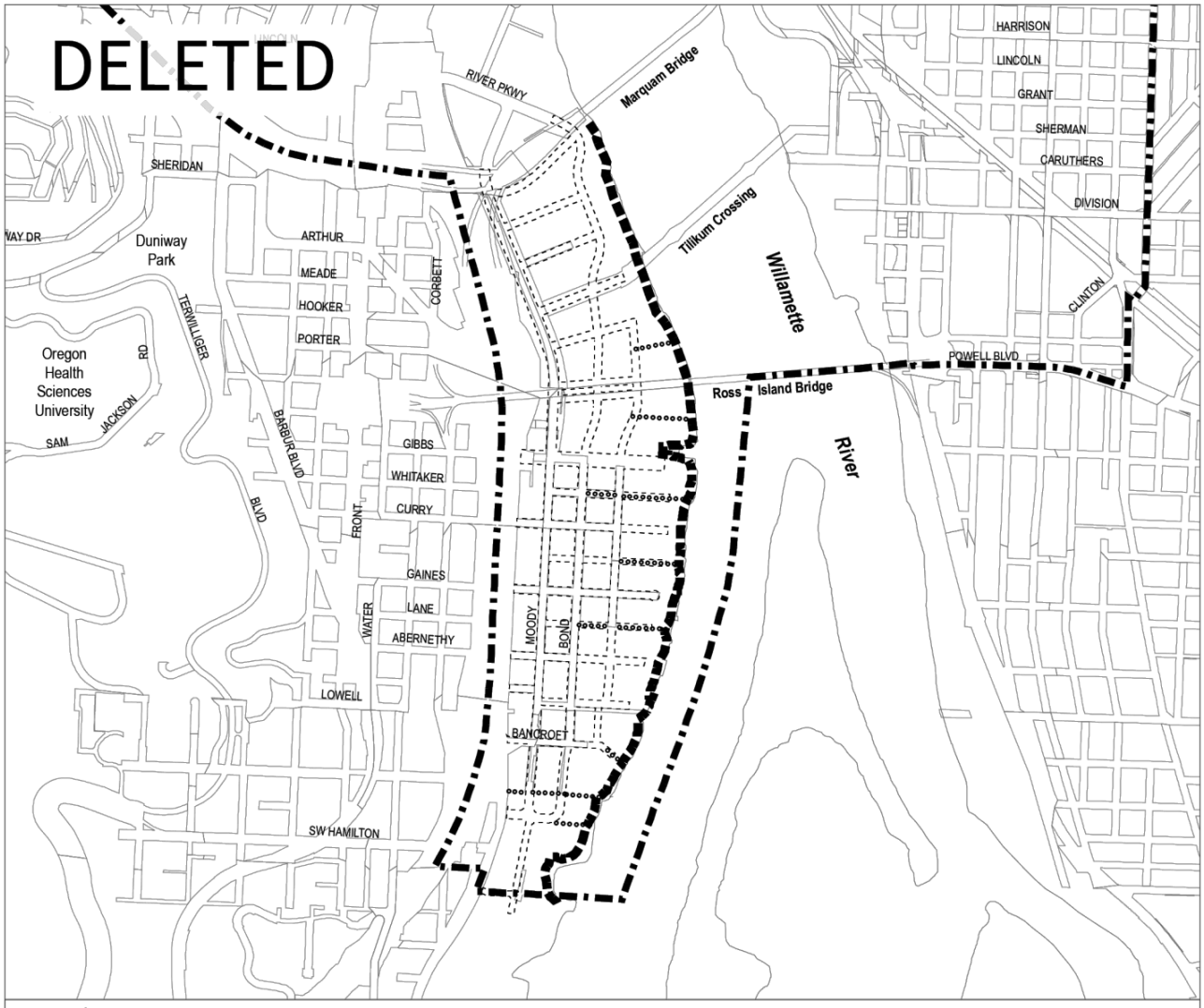
Proposed for Deletion: Existing Map 510-17 South Waterfront 2002 Top of Bank Line

Staff is proposing to eliminate this map because the area where it applies is fully described in the code by saying 150 feet from top of bank. Top of bank is defined in 33.910 Definitions and measurements are explained in 33.930 Measurements.

South Waterfront
2002 Top of Bank Line

Map 510-17

Map Revised March 1, 2015



Legend

2002 Top of Bank line

Note: See map in Development Services Center for more detail

Proposed right-of-way

Proposed accessway

Central City Plan District boundary

NORTH

0 900 1,800

Scale in Feet

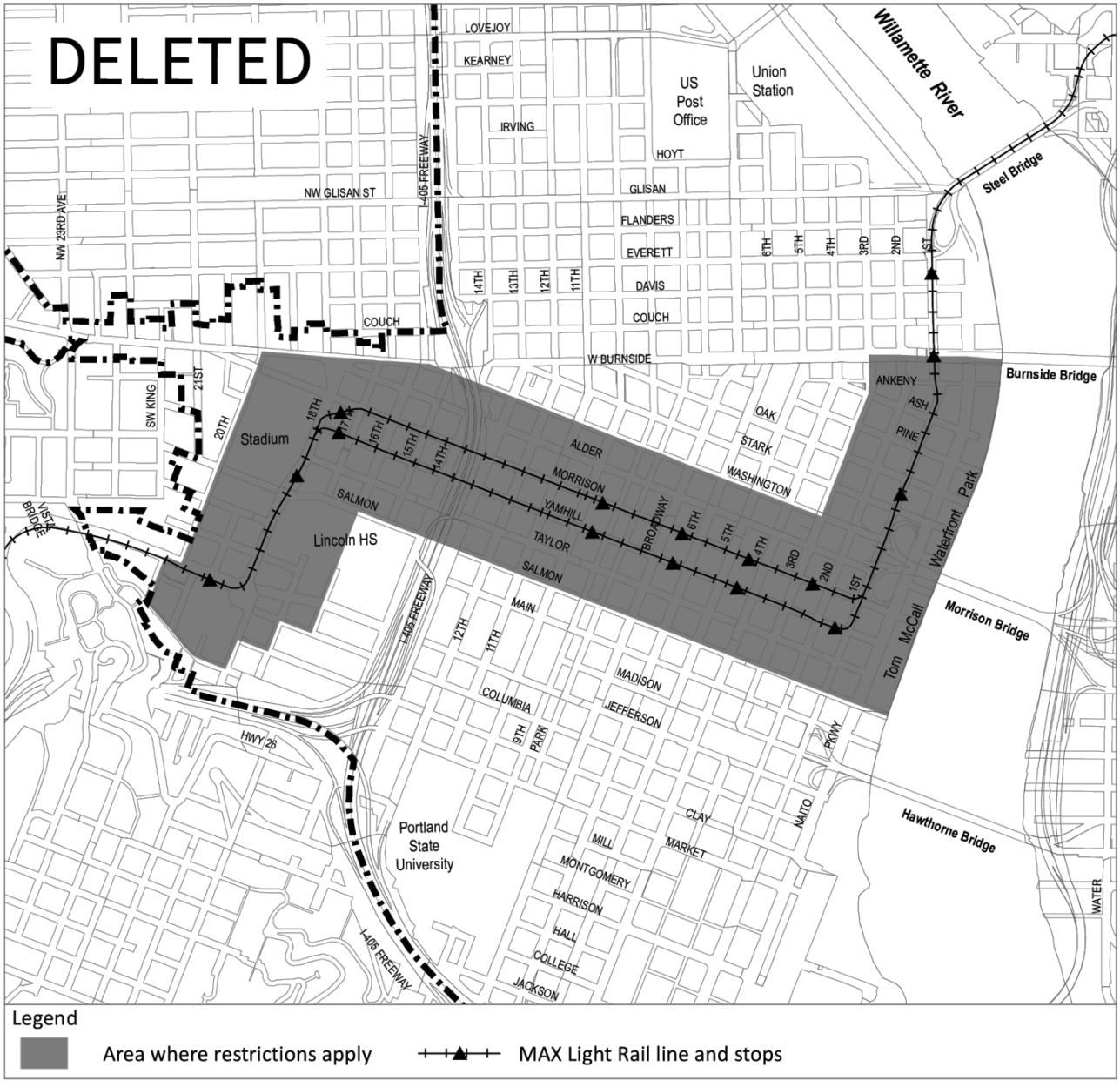
Bureau of Planning and Sustainability
Portland, Oregon

Commentary

Area Where Vehicle Sales and Leasing, and Exterior Display and Storage are Restricted

Map 510-18

Map Revised March 1, 2015



Central City Plan District boundary

NORTH

0 900 1,800

Scale in Feet

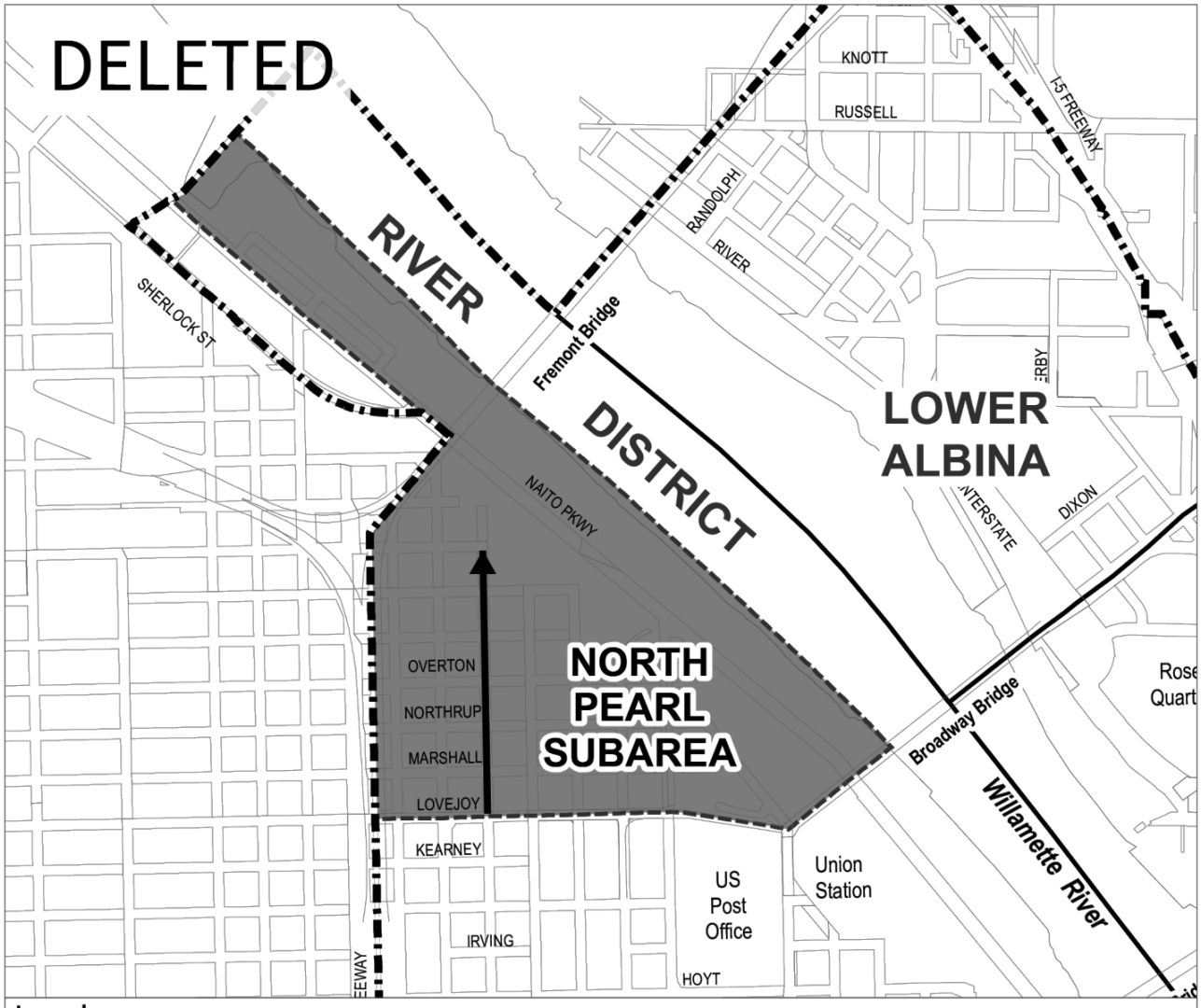
Bureau of Planning and Sustainability
Portland, Oregon

Commentary

North Pearl Subarea
Special Building Height Corridor

Map 510-19

Map Revised March 1, 2015



Central City Plan District boundary

Subdistrict Boundary

Subarea boundary

NORTH

0 700 1,400

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Commentary

Proposed for Deletion: Existing Map 510-20 Pearl Development Transfer Opportunity Area

Staff propose eliminating this map. This map was used to support the historic resources transfer provision. That transfer has been updated and is proposed to be applied across the Central City Plan District.

Pearl Development Transfer Opportunity Area

Map 510-20

Map Revised March 1, 2015



Central City Plan District boundary

Subdistrict boundary

Subarea boundary

NORTH

0 900 1,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

2/8/2016

Discussion Draft Central City 2035 Plan
Chapter 33.510, Central City Plan District

Commentary

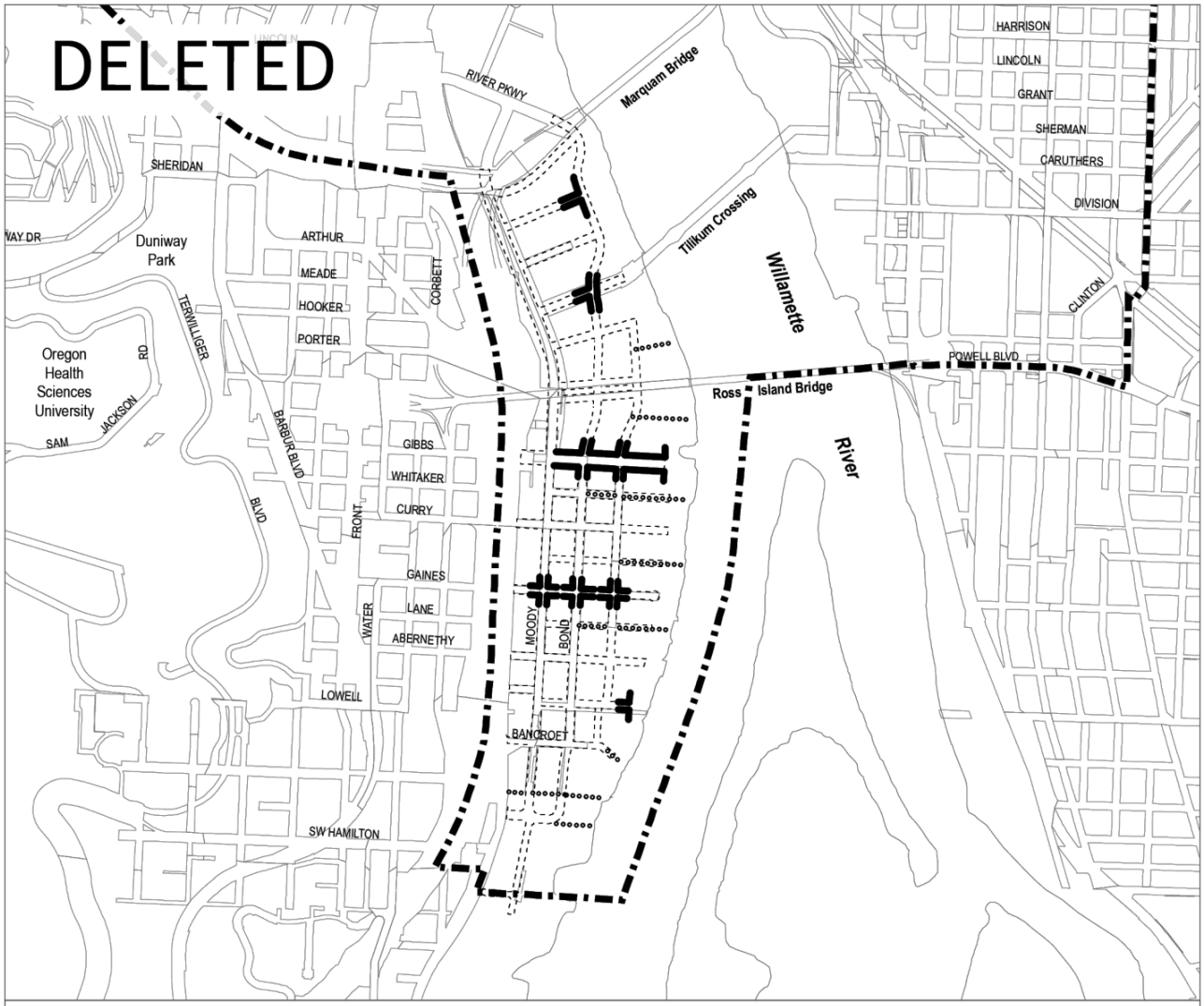
Proposed for Deletion: Existing Map 510-21 Required Retail Sales and Service Use in South Waterfront

Staff propose to eliminate this map because the proposed code amendments implementing the Street and Development Character concept for the Central City meet the intent of this section. Staff have incorporated guidance from this map into the Street and Development Character concept and have updated Map 510-9 Ground Floor Active Use Area accordingly.

Required Retail Sales and Service Use in South Waterfront

Map 510-21

Map Revised March 1, 2015



Commentary

Proposed 510 Maps
This page starts the full set of proposed 510 maps. The "Deleted" set of existing 510 Maps are included on earlier pages for reference.

Map 510-1 Central City Plan District and Subdistricts
The Central City Plan District boundary has been expanded to include the new Clinton MAX light rail station area between Milwaukie Blvd, Powell Blvd and the Union Pacific Rail Line at the eastern edge of the Central Eastside.

Subdistrict boundaries have been updated as follows:

- West End subarea is now a subdistrict.
- The River District is replaced by the Pearl and Old Town/Chinatown subdistricts. The North Pearl subarea is retained.
- Downtown subdistrict is now smaller (with the creation of the West End subdistrict and expansion of the Old Town/Chinatown subdistrict).

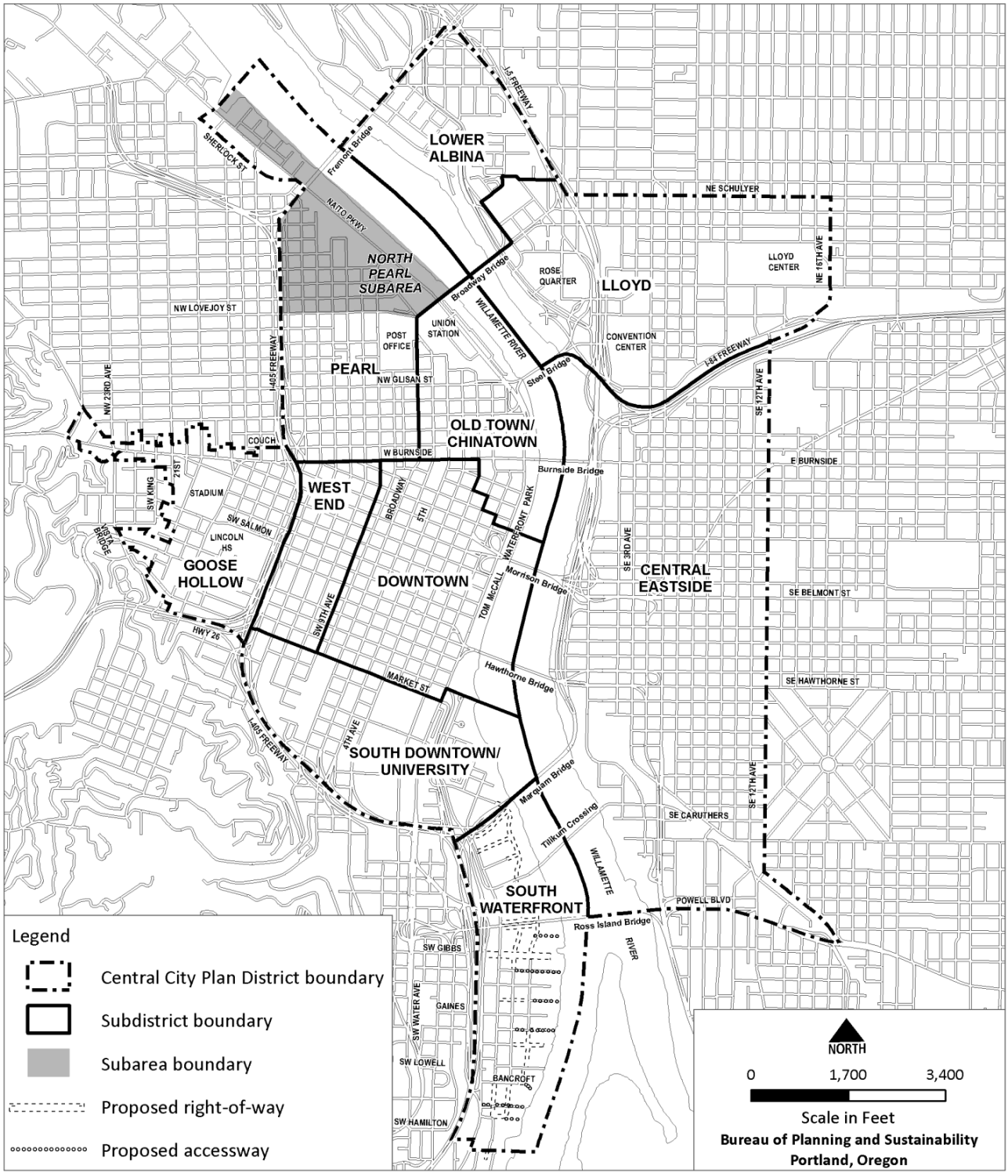
Other proposed changes:

- The Employment Opportunity Subarea (EOS) has been removed from this map as the provision has been expanded to all IG1 zoned land in the Central Eastside subdistrict through the Employment Zoning Project.
- Some minor updates to reduce the number of tax lots split by the boundary.

Draft Central City Plan District and Subdistricts

Map 510-1

Map Revised Xxxxx, 201X



2/8/2016 Discussion Draft Central City 2035 Plan

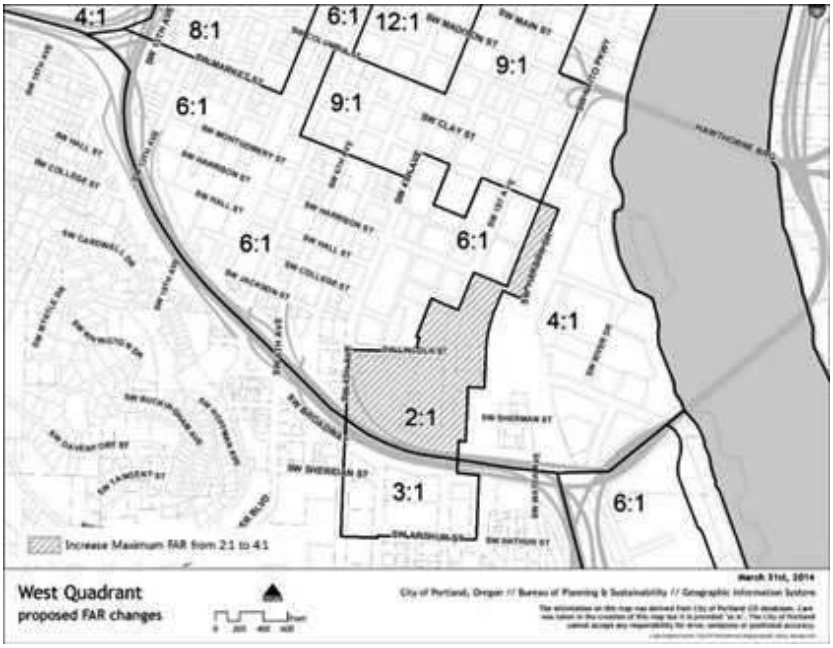
Chapter 33.510, Central City Plan District

Commentary

Map 510-2 Maximum Floor Area Ratios

The following changes are proposed:

- The area shown in the image below from West Quadrant Plan is proposed to go from 2:1 to 4:1 within the Central City Plan District. This change is proposed to be consistent with FAR base entitlements on adjacent properties within the Central City. Staff is not proposing to change the base entitlement outside the Central City. These changes are also being made to Map 580-2 South Auditorium Plan District: FAR.



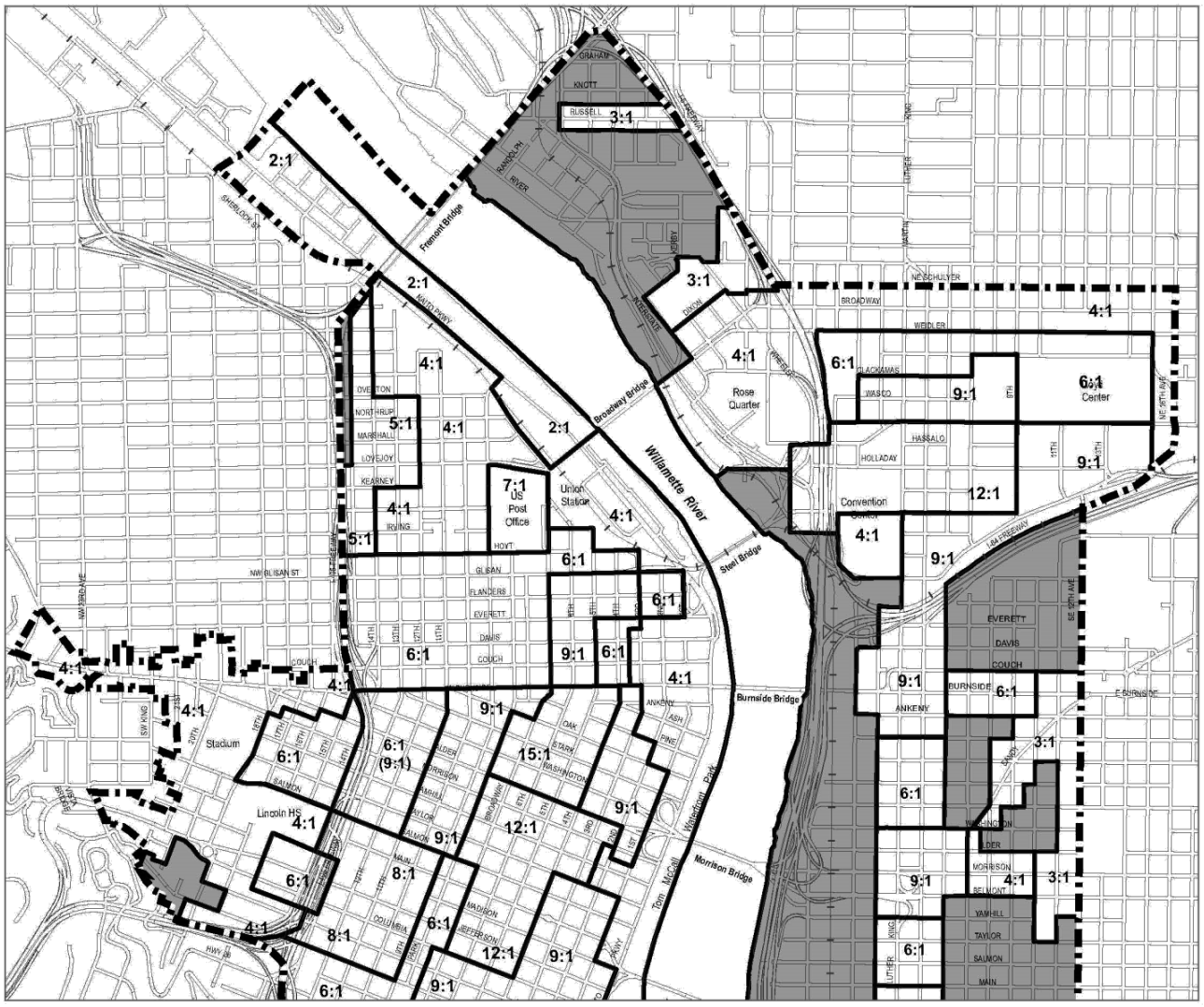
- FAR limits are set for a few large sites in the Central City:
  - The USPS site in the Pearl subdistrict is proposed to go from 4:1 to 7:1 consistent with the Broadway Corridor Framework Plan (2015).
  - The OMSI MAX light rail station area is being rezoned to EX and will have 2:1 FAR north and 3:1 south of SE Caruthers Street. The portion north of SE Caruthers St will need to go through a Master Plan (see Map 510-19 Required Master Plan Sites).

Draft Maximum Floor Area Ratios

Map 510-2

Map 1 of 2

Map Revised Xxxx XX, 201X



Legend

- Central City Plan District boundary
- Maximum FAR area boundary
- Area where floor area ratio (FAR) is determined by base zone
- Proposed right-of-way
- Proposed accessway

X:Y Maximum FAR
X = Gross square foot of building
Y = Square foot of site

(X:Y) Residential maximum FAR

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

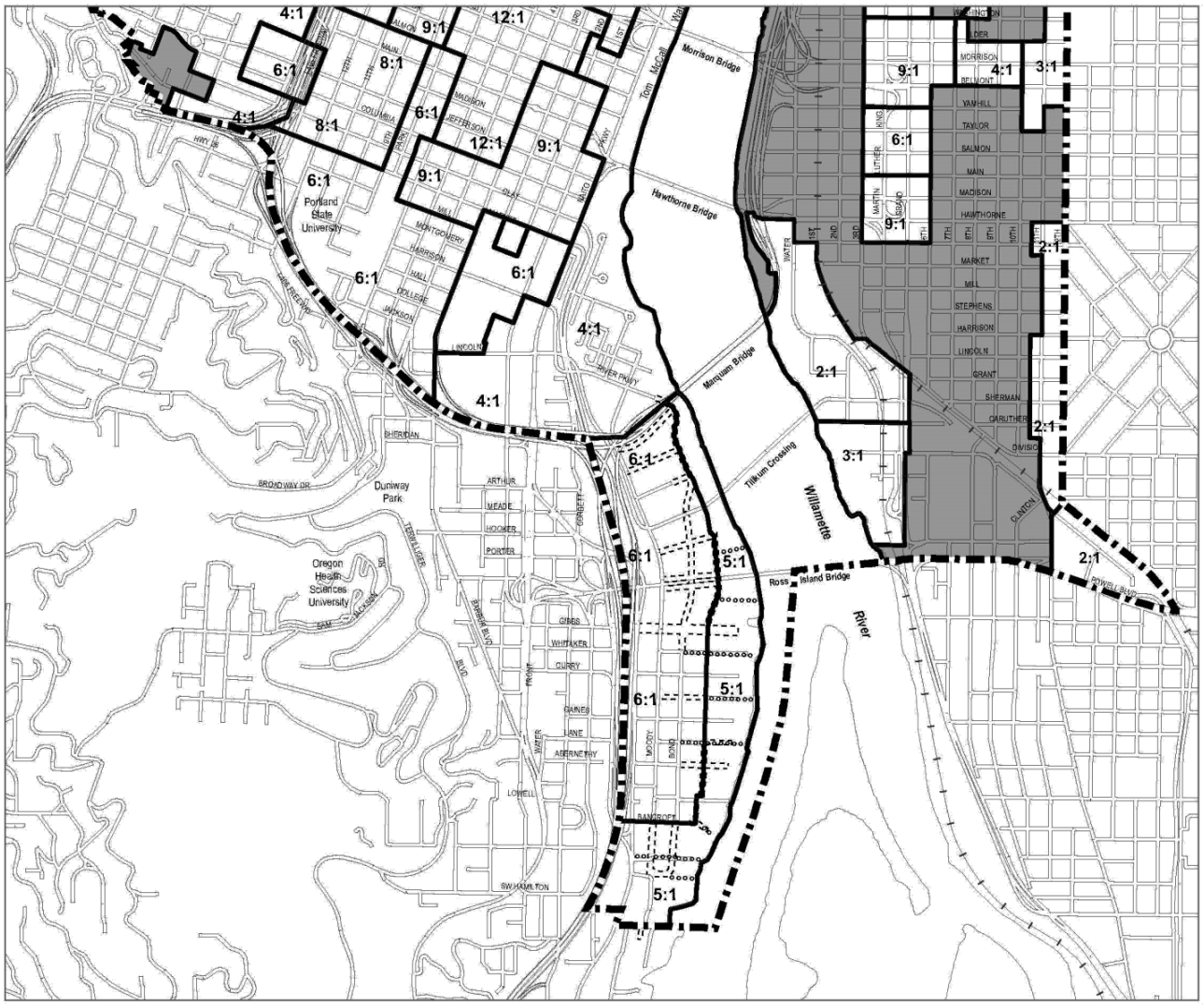
Commentary

Draft Maximum Floor Area Ratios

Map 510-2

Map 2 of 2

Map Revised Xxxx XX, 201X



Legend

- Central City Plan District boundary
- Maximum FAR area boundary
- Area where floor area ratio (FAR) is determined by base zone
- Proposed right-of-way
- Proposed accessway

X:Y Maximum FAR
X = Gross square foot of building
Y = Square foot of site

(X:Y) Residential maximum FAR

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Commentary

Map 510-3 Maximum Heights
The existing 510-3 map has become two maps:

- Map 510-3 shows maximum height allowed by right with hatching in areas where height increases through bonuses or transfers are possible.
- NEW: Map 510-4 Maximum Heights including Eligible Height Increases shows the ultimate height possible with bonuses and height transfers included.

Additionally, the "OS performance standard" feature has been moved from Map 510-3 to Map 510-4 and is now called "Areas where a shadow analysis is required." More details about this change can be found in the commentary for Map 510-4.

Height and the Central City Scenic Resources Protection Plan Update
The Central City 2035 Plan also includes an update to the Central City Scenic Resources Protection Plan and height limits have been updated to reflect this work. A small number of publicly accessible views have been identified and protected by moderating height allowances within designated view corridors. Most properties are not affected by this work, but for properties that lie within a view corridor, height limits on a property may have changed in one of the following ways:

- Where existing height limits would allow for a new building or redevelopment that would project into a view corridor, these have been reduced to the maximum height possible without impacting the view.
- Within a view corridor, Map 510-4 Maximum Height including Eligible Height Increases shows the maximum height possible without impacting a view.

New Map 510-20 View Corridors shows these areas. Review the Central City Scenic Resources Protection Plan for more information about these changes.

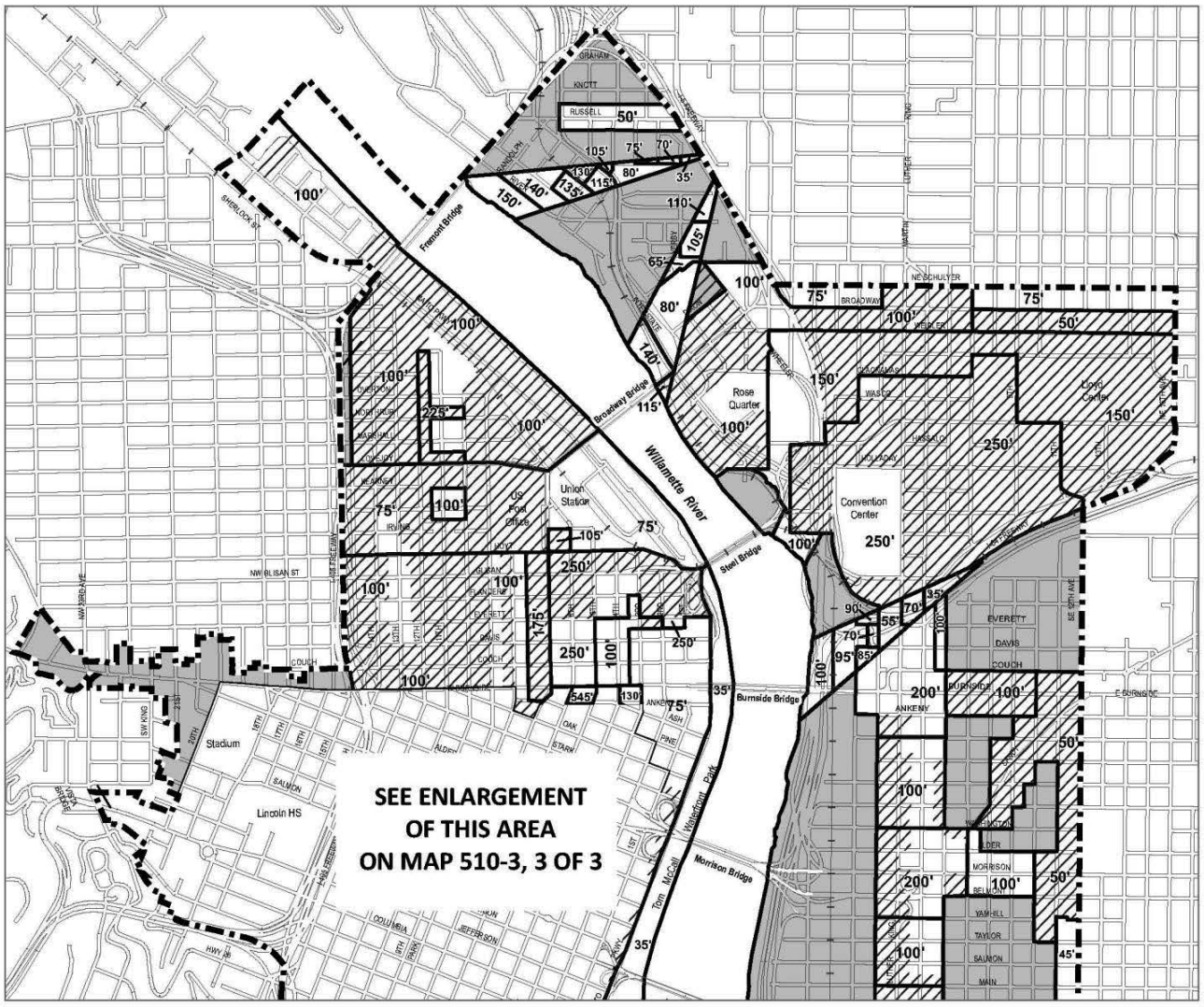
Height in Historic Districts
To enhance preservation efforts and the retention of important historic structures, staff propose that heights in historic districts be capped at those shown on Map 510-3 with no option to gain more height. For this reason, these areas are not within the "Area eligible for height increase" and the height on Map 510-4 has been set to match heights on Map 510-3. The ability to gain more FAR will be retained but it will have to be used within the height limits. This limitation should be viewed in combination with new provisions that allow historic property owners to transfer development rights throughout the Central City as opposed to within opportunity areas as allowed by existing code.

Draft Maximum Heights

Map 510-3

Map 1 of 3

Map Revised Xxxxx XX, 201X



Legend

- Central City Plan District boundary
- X' — Maximum building height
- Areas where maximum height is determined by base zone
- Area eligible for height increase
- Maximum height limit of 75' for first 125 feet from top of bank
- Proposed right-of-way
- Proposed accessways

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

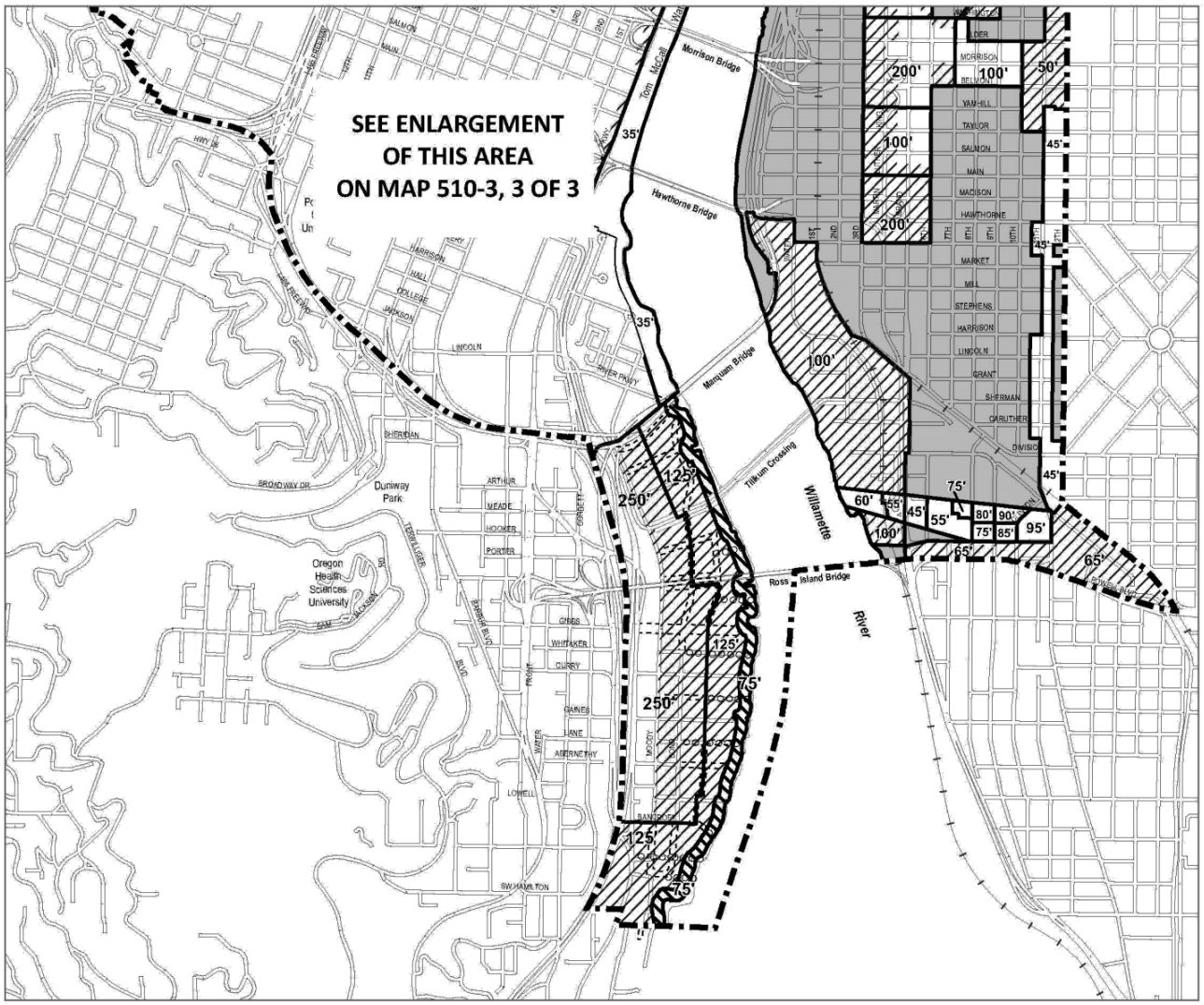
Commentary

Draft Maximum Heights

Map 510-3

Map 2 of 3

Map Revised Xxxxx XX, 201X



Legend

- Central City Plan District boundary
- X' Maximum building height
- Areas where maximum height is determined by base zone
- Area eligible for height increase
- Maximum height limit of 75' for first 125 feet from top of bank
- Proposed right-of-way
- Proposed accessways

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

2/8/2016

Discussion Draft Central City 2035 Plan
Chapter 33.510, Central City Plan District

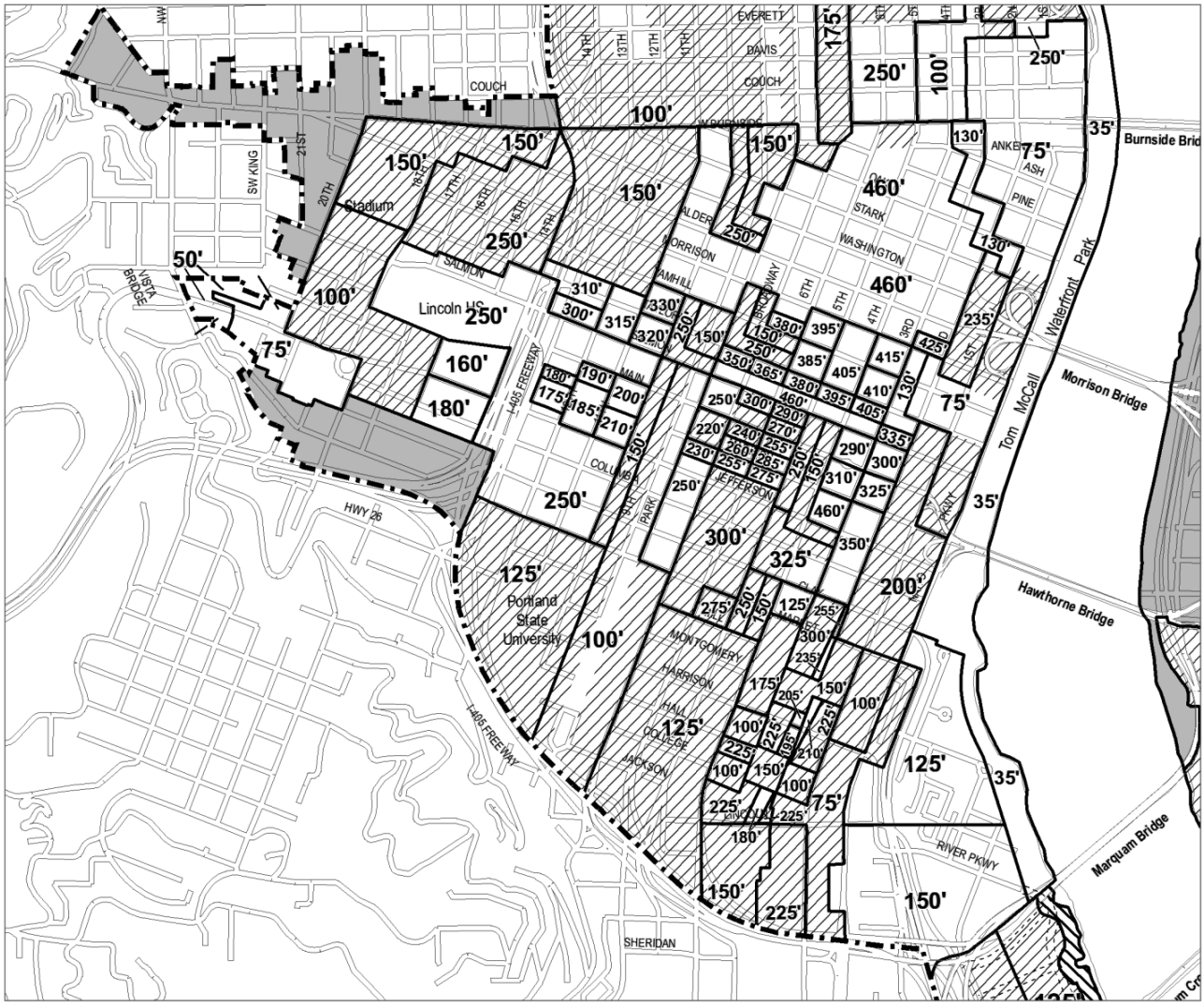
Commentary

Draft Maximum Heights

Map 510-3

Map 3 of 3

Map Revised Xxxxx XX, 201X



Legend

- Central City Plan District boundary
- X' — Maximum building height
- Areas where maximum height is determined by base zone
- Area eligible for height increase
- Maximum height limit of 75' for first 125 feet from top of bank
- Proposed right-of-way
- Proposed accessways

NORTH

0 1,000 2,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

2/8/2016

Discussion Draft Central City 2035 Plan
Chapter 33.510, Central City Plan District

Commentary

Map 510-4 Maximum Height including Eligible Height Increases (New)
This new map includes the ultimate height possible with bonuses and transfers and reflects the update to the Central City Scenic Resources Protection Plan that is part of the Central City 2035 Plan process. As noted in the commentary for Map 510-3, additional height beyond what is shown on Map 510-3 is not allowed in Historic Districts.

Changes to the OS Performance Standard
The "OS performance standard" feature from Map 510-3 has been moved to this map and is now called "Areas where a shadow analysis is required." The code language has been changed as well. New development or redevelopment of properties in this area that utilize bonuses or other transfers to exceed the height on Map 510-3 may do so up to the height shown on this map, but they are required to undertake a shadow analysis to show that the structure will not cast more shadow on the adjacent open space than required by the standards of the code.

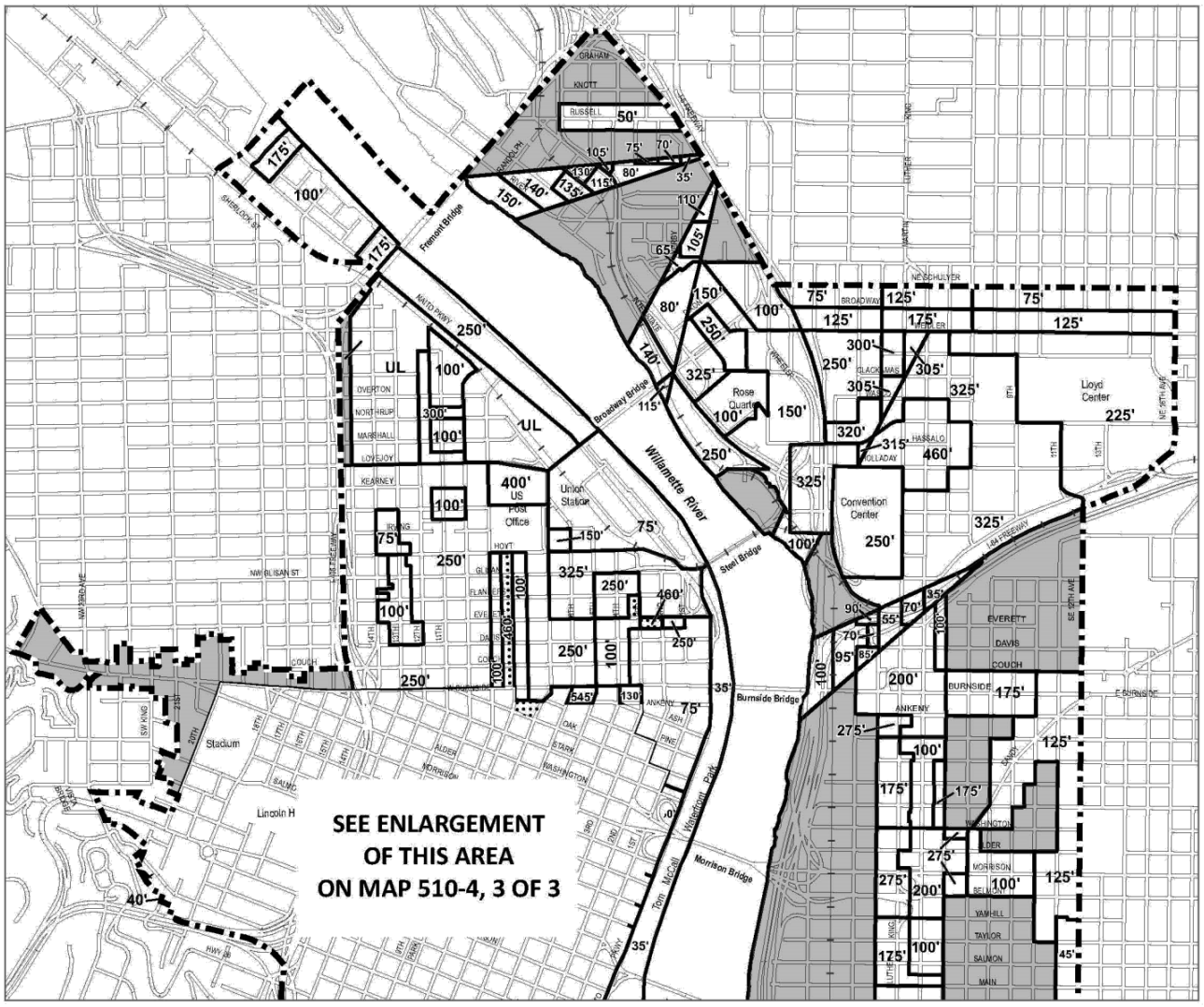
Please refer to the code language and commentary in Section 510.210 for more details.

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 1 of 3

Map Revised Xxxxx XX, 201X



Legend

- Central City Plan District boundary
- X' — Maximum building height including eligible height increases
- Areas where maximum height is determined by base zone
- Proposed right-of-way
- Proposed accessways
- Areas where a shadow analysis is required
- UL — Unlimited height allowed

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Note: See Map 510-16 for additional height opportunity areas in the North Pearl subarea and South Waterfront subdistrict.

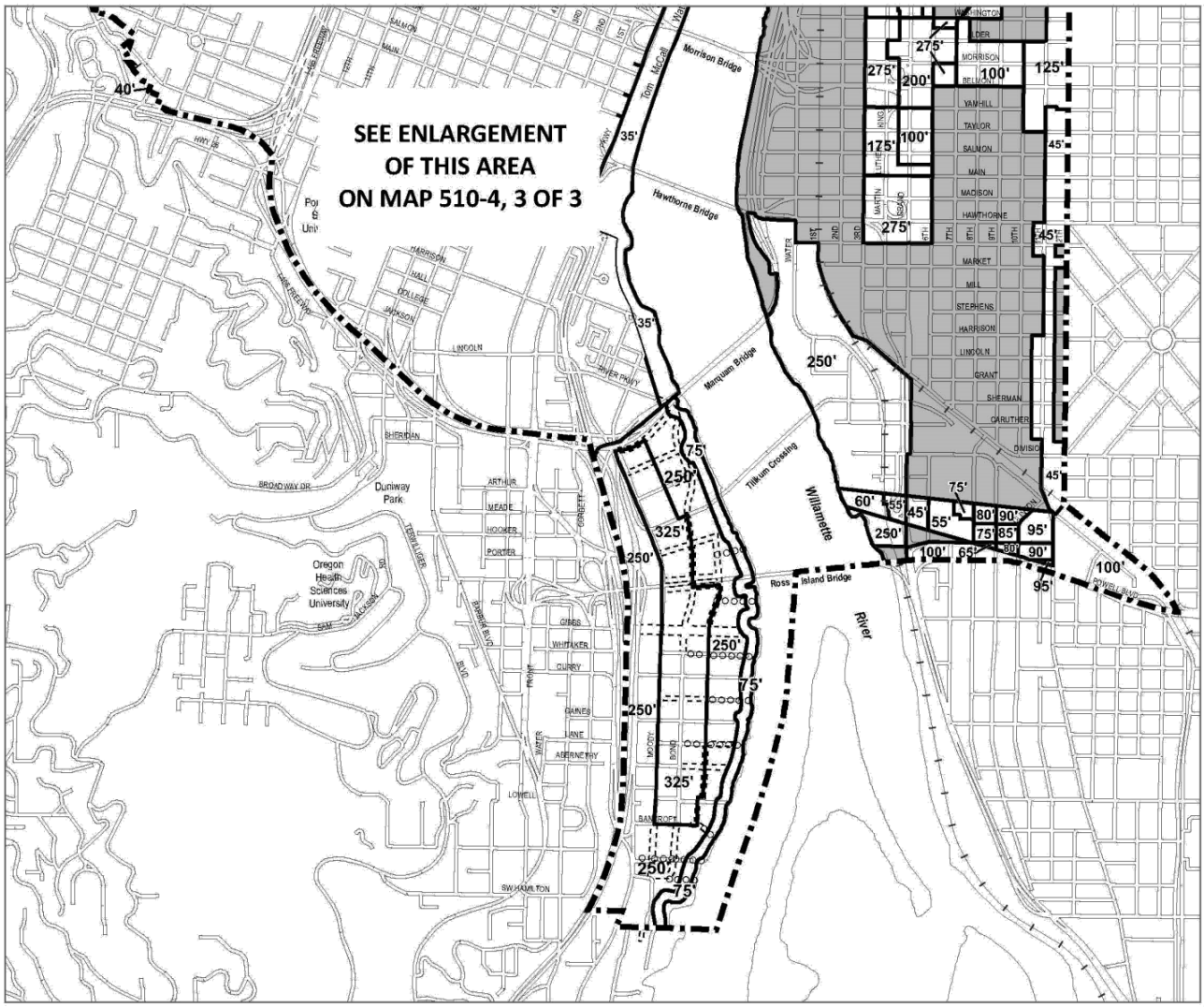
Commentary

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 2 of 3

Map Revised Xxxxx XX, 201X



Legend

- Central City Plan District boundary
- X' — Maximum building height including eligible height increases
- Areas where maximum height is determined by base zone
- Proposed right-of-way
- Proposed accessways
- Areas where a shadow analysis is required
- UL — Unlimited height allowed

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Note: See Map 510-16 for additional height opportunity areas in the North Pearl subarea and South Waterfront subdistrict.

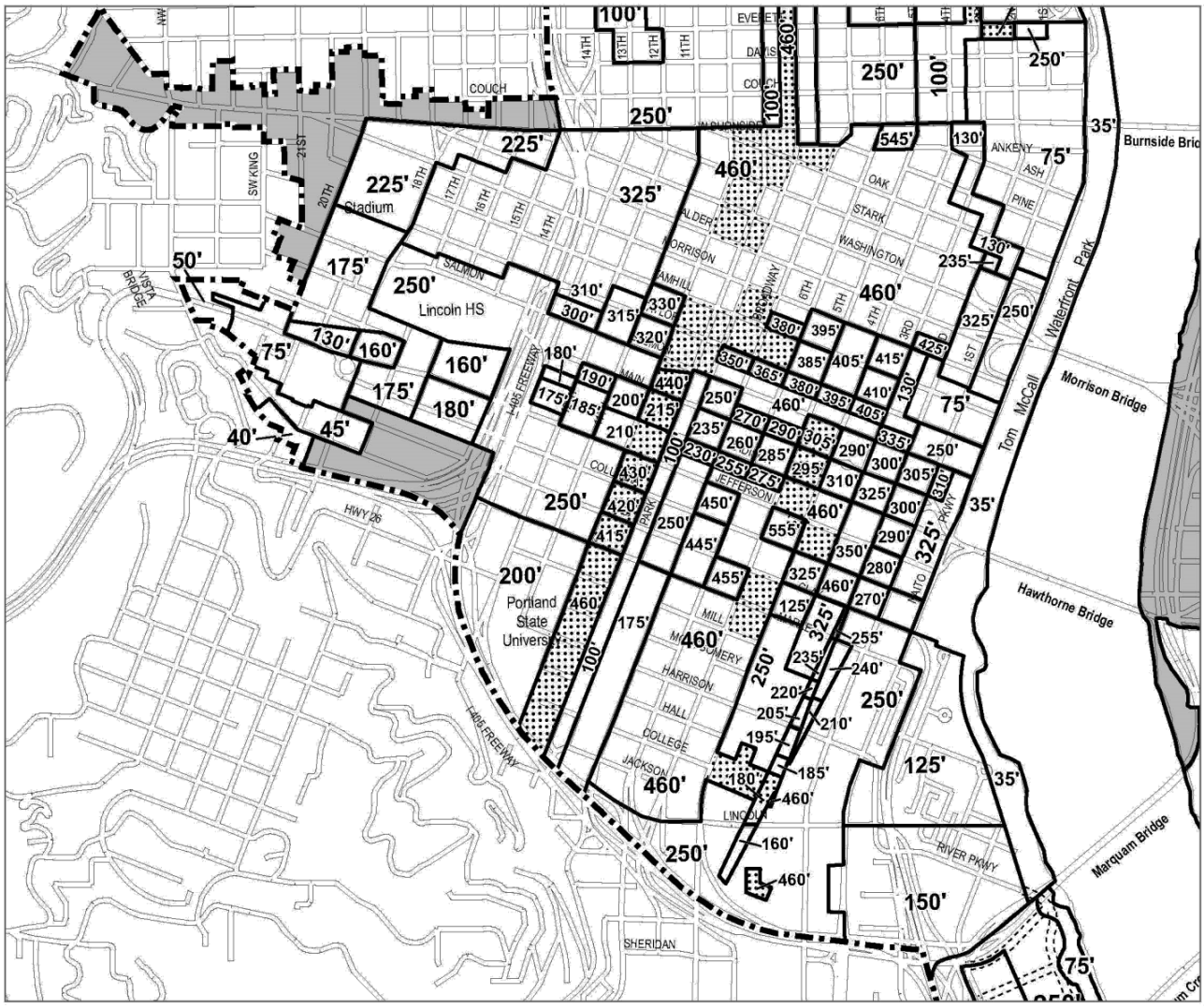
Commentary

Draft Maximum Heights including Eligible Height Increases

Map 510-4

Map 3 of 3

Map Revised Xxxxx XX, 201X



Legend

- Central City Plan District boundary
- X' — Maximum building height including eligible height increases
- Areas where maximum height is determined by base zone
- Proposed right-of-way
- Proposed accessways
- Areas where a shadow analysis is required
- UL — Unlimited height allowed

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Note: See Map 510-16 for additional height opportunity areas in the North Pearl subarea and South Waterfront subdistrict.

Commentary

Map 510-5 FAR Bonus Options Target Areas (Previously Map 510-4)
A number of the existing bonuses are proposed to be eliminated and the bonus areas will no longer exist and have been removed from this map. The Residential Bonus Target Area, Retail Use Bonus Target Area, and Theaters on Broadway Bonus Target Area have been removed. However, most of these areas will be eligible for the new proposed set of bonuses.

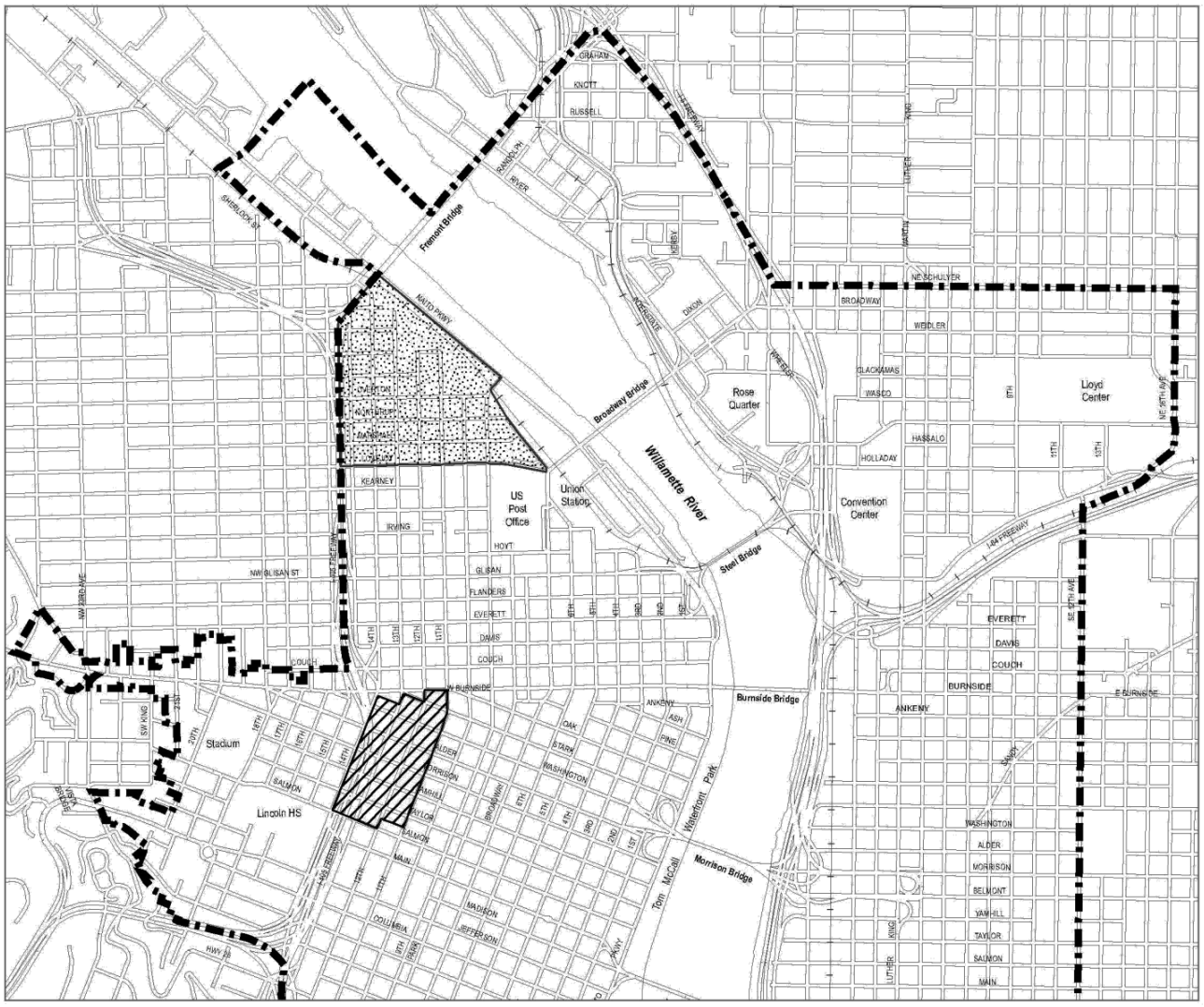
Additionally, a new "West End bonus target area" has been added. The area's boundary on the existing 510-14 map is referenced in 33.510.200.C(2) and allows the area to earn bonus FAR above the 3:1 maximum.

Draft FAR Bonus Options
Target Areas

Map 510-5

Map 1 of 2

Map Revised Xxxxx X, 201X



Legend

- Central City Plan District boundary
- Greenway bonus target area extends 150' back from top of bank
- North Pearl subarea bonus target area
- West End residential bonus target area
- Proposed right-of-way
- Proposed accessway

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

2/8/2016

Discussion Draft Central City 2035 Plan
Chapter 33.510, Central City Plan District

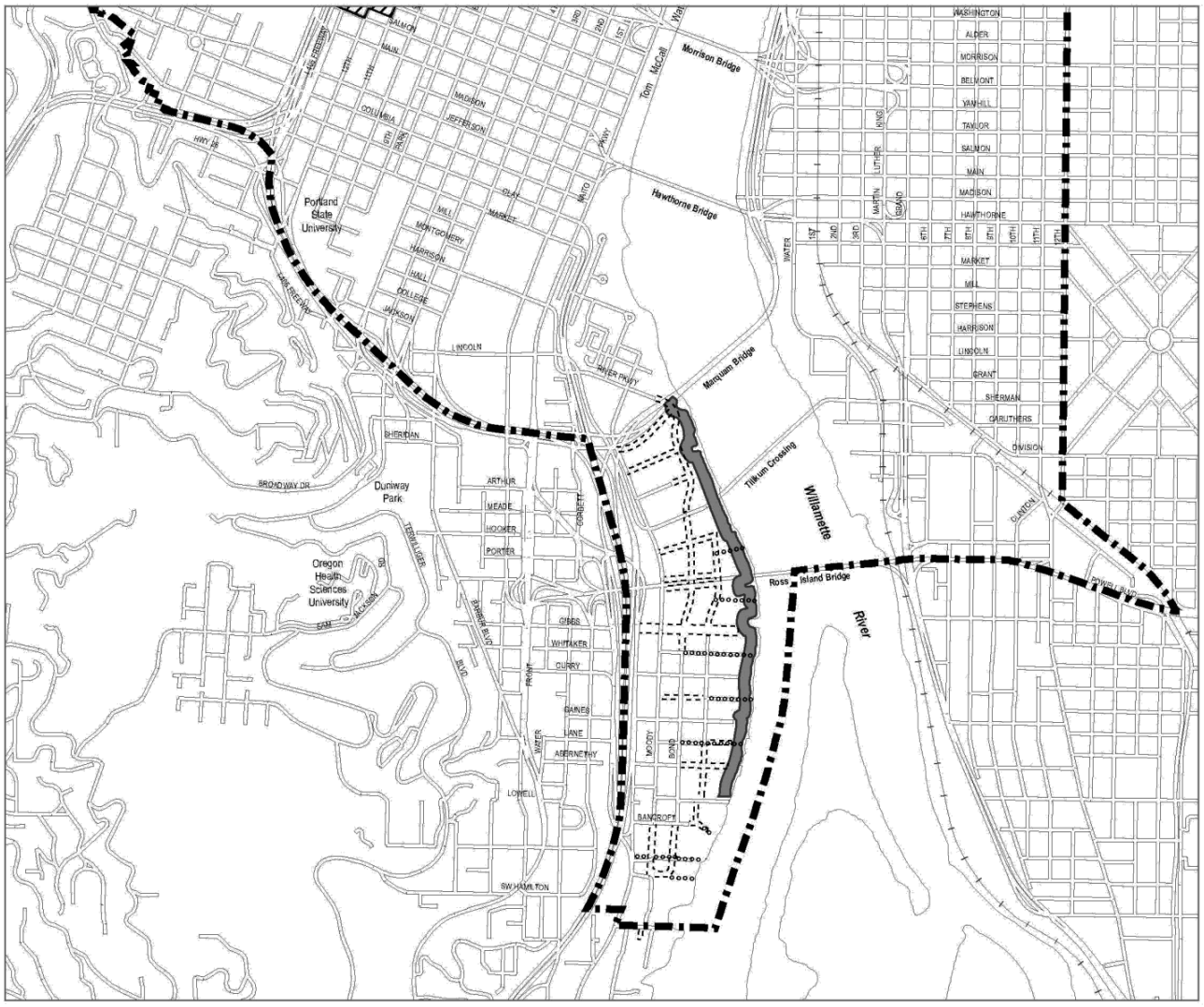
Commentary

Draft FAR Bonus Options Target Areas

Map 510-5

Map 2 of 2

Map Revised Xxxxx X, 201X



Legend

- Central City Plan District boundary
- Greenway bonus target area extends 150' back from top of bank
- North Pearl subarea bonus target area
- West End residential bonus target area
- Proposed right-of-way
- Proposed accessway

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Commentary

Map 510-6 Special Residential Use Areas (Previously Map 510-5 Required Residential Development Areas)
This map has been renamed because it now contains several residential regulations as described below.

Required Residential Development Areas
Required Residential has been removed in areas of Goose Hollow as discussed in the West Quadrant Plan and in additional areas to help support future Lincoln High School redevelopment. Most of the area is not currently in residential use. In addition, to support future Lincoln High School redevelopment and the goal of a vibrant Jefferson main street, the requirement was removed from the area between Lincoln High School and SW Jefferson, but was retained on SW Columbia to provide a buffer for the RH-zoned area to the south. The area was also removed from the western tip of the subdistrict to be consistent with other maps, and from the West Burnside corridor to support development of that area consistent with the desired Civic Retail Commercial character of that street.

The standard was retained in some areas of the subdistrict to serve as a buffer between CX and RH zones.

Other Residential Use Restrictions Added
The following regulations on residential uses were added to the map consistent with the N/NE Quadrant and Southeast Quadrant plans:

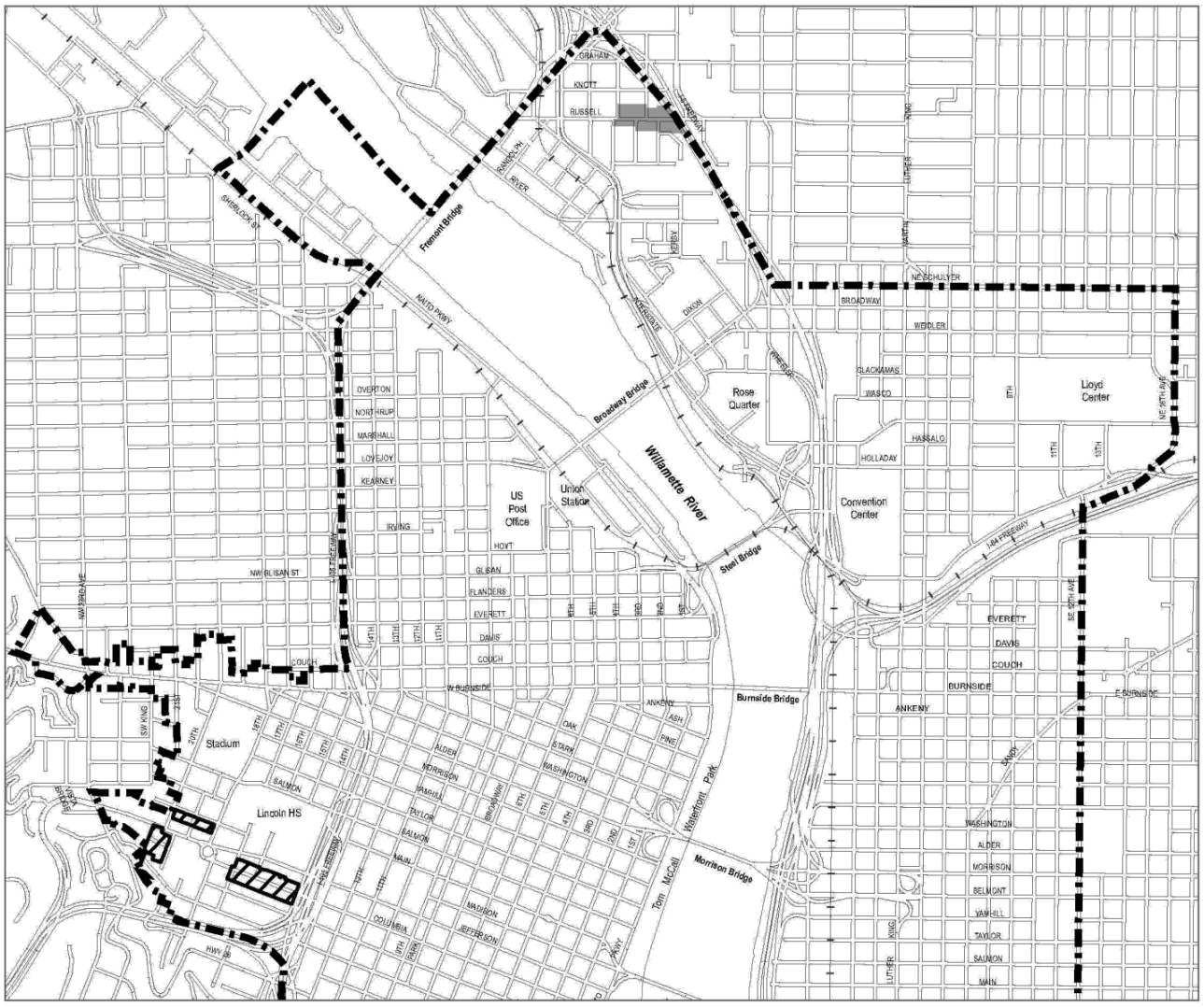
- "Residential uses prohibited" is applied to an area receiving EXd Comprehensive Plan designation in Lower Albina to prohibit residential uses if the area is rezoned;
- "Residential uses prohibited" on the area proposed to receive EXd zoning in the Central Eastside; and
- "Residential uses allowed as Conditional Use" on the area to the north of the new OMSI MAX light rail station area that had a Comprehensive Plan designation of EG. Residential uses may be allowed in this area if sufficient evidence can be presented that this use would not impact the local transportation system or conflict with the surrounding uses.

Draft Special Residential Use Areas

Map 510-6

Map 1 of 2

Map Revised Xxxxx XX, 201X



Legend

- Central City Plan District boundary
- Required residential development area
- Residential uses prohibited
- Residential use allowed as a Conditional Use
- Proposed right-of-way
- Proposed accessway

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

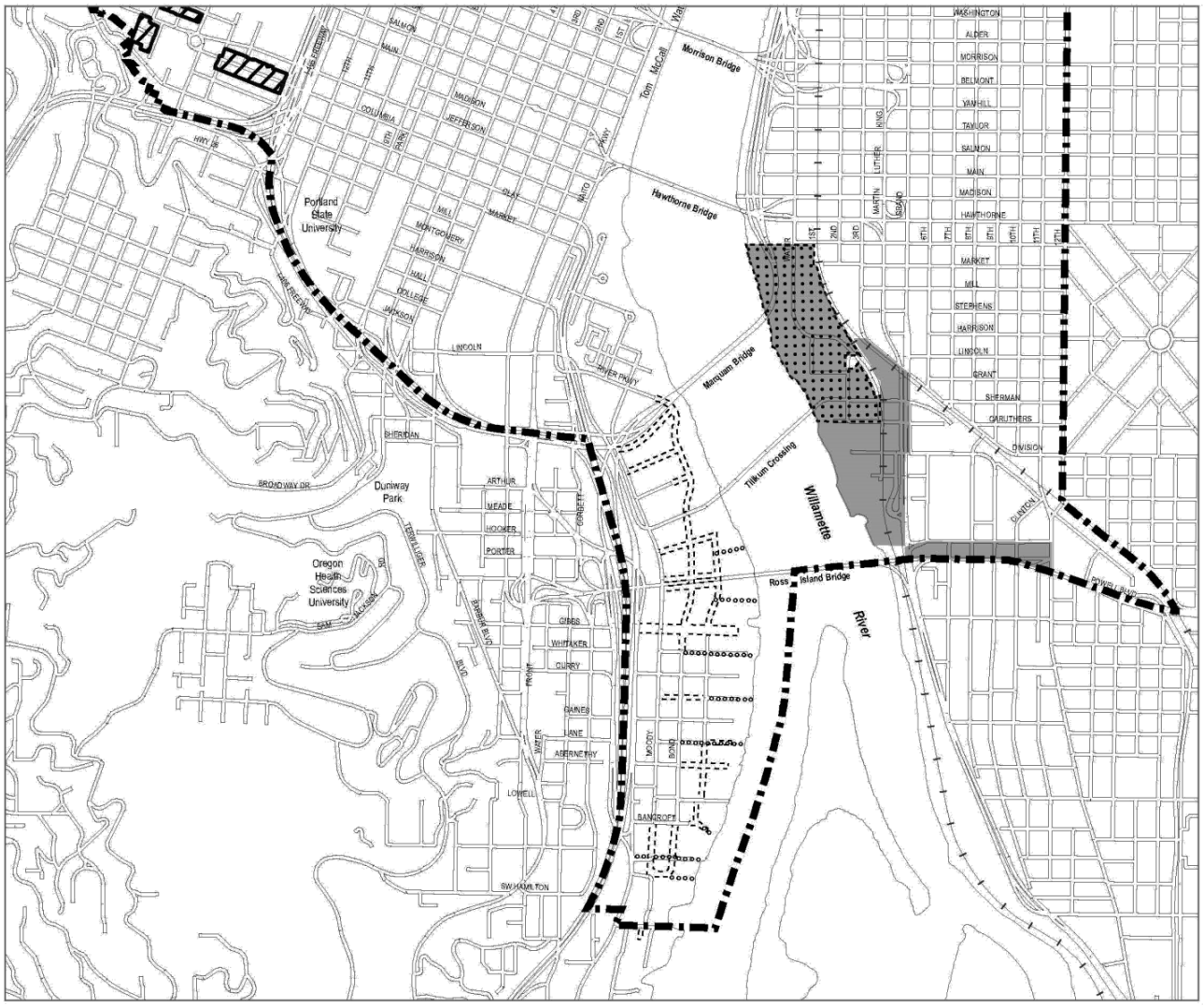
Commentary

Draft Special Residential Use Areas

Map 510-6

Map 2 of 2

Map Revised Xxxxx XX, 201X



Legend

- Central City Plan District boundary
- Required residential development area
- Residential uses not allowed
- Residential use allowed through Master Plan
- Proposed right-of-way
- Proposed accessway

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Commentary

Map 510-7 Options for Required Building Lines (Previously Map 510-6)
Required Building Lines were updated to reflect the Street and Development Character concept from the quadrant plans. The code language now requires standards similar to the previous "Extension of sidewalk standards" throughout the Central City unless otherwise stated, so this line has been removed from the map. The concept's Boulevard and Flexible Streets are represented on this map by the "Landscaped standards" and now require some landscaping if a project is set back from the street lot line. The Street and Development Character concept is described in the commentary for section 33.510.210.

Draft Options for Required Building Lines

Map 510-7

Map 1 of 2

Map Revised Xxxxx X, 201X



Legend

- Central City Plan District boundary
- Landscaping standards
- South Waterfront building line and landscaping standards
- Proposed right-of-way
- Proposed accessway

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

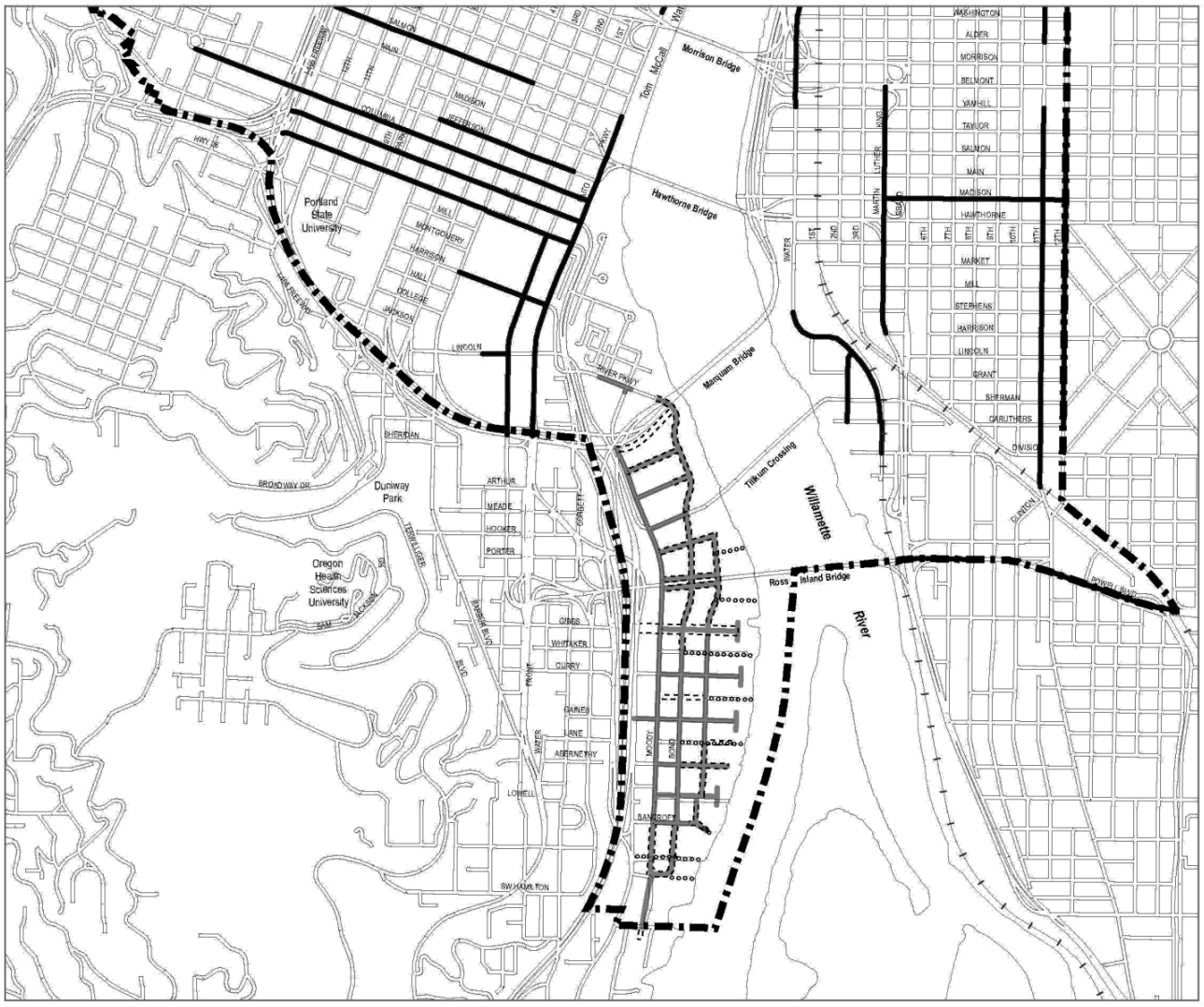
Commentary

Draft Options for Required Building Lines

Map 510-7

Map 2 of 2

Map Revised Xxxxx X, 201X



Legend

- Central City Plan District boundary
- Landscaping standards
- South Waterfront building line and landscaping standards
- Proposed right-of-way
- Proposed accessway

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Commentary

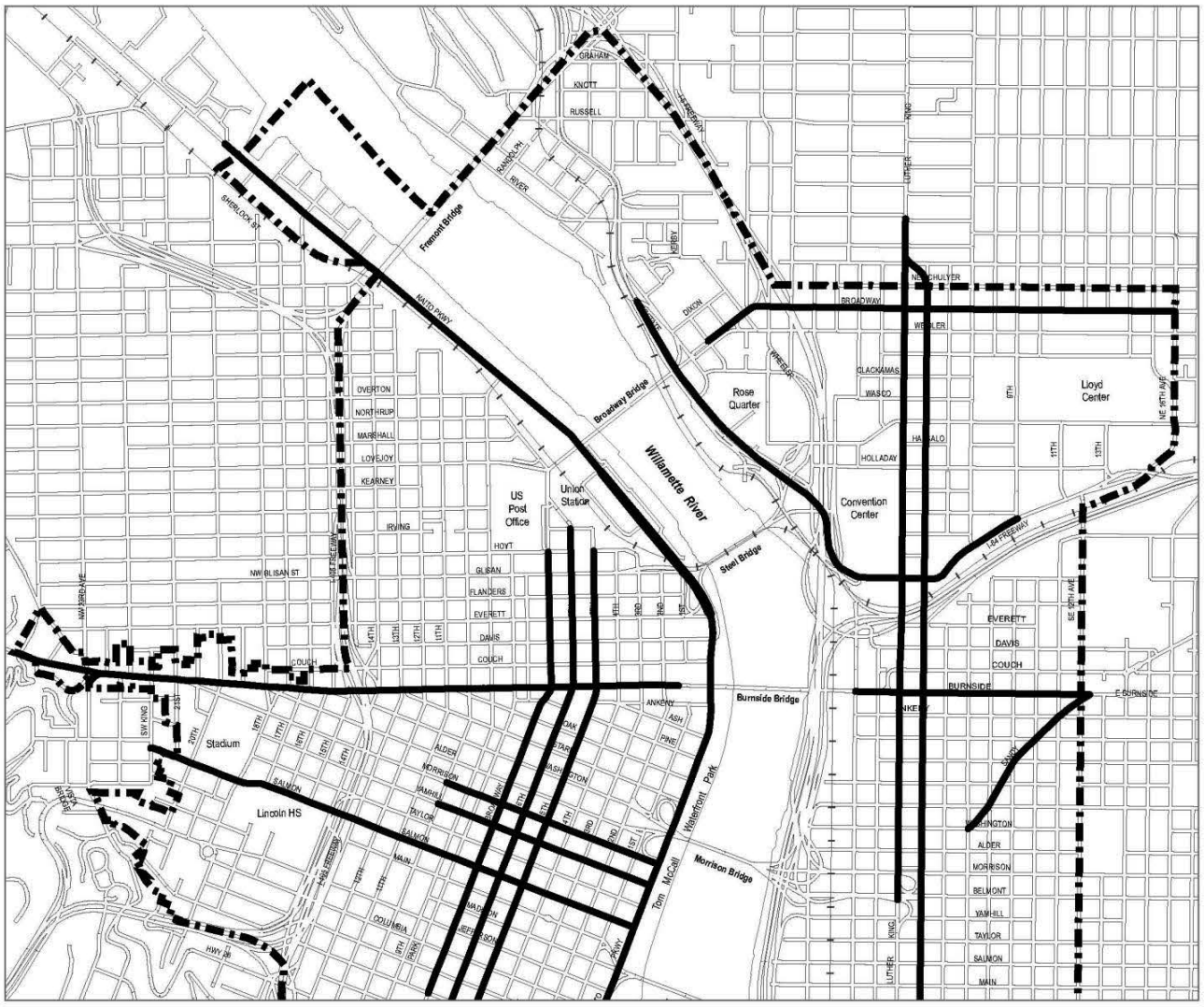
Map 510-8 Ground Floor Windows (New)
This a new map created to identify streets where higher levels of glazing are required based on the Street and Development Character concept for the Retail Core. This map shows all streets where sites with frontage must have 60% glazing. All other streets must meet the ground floor windows standards of the base zone.

Draft Ground Floor Windows

Map 510-8

Map 1 of 2

Map Revised Xxxxx X, 201X



Legend

- Central City Plan District boundary
- 60% ground floor window requirement
- Proposed right-of-way
- Proposed accessway

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

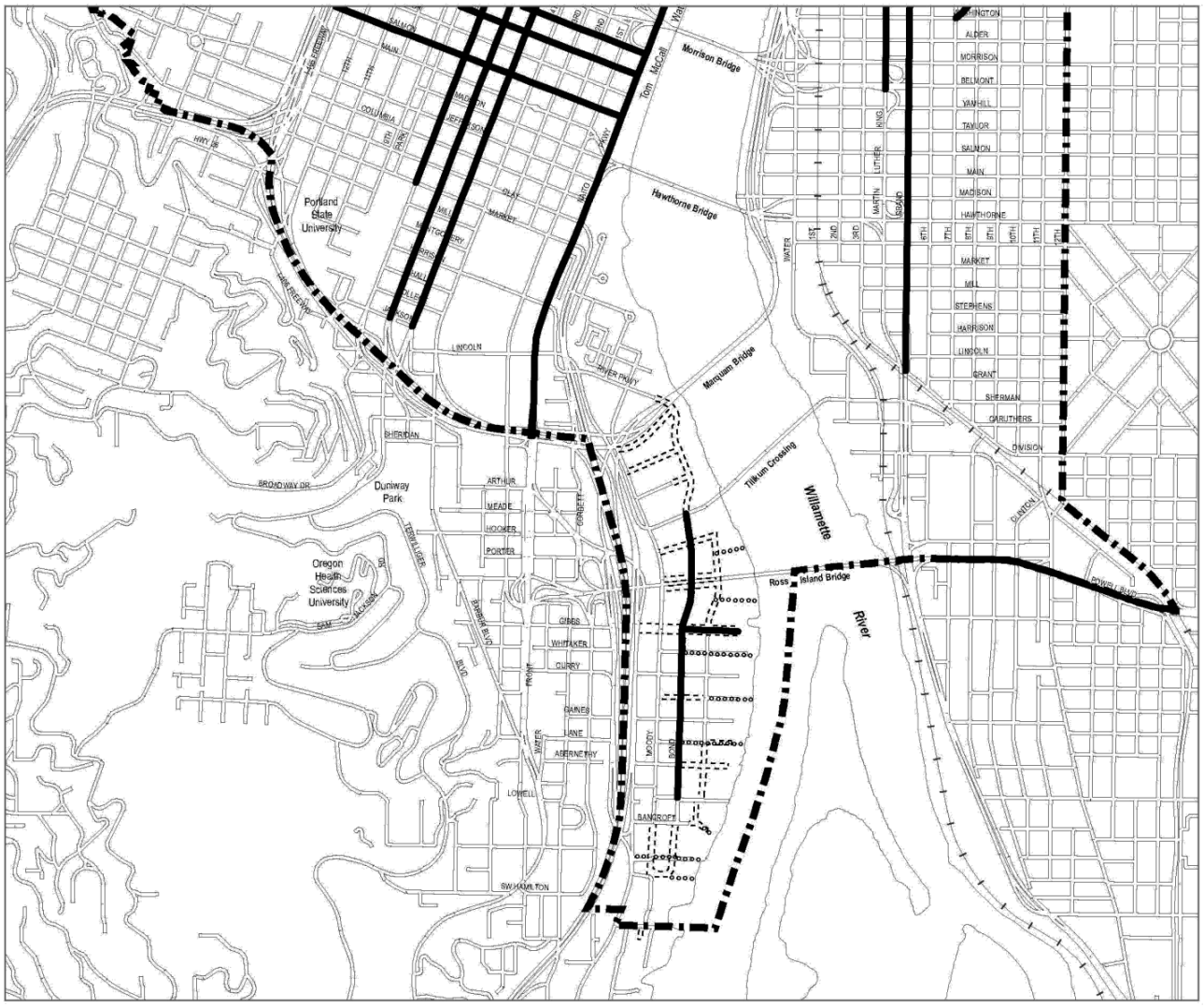
Commentary

Draft Ground Floor Windows

Map 510-8

Map 2 of 2

Map Revised Xxxxx X, 201X



Legend

- Central City Plan District boundary
- 60% ground floor window requirement
- Proposed right-of-way
- Proposed accessway

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Commentary

Map 510-9 Ground Floor Active Use Areas (Previously Map 510-7)
This map has been updated based on the Street and Development Character Concept to incorporate Retail Street designations from the Street and Development Character concept from the quadrant plans (summarized below). For consistency and to improve clarity, the existing mix of areas and lines to depict Ground Floor Active Use areas have been converted to lines to apply to sites with frontage on these streets.

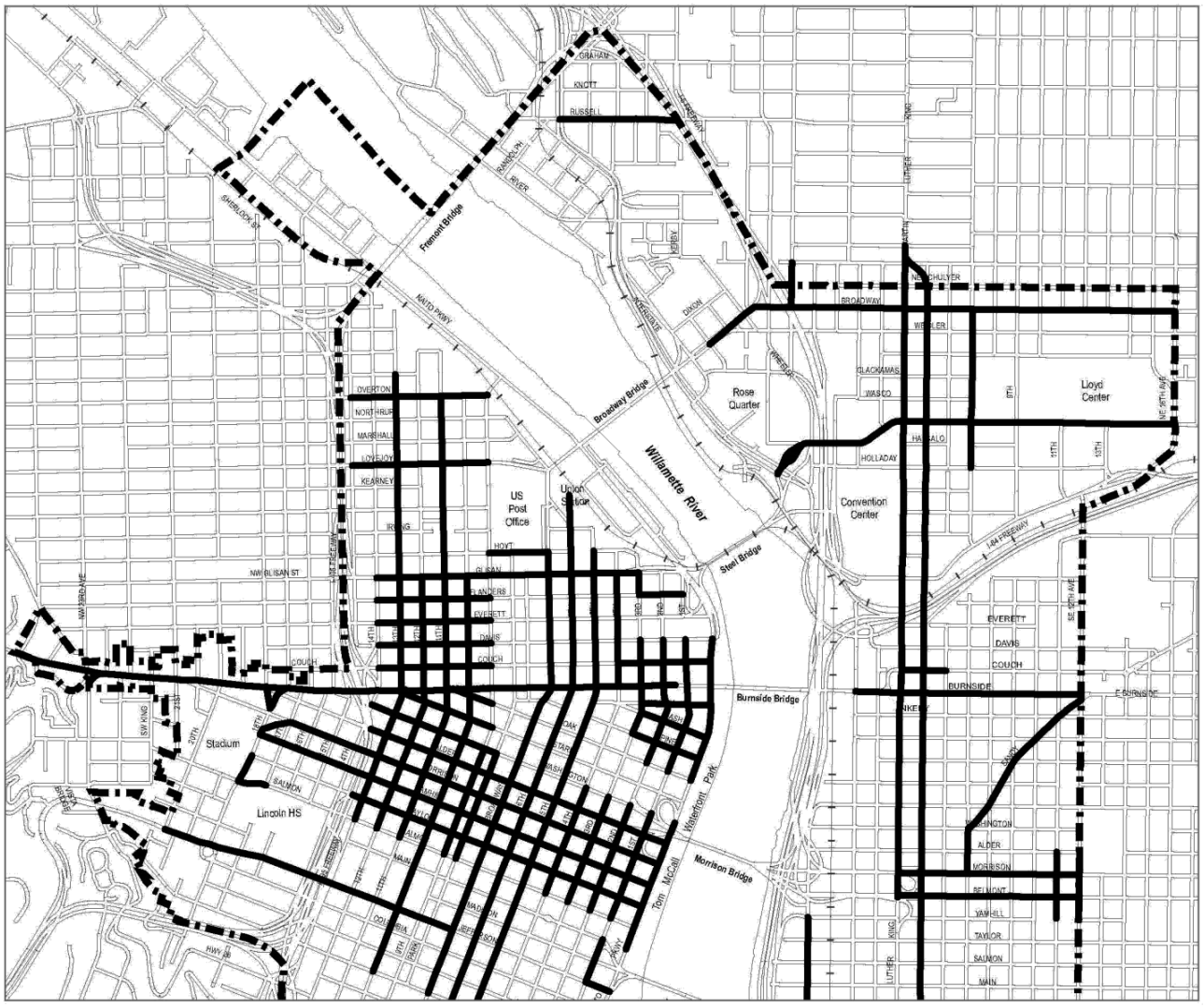
Retail Streets
These are busy, continuous streets with retail activity throughout the day, evenings and weekends. Ground-floor retail uses are required or strongly encouraged. Some of these street corridors are "civic" scaled – those that are major corridors beyond the boundaries of the Central City.

Draft Ground Floor Active Use Areas

Map 510-9

Map 1 of 2

Map Revised Xxxxx X, 201X



Legend

- Central City Plan District boundary
- Required ground floor active uses
- Proposed right-of-way
- Proposed accessway

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

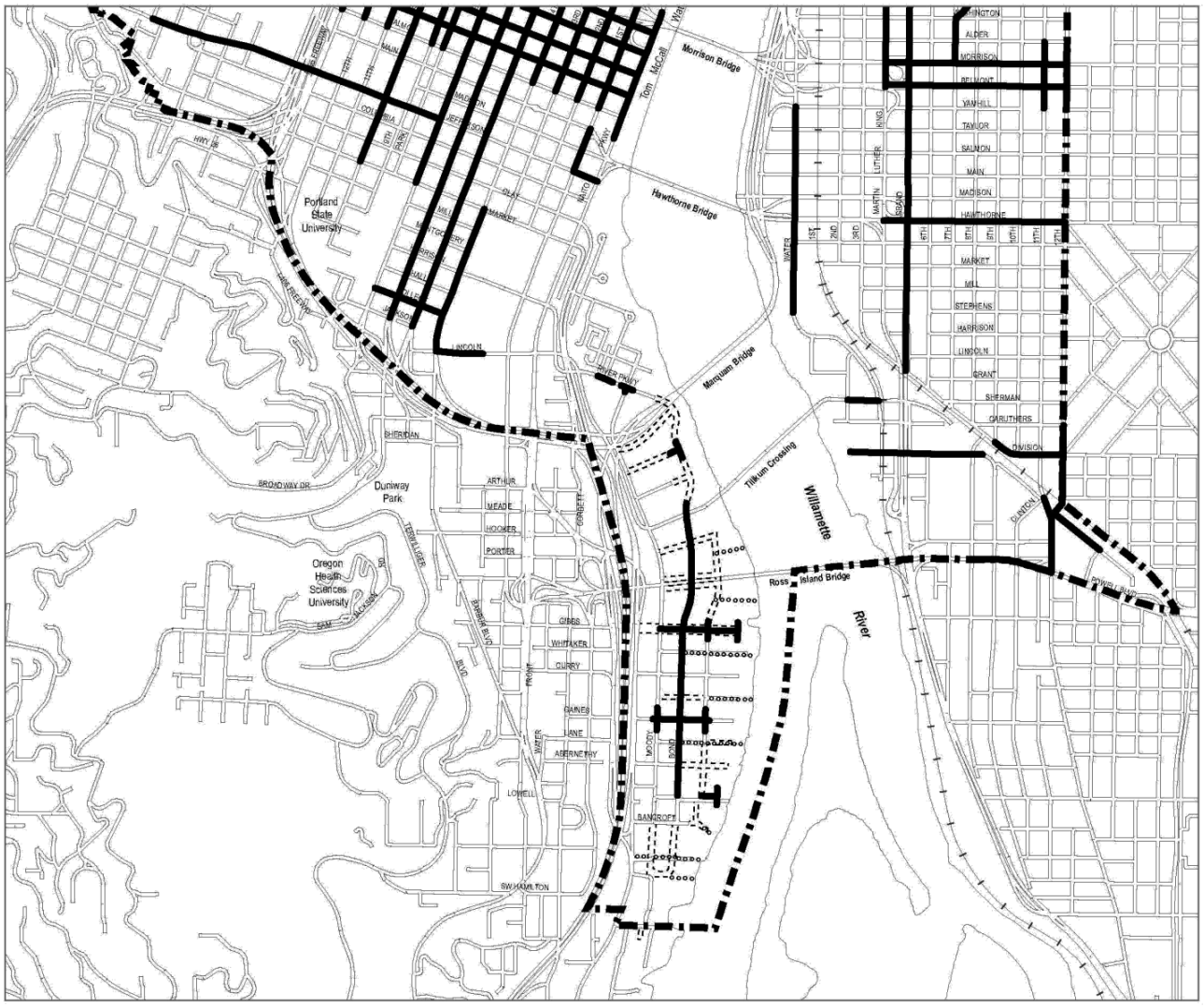
Commentary

Draft Ground Floor Active Use Areas

Map 510-9

Map 2 of 2

Map Revised Xxxxx X, 201X



Legend

- Central City Plan District boundary
- Required ground floor active uses
- Proposed right-of-way
- Proposed accessway

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Commentary

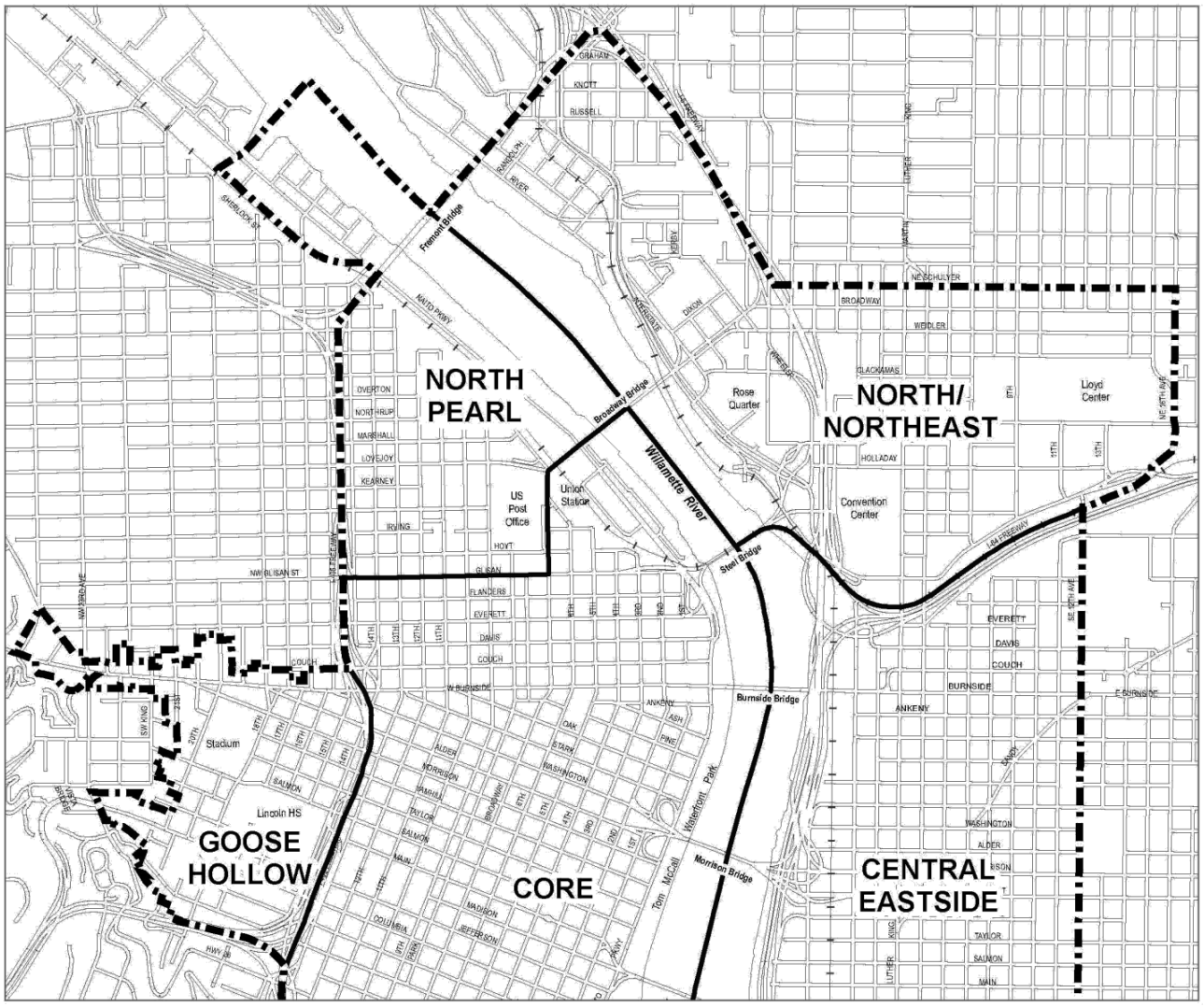
Map 510-10 Parking Sectors (Previously 510-10 Core and Parking Sectors)
This map has been updated in conjunction with the PBOT Central City Parking Study. The number of sectors is proposed to be reduced from 26 to 6 to better match Central City subdistrict geographies.

Draft Parking Sectors

Map 510-10

Map 1 of 2

Map Revised Xxxxx X, 201X



Legend

- Central City Plan District boundary
- Sector boundary
- Proposed right-of-way
- Proposed accessway

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

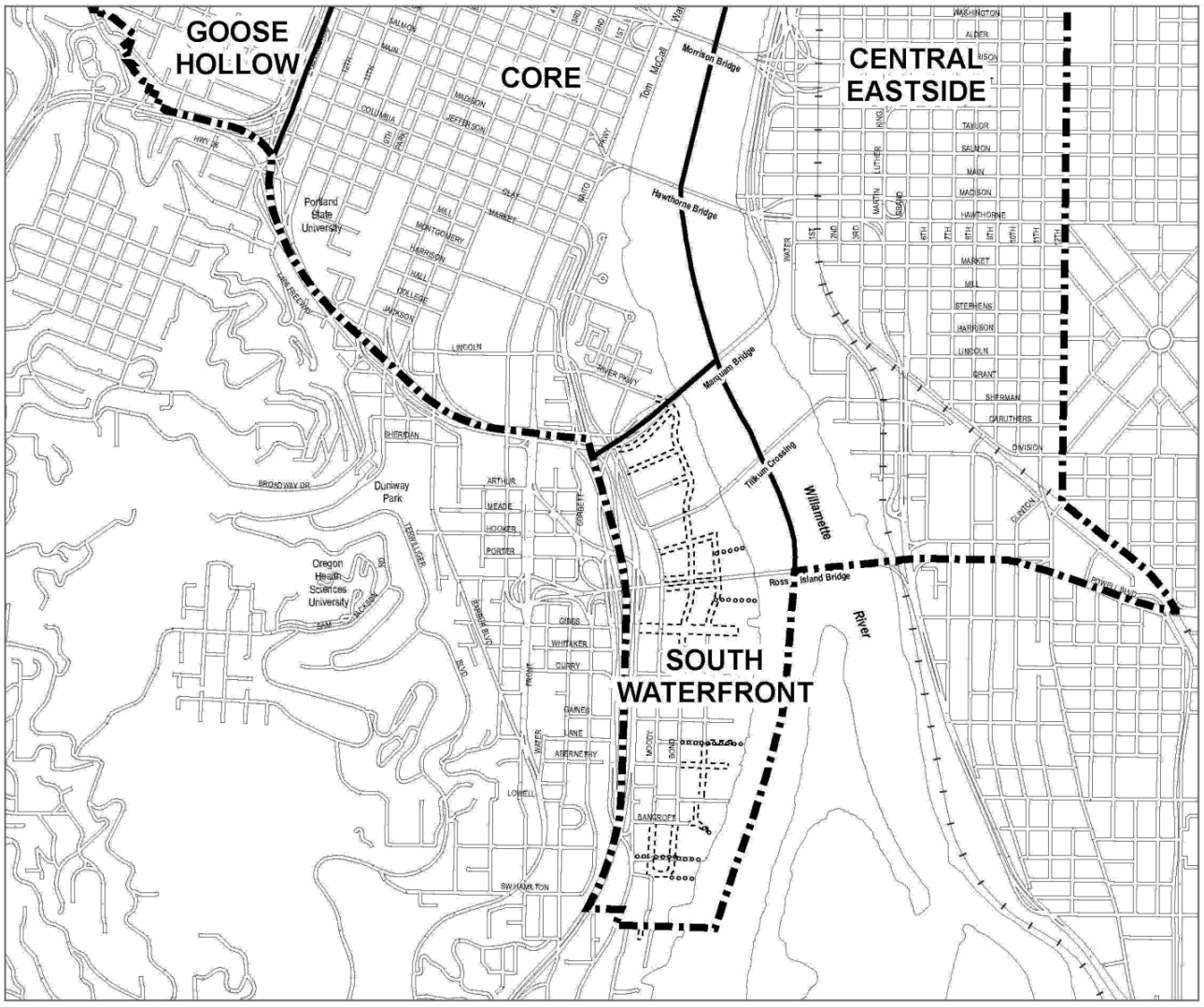
Commentary

Draft Parking Sectors

Map 510-10

Map 2 of 2

Map Revised Xxxxx X, 201X



Legend

- Central City Plan District boundary
- Sector boundary
- Proposed right-of-way
- Proposed accessway

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Commentary

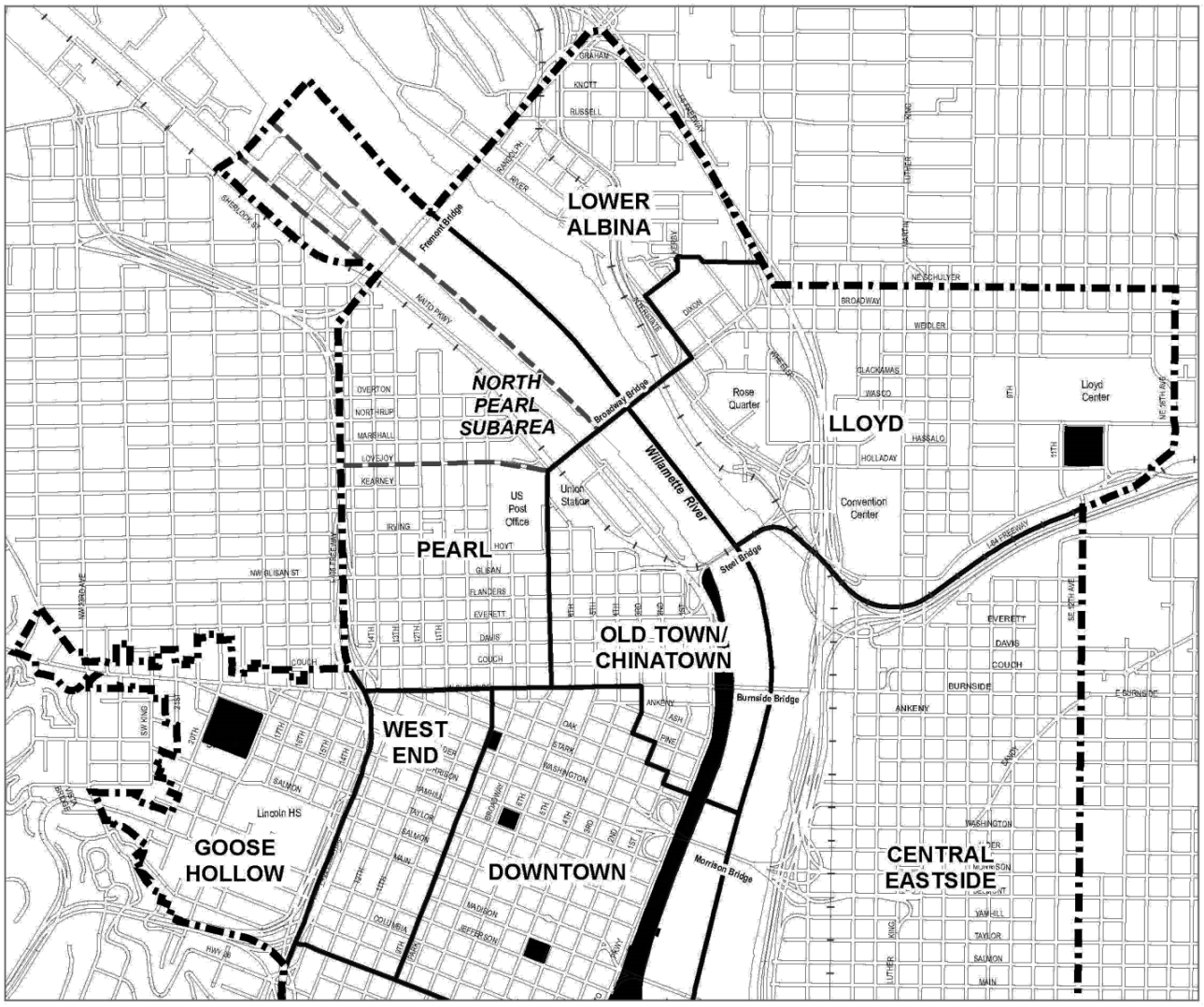
Map 510-11 Areas Where Additional Uses are Allowed in the OS Zone (Previously Map 510-10)
This map has been updated to include Governor Tom McCall Waterfront Park and Holladay Park.

Draft Areas Where Additional Uses are Allowed in the OS Zone

Map 510-11

Map 1 of 2

Map Revised Xxxxx X, 201X



Legend

- Central City Plan District boundary
- Subdistrict boundary
- Subarea boundary
- OS sites where additional uses are allowed
- Proposed right-of-way
- Proposed accessway

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

2/8/2016

Discussion Draft Central City 2035 Plan
Chapter 33.510, Central City Plan District

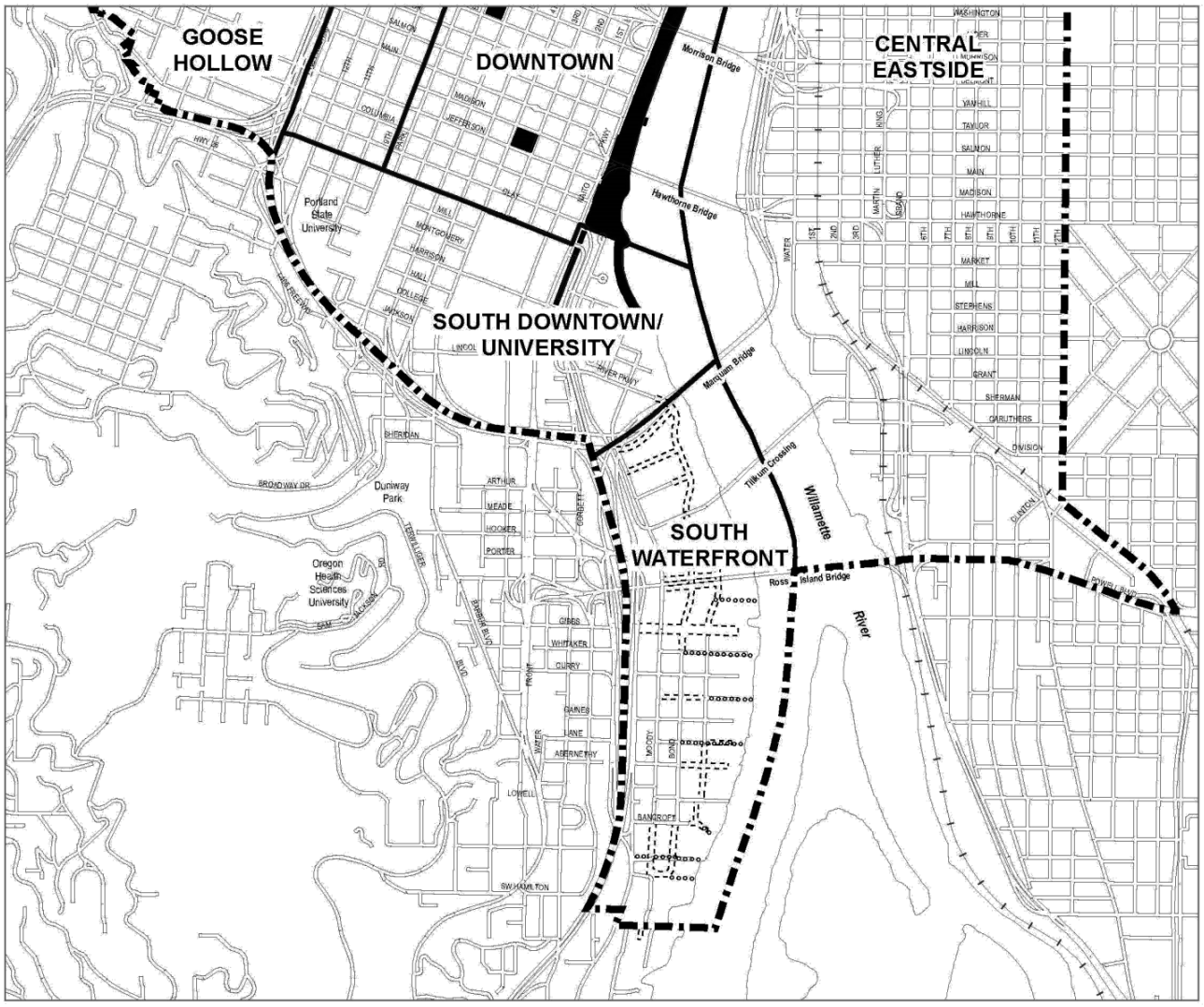
Commentary

Draft Areas Where Additional Uses are Allowed in the OS Zone

Map 510-11

Map 2 of 2

Map Revised Xxxxx X, 201X



Legend

- Central City Plan District boundary
- Subdistrict boundary
- Subarea boundary
- OS sites where additional uses are allowed
- Proposed right-of-way
- Proposed accessway

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Commentary

Map 510-12 Retail Sales and Services Limited (Previously Map 510-11 Special Areas)
"Area where retail sales and service uses is limited" has been added to portions of the Central Eastside where new EXd is proposed. This is now the only feature on the map, so the map has been renamed accordingly.

Staff are elimating section 33.510.224 Mechanical Equipment along the Portland Streetcar Alignment. This language was added to the code to prohibit the diesel generators associated with "Telecom Hotels" – a technology no longer in use. The area associated with this provision has been removed from the map. For reference, this feature can be found in the deleted set of maps at the beginning of this section.

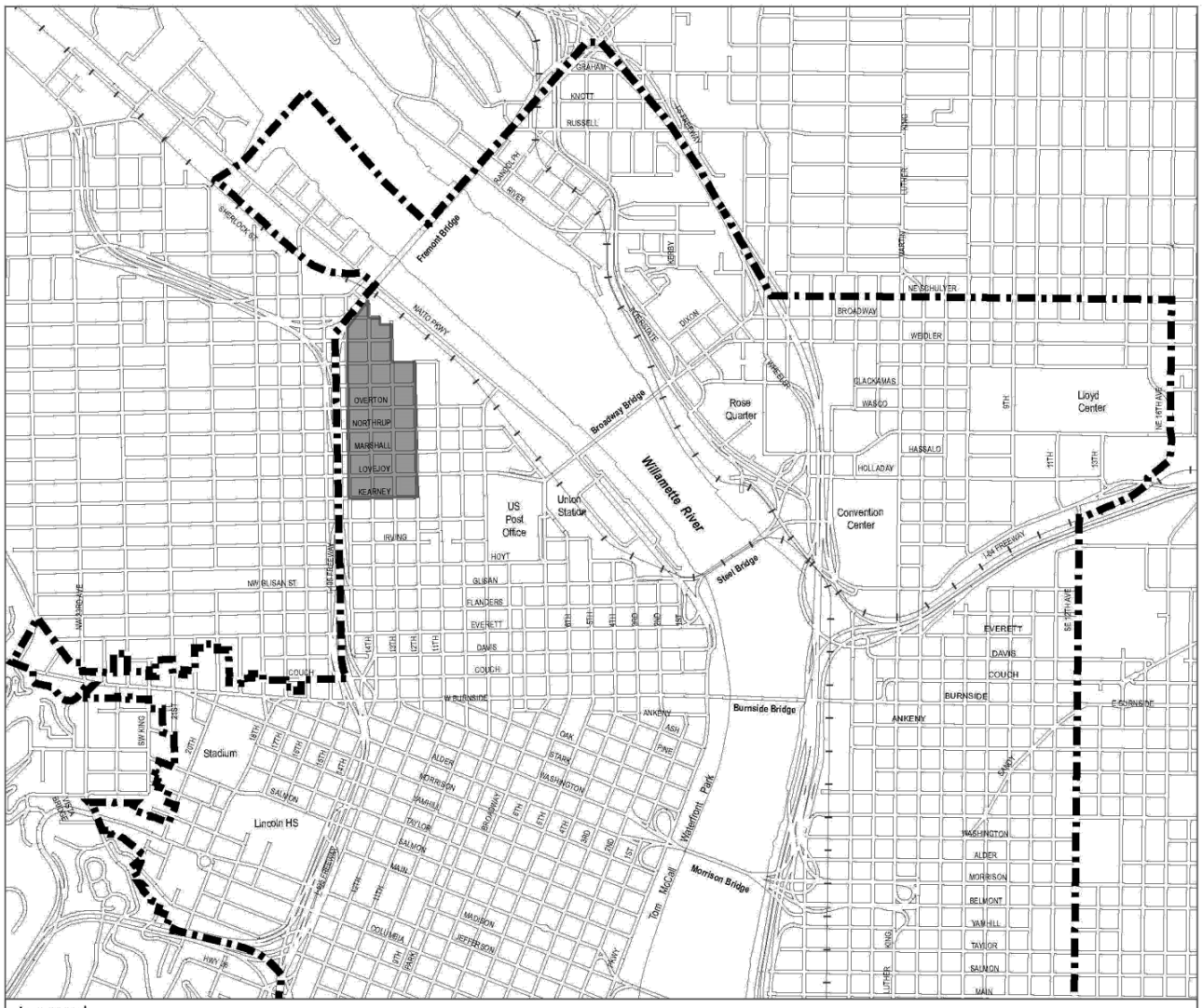
Draft Retail Sales and Services Limited

Map 510-12

Map 1 of 2

Code reference: 33.510.116.B

Map Revised Xxxxx XX, 201X



Legend

Areas where size of retail sales and service uses is limited

Central City Plan District boundary

Proposed right-of-way

Proposed accessway

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

2/8/2016

Discussion Draft Central City 2035 Plan
Chapter 33.510, Central City Plan District

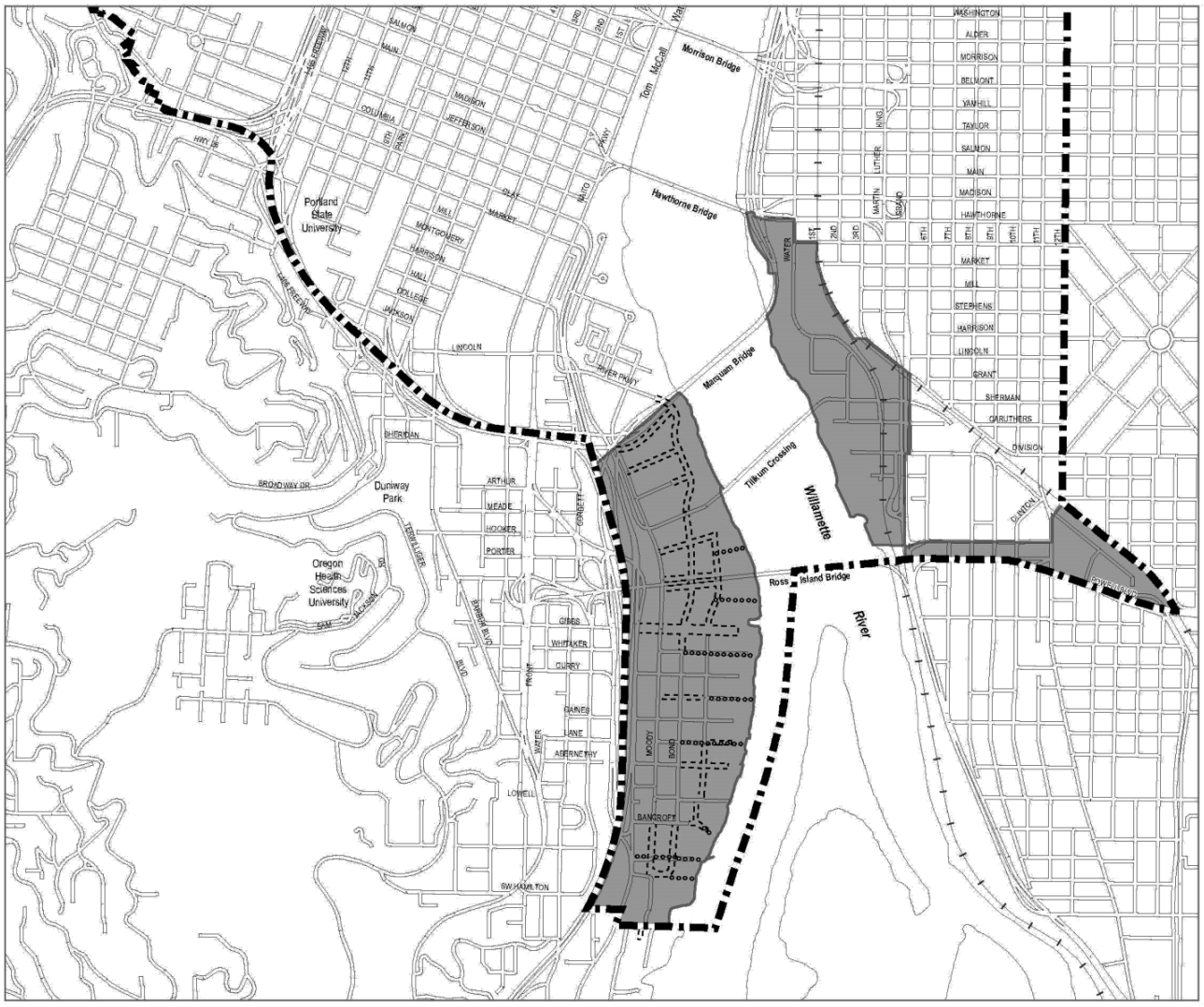
Commentary

Draft Retail Sales and Services Limited

Map 510-12

Map 2 of 2

Map Revised Xxxxx XX, 201X



Legend

- Central City Plan District boundary
- Areas where size of retail sales and service uses is limited
- Proposed right-of-way
- Proposed accessway

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

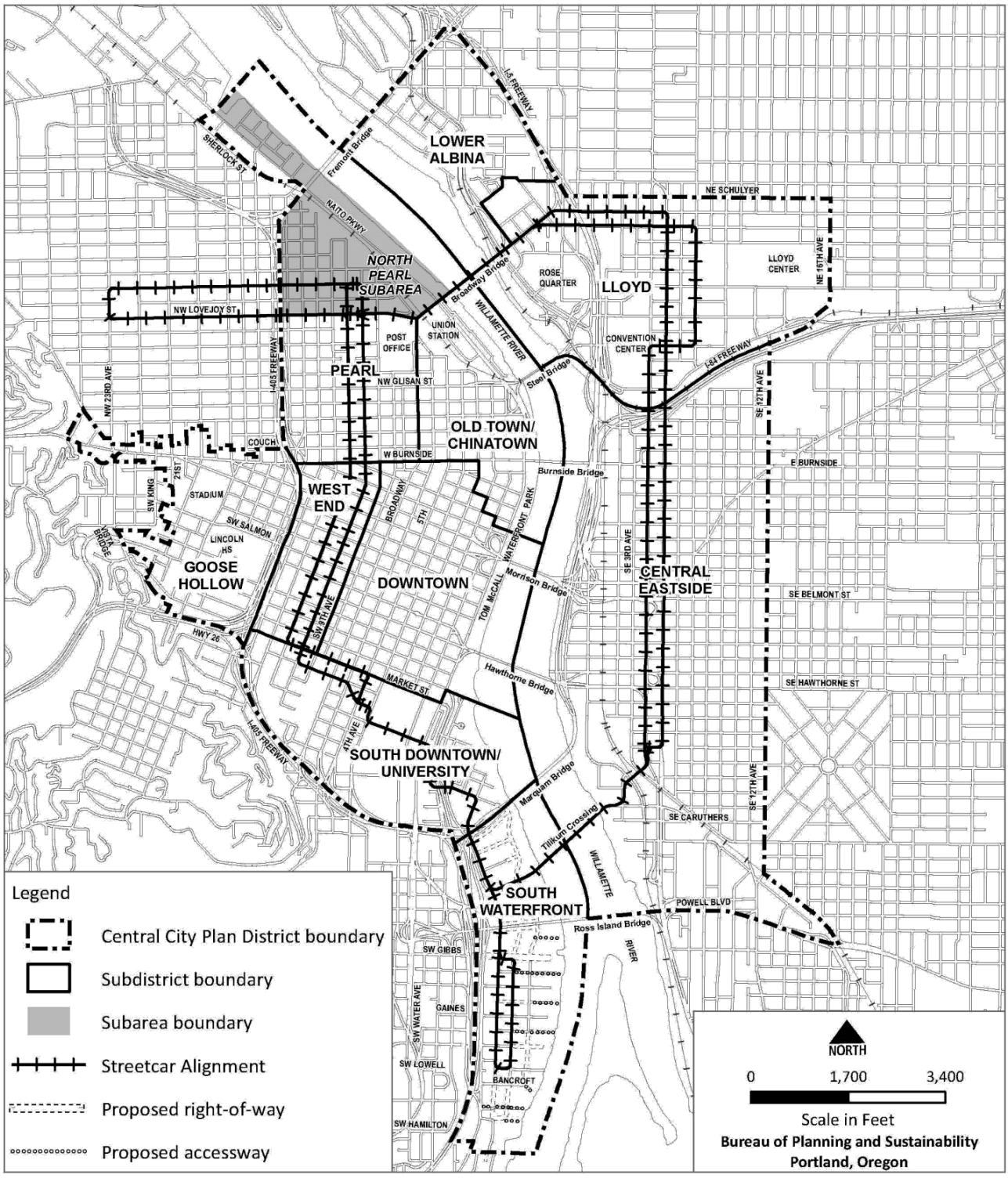
Commentary

Map 510-13 Streetcar Alignment (Previously Map 510-12)
Updated to include the east side streetcar line.

Draft Streetcar Alignment

Map 510-13

Map Revised Xxxxx XX, 201X



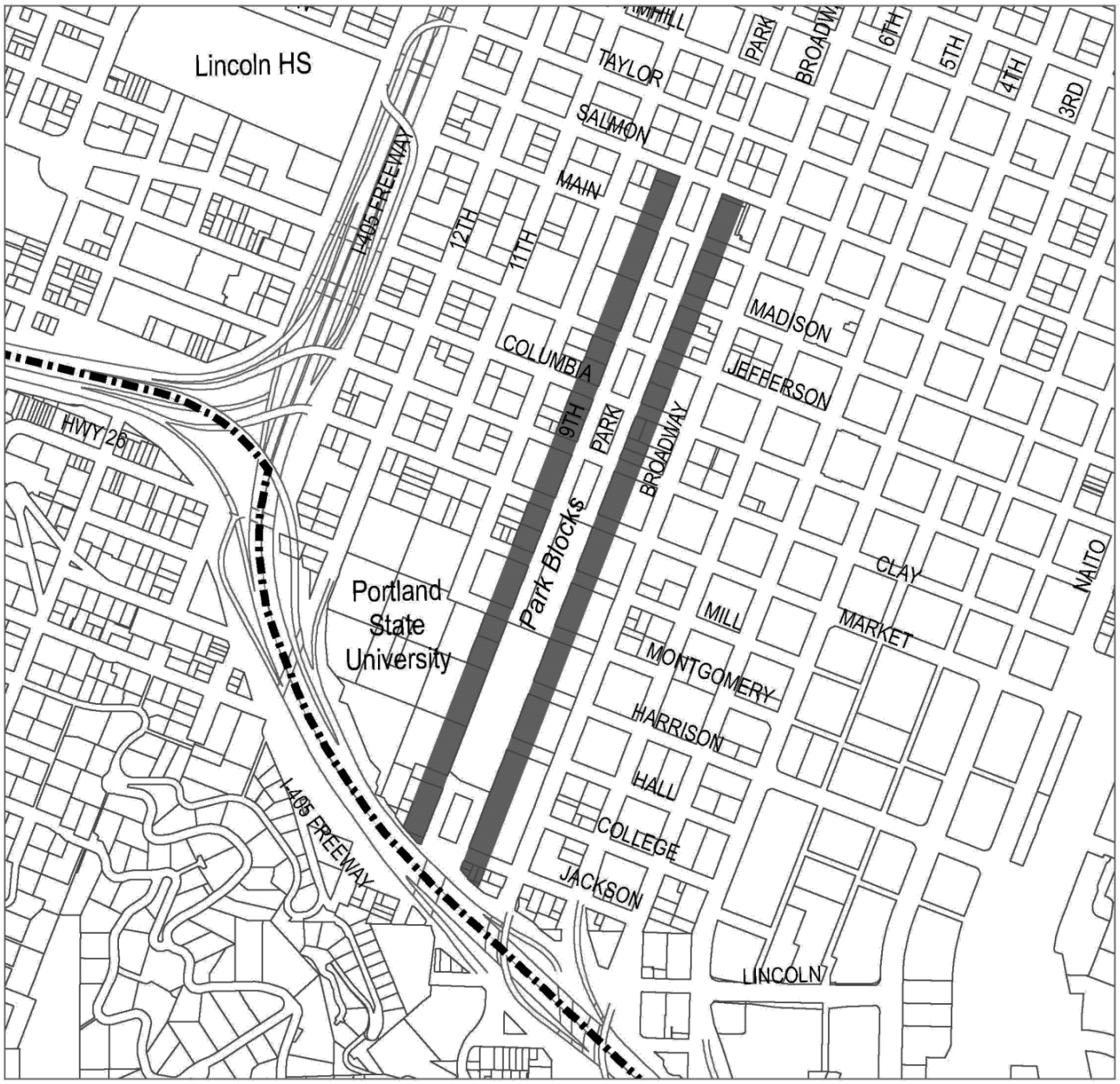
Commentary

Map 510-14 South Park Block Frontages (Previously Map 510-13 Park Block Frontages)
No changes are proposed for this map.

Draft South Park Blocks Frontages

Map 510-14

Map Revised Xxxxx XX, 2015



Legend

Central City Plan District Boundary

Park block frontage

NORTH

0 500 1,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

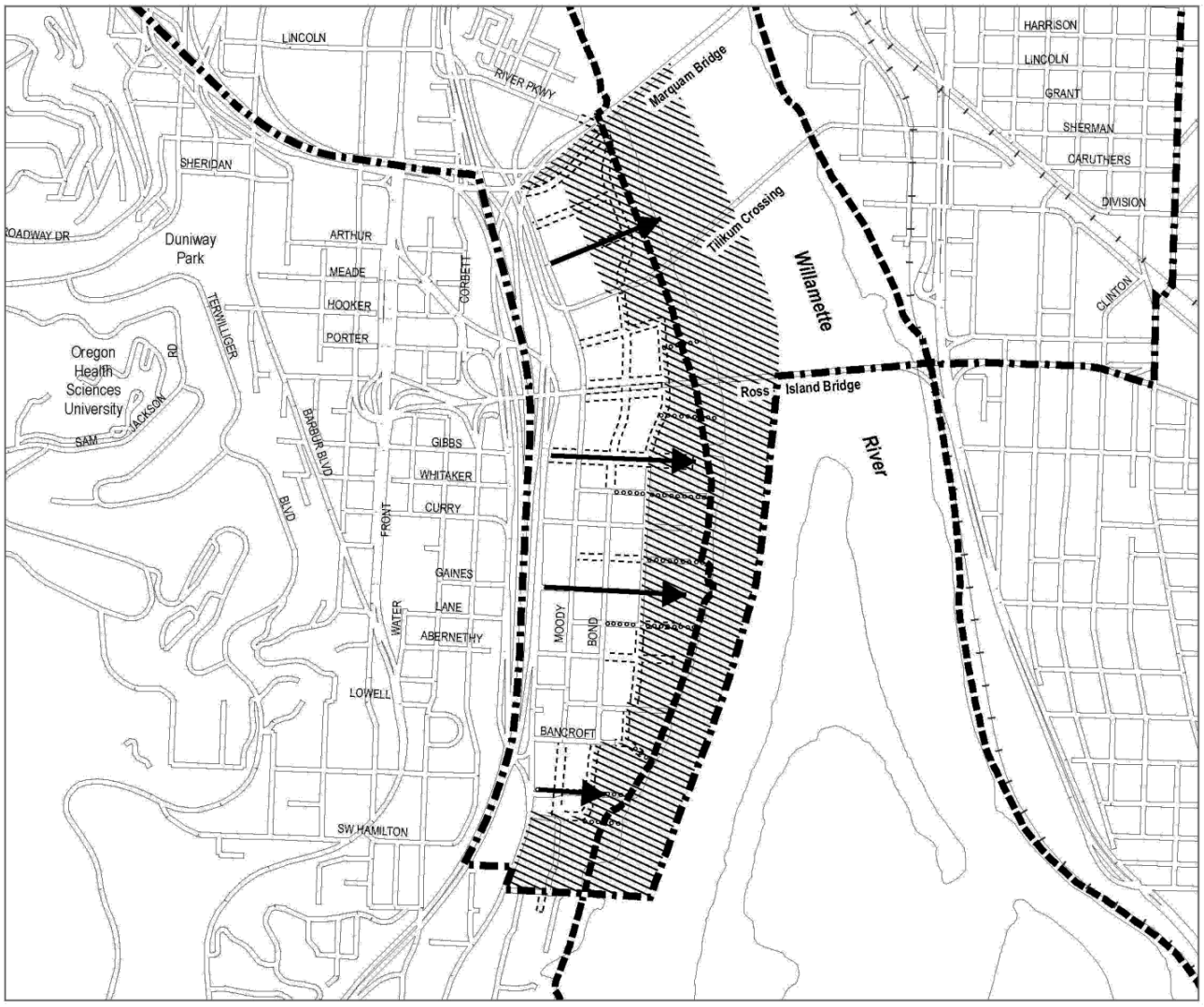
Commentary

Map 510-15 South Waterfront Greenway Public Access Map
Updated to move the Major and Minor viewpoints from this map to maps in 33.480 Scenic Resources.

South Waterfront Greenway Public Access

Map 510-15

Map Revised Xxxxx X, 201X



Legend

- Central City Plan District boundary
- Special building height corridor
- Primary Greenway Trail
- "g" River General overlay
- Proposed right-of-way
- Proposed accessway

NORTH

0 900 1,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Commentary

Map 510-16 North Pearl Height Opportunity Area / South Waterfront Height Opportunity Area

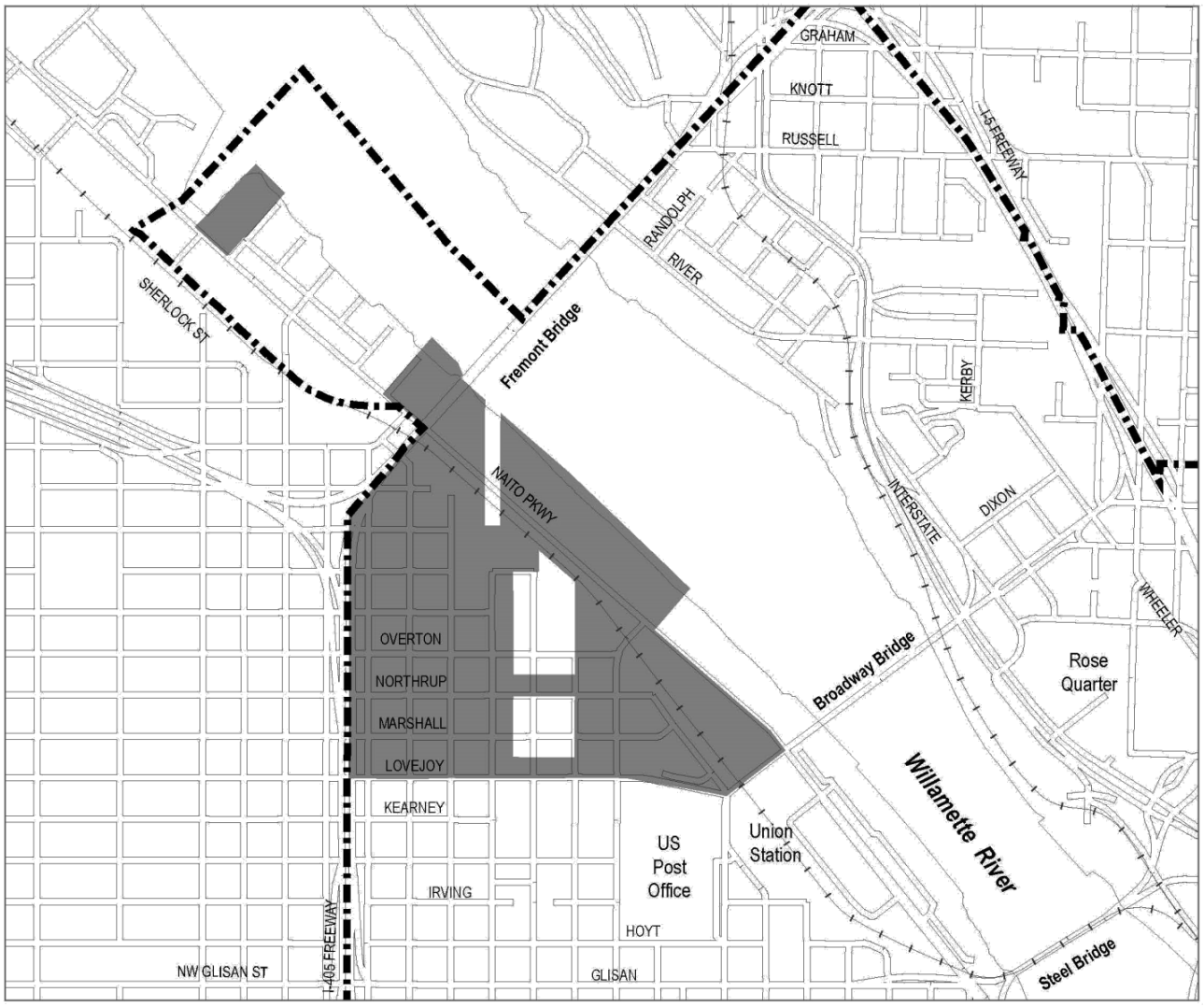
No changes proposed.

North Pearl
Height Opportunity Area

Map 510-16

Map 1 of 2

Map Revised Xxxxx X 201X



Legend

- Central City Plan District boundary
- Area eligible for additonal height
- Proposed right-of-way
- Proposed accessway

NORTH

0 700 1,400

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

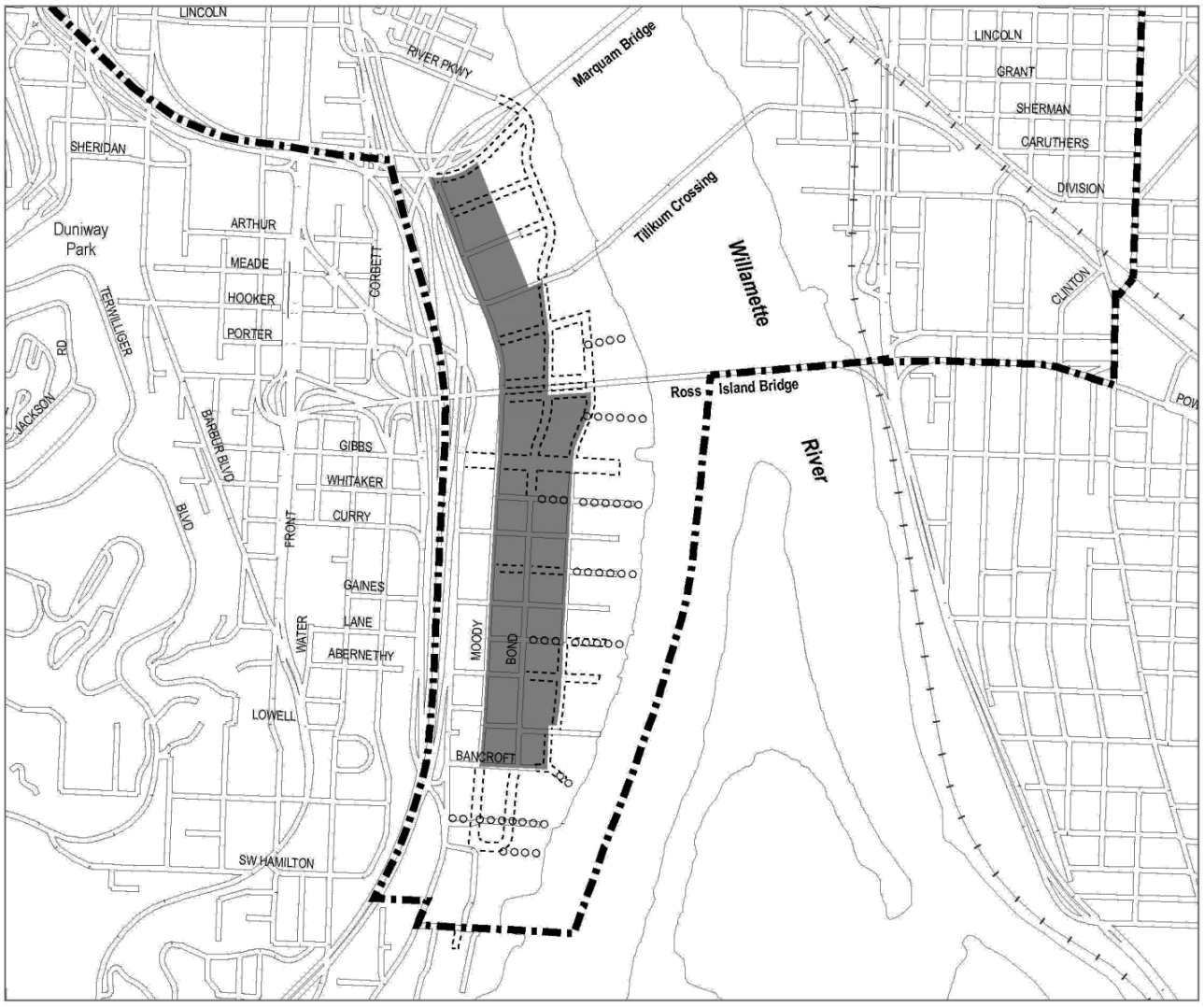
Commentary

South Waterfront
Height Opportunity Area

Map 510-16

Map 1 of 2

Map Revised Xxxxx X 201X



Legend

- Central City Plan District boundary
- Area eligible for additonal height
- Proposed right-of-way
- Proposed accessway

NORTH

0 900 1,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Commentary

Map 510-17 Areas Where Vehicle Repair and Vehicle Sales and Leasing Uses are Restricted (Previously Map 510-18 Area Where Vehicle Sales and Leasing, and Exterior Display and Storage are Restricted)

This map has been renamed and updated to generally prohibit vehicle sales, repair and vehicle leasing uses within 500 ft of MAX light rail lines. Specifically, the identified area on the map:

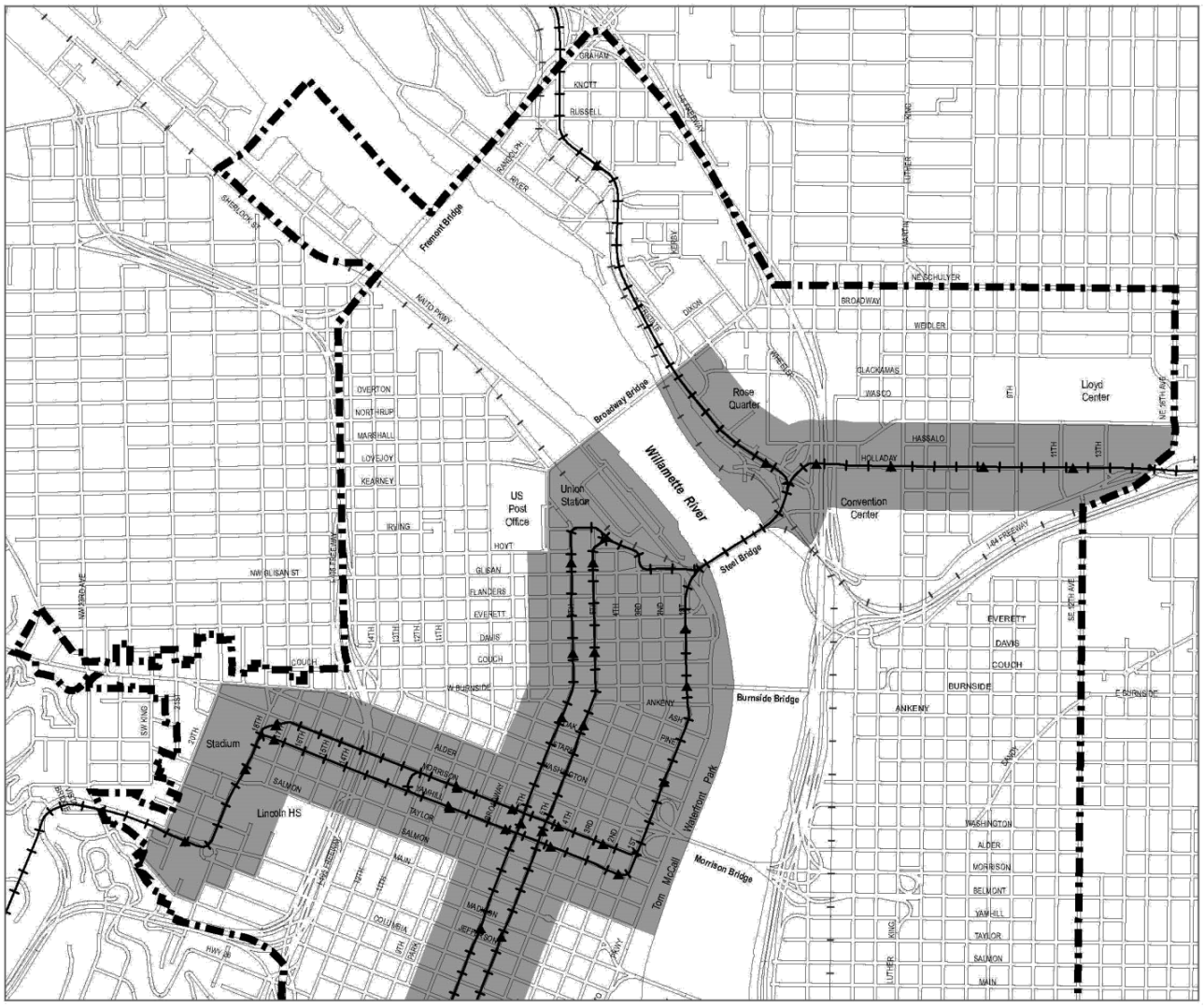
a. Reflects areas near MAX lines where high pedestrian volume exists or is anticipated;
b. Continues to reflect the existing exclusion of the western tip of Goose Hollow;
c. Excludes areas where the MAX alignment is elevated or otherwise separated from the surface street system, presenting no potential conflicts with cars or pedestrians (e.g., elevated section between South Downtown/University and South Waterfront); and
d. Excludes the predominately industrial Central Eastside and Lower Albina subdistricts.

Draft Area Where Vehicle Repair and Vehicle Sales and Leasing Uses are Restricted

Map 510-17

Map 1 of 2

Map Revised Xxxxx XX, 201X



Legend

- Central City Plan District boundary
- Area where restrictions apply
- MAX Light Rail line and stops
- Proposed right-of-way
- Proposed accessways

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

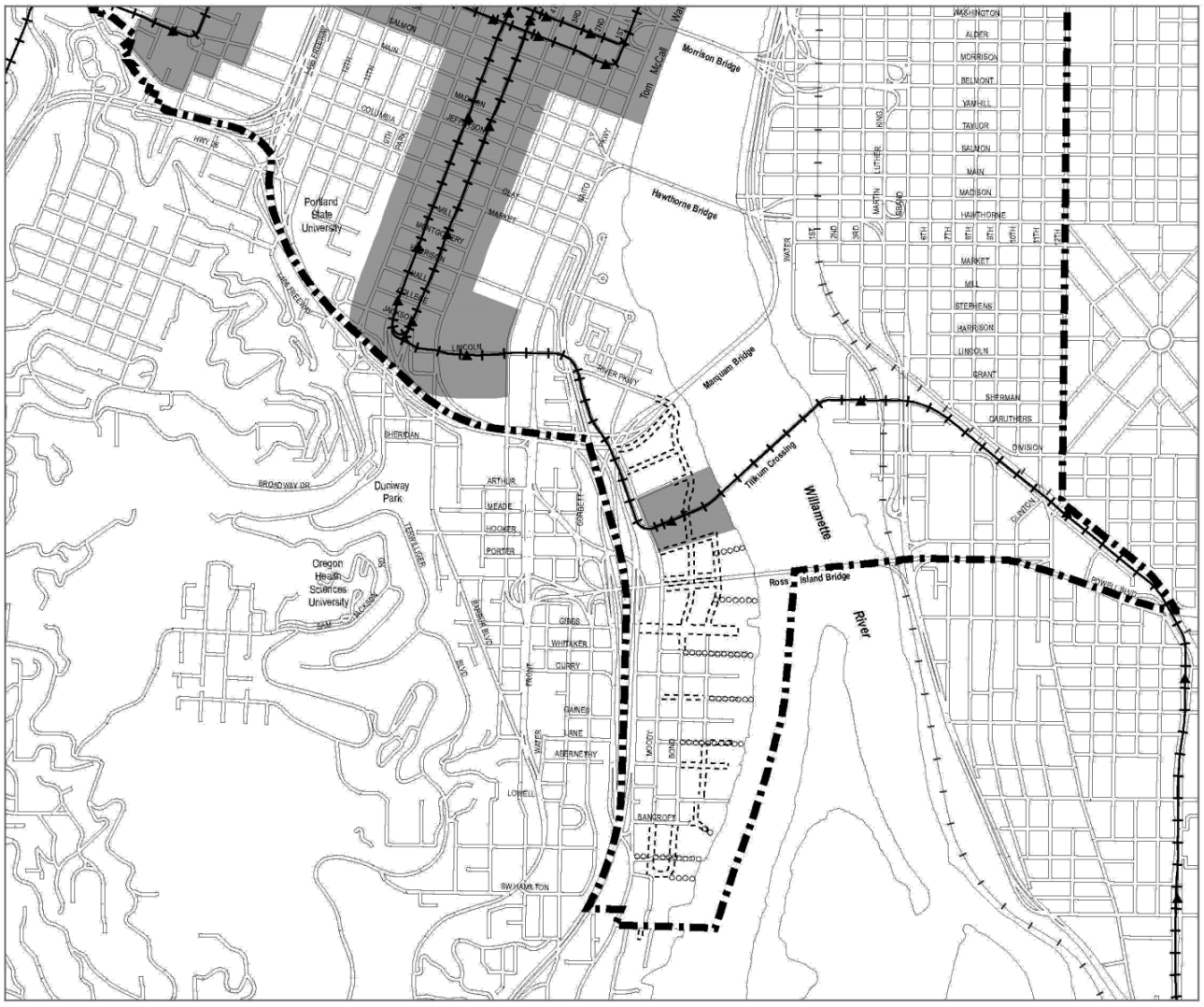
Commentary

Draft Area Where Vehicle Repair and Vehicle Sales and Leasing Uses are Restricted

Map 510-17

Map 2 of 2

Map Revised Xxxxx XX, 201X



Legend

- Central City Plan District boundary
- Area where restrictions apply
- MAX Light Rail line and stops
- Proposed right-of-way
- Proposed accessways

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Commentary

Map 510-18 North Pearl Subarea Special Building Height Corridor (Previously Map 510-19)

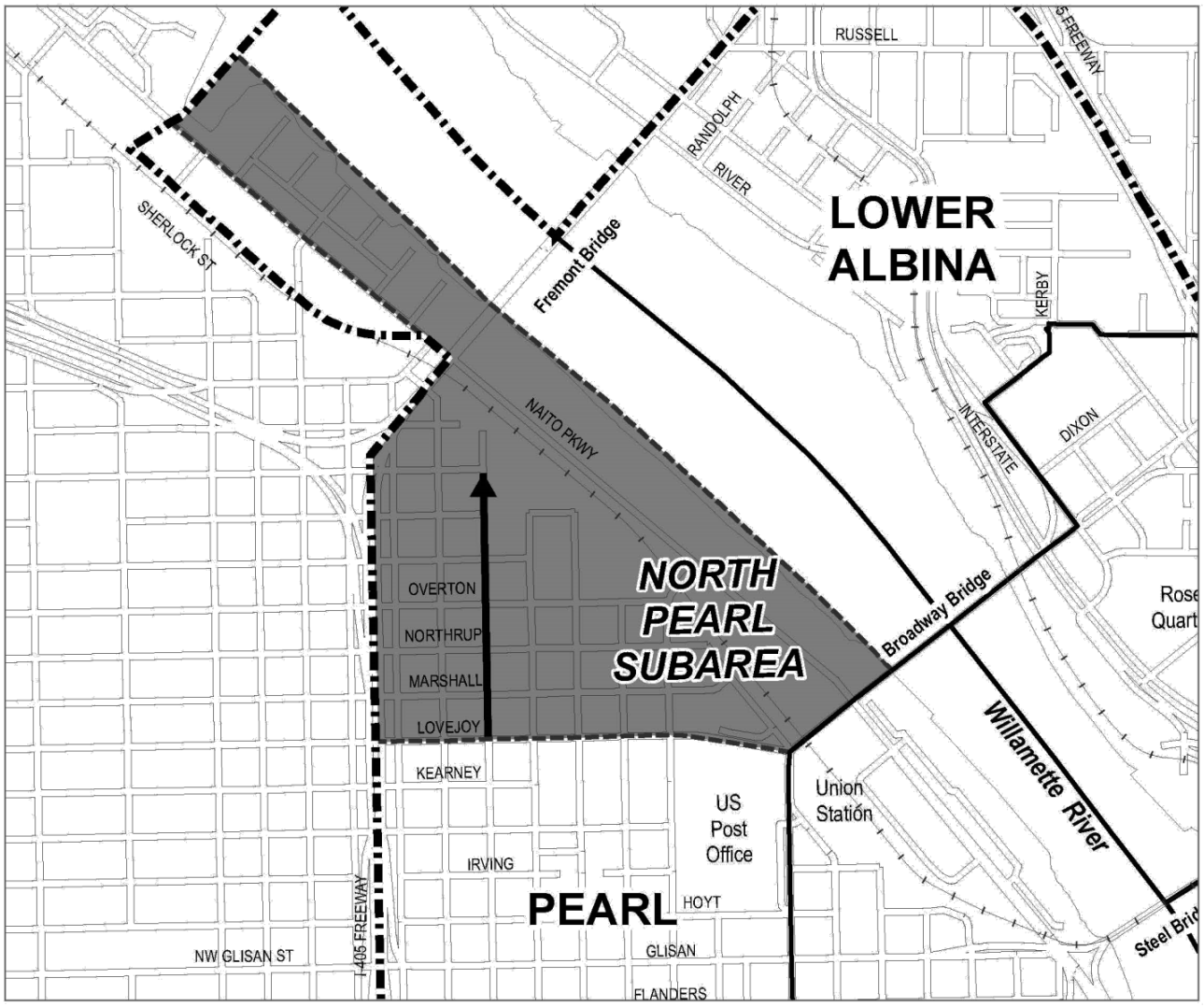
No changes proposed.

North Pearl Subarea
Special Building Height Corridor

Map 510-18

Code reference: 33.510.251

Map Revised Xxxxx X, 201x



Legend

- Central City Plan District boundary
- Subdistrict Boundary
- Subarea boundary
- Special building height corridor
- North Pearl Subarea

NORTH

0 700 1,400

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Commentary

Map 510-19 Required Master Plan Sites (New)
This new map shows areas where Master Plans will be required because their redevelopment is considered important to the character of the Central City.

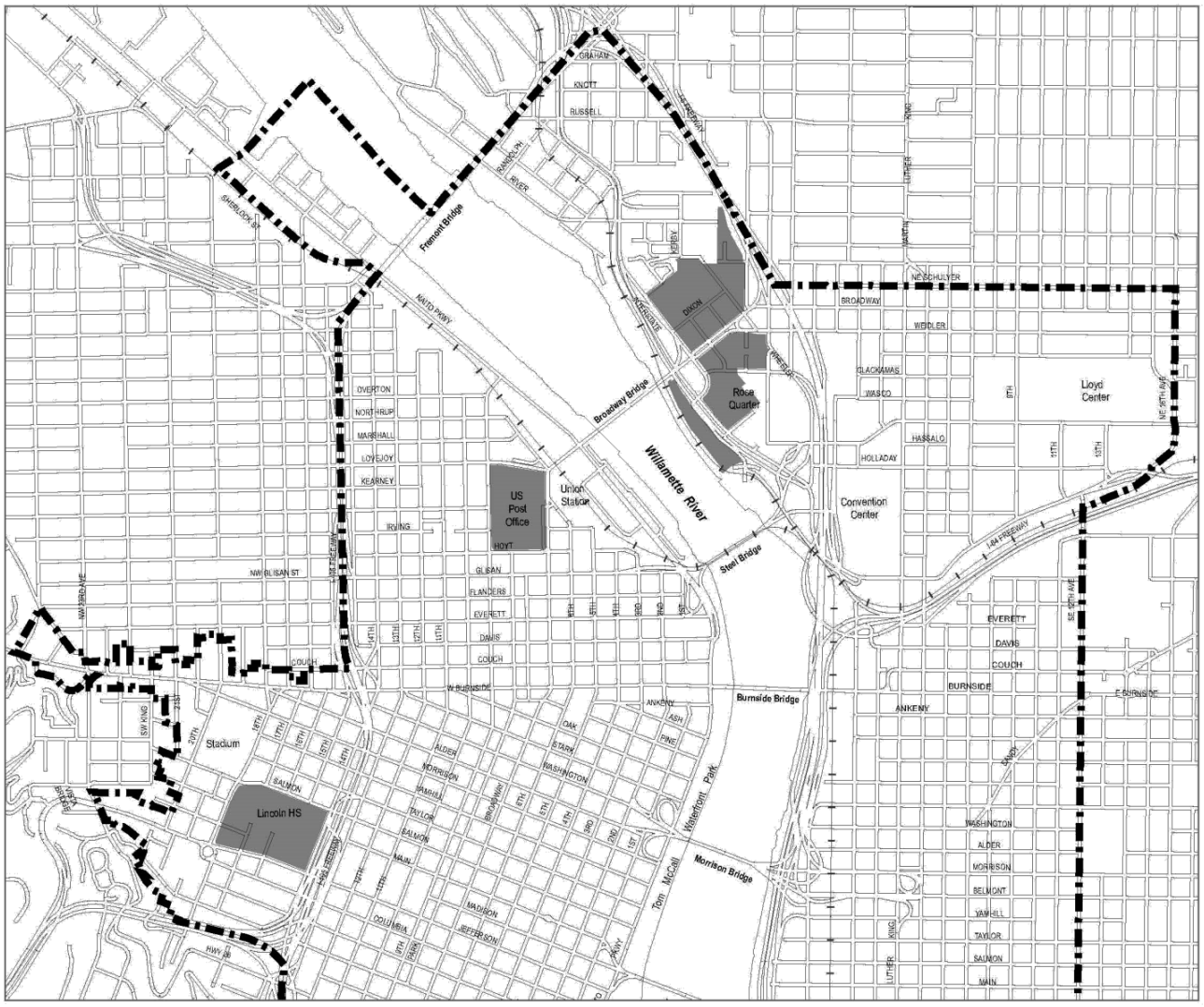
For more information, please refer to the new code section: 33.510.255 Central City Master Plan.

Draft Required Master Plan Sites

Map 510-19

Map 1 of 2

Map Revised Xxxxx XX 201X



Legend

- Central City Plan District boundary
- Required Master Plan Sites
- Proposed right-of-way
- Proposed accessway

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

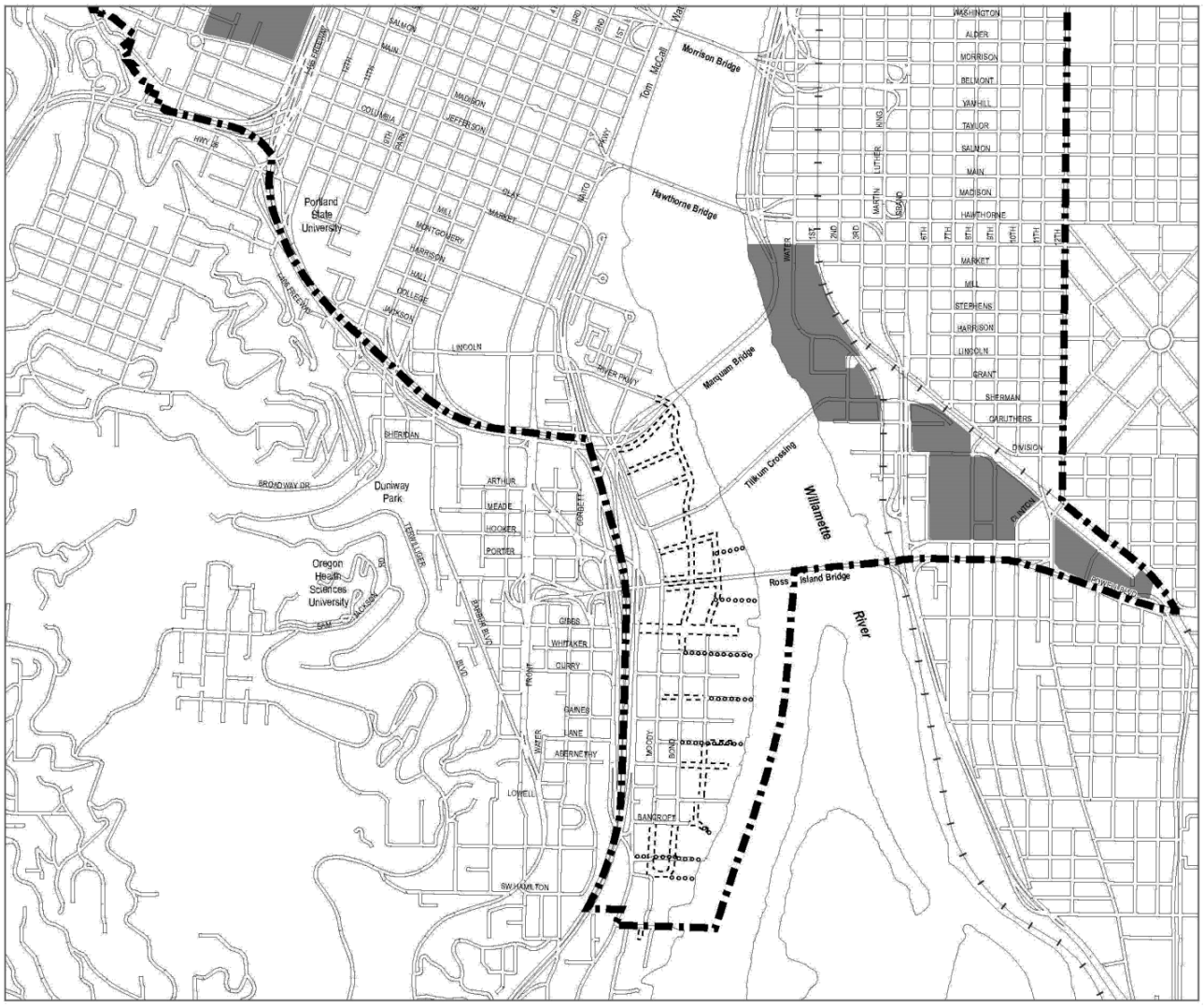
Commentary

Draft Required Master Plan Sites

Map 510-19

Map 2 of 2

Map Revised Xxxxx XX 201X



Legend

Central City Plan District boundary

Required Master Plan Sites

Proposed right-of-way

Proposed accessway

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Commentary

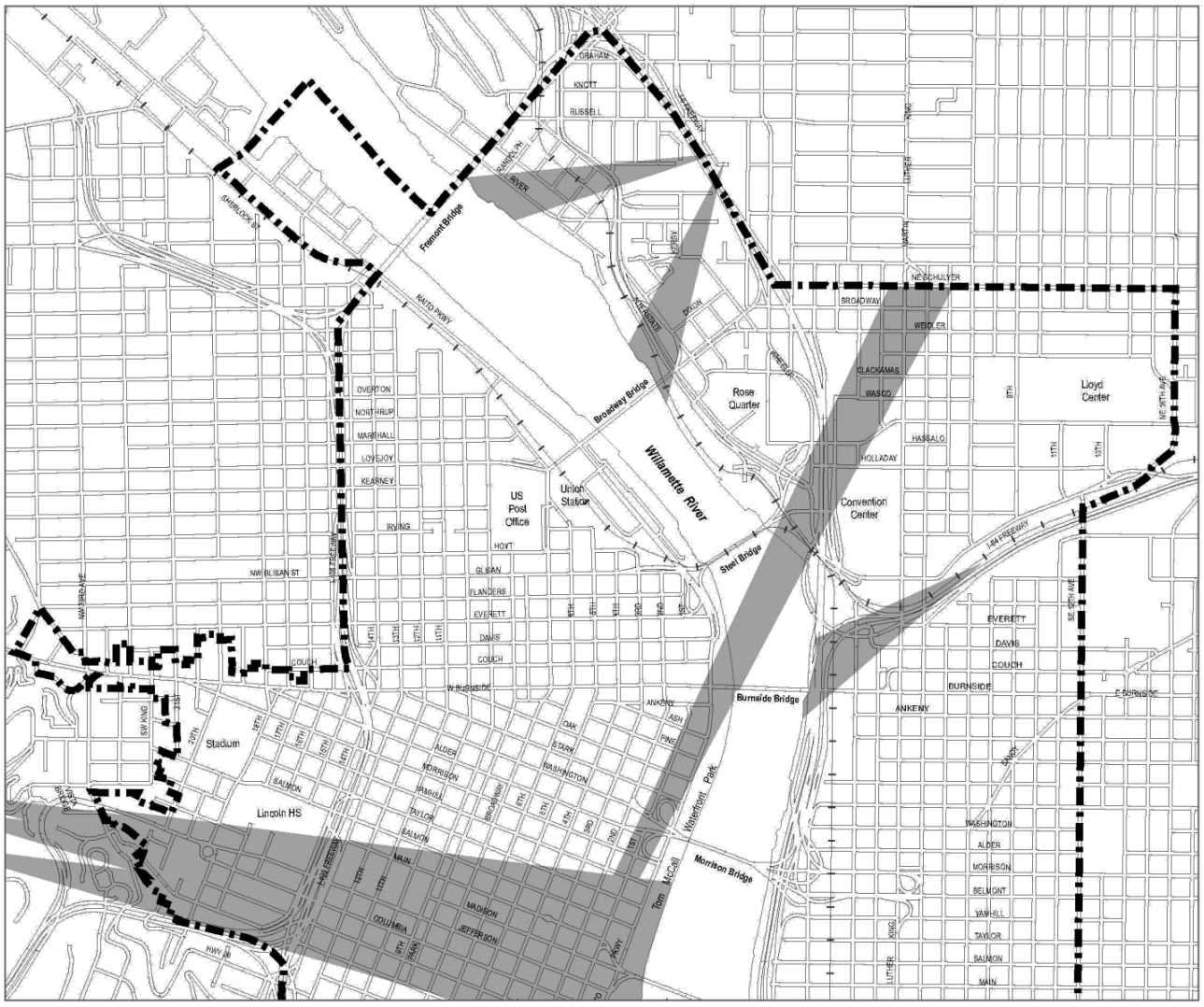
Map 510-20 View Corridors (New)
This new map shows public view corridors defined in the updated Central City Scenic Resources Protection Plan. In some cases, sites located within a view corridor may have height reductions on Maps 510-3 and 510-4.

Draft View Corridor Areas

Map 510-20

Map 1 of 2

Map Revised Xxxxx X, 201X



Legend

- Central City Plan District boundary
- Areas within Scenic View Corridors
- Proposed right-of-way
- Proposed accessway

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

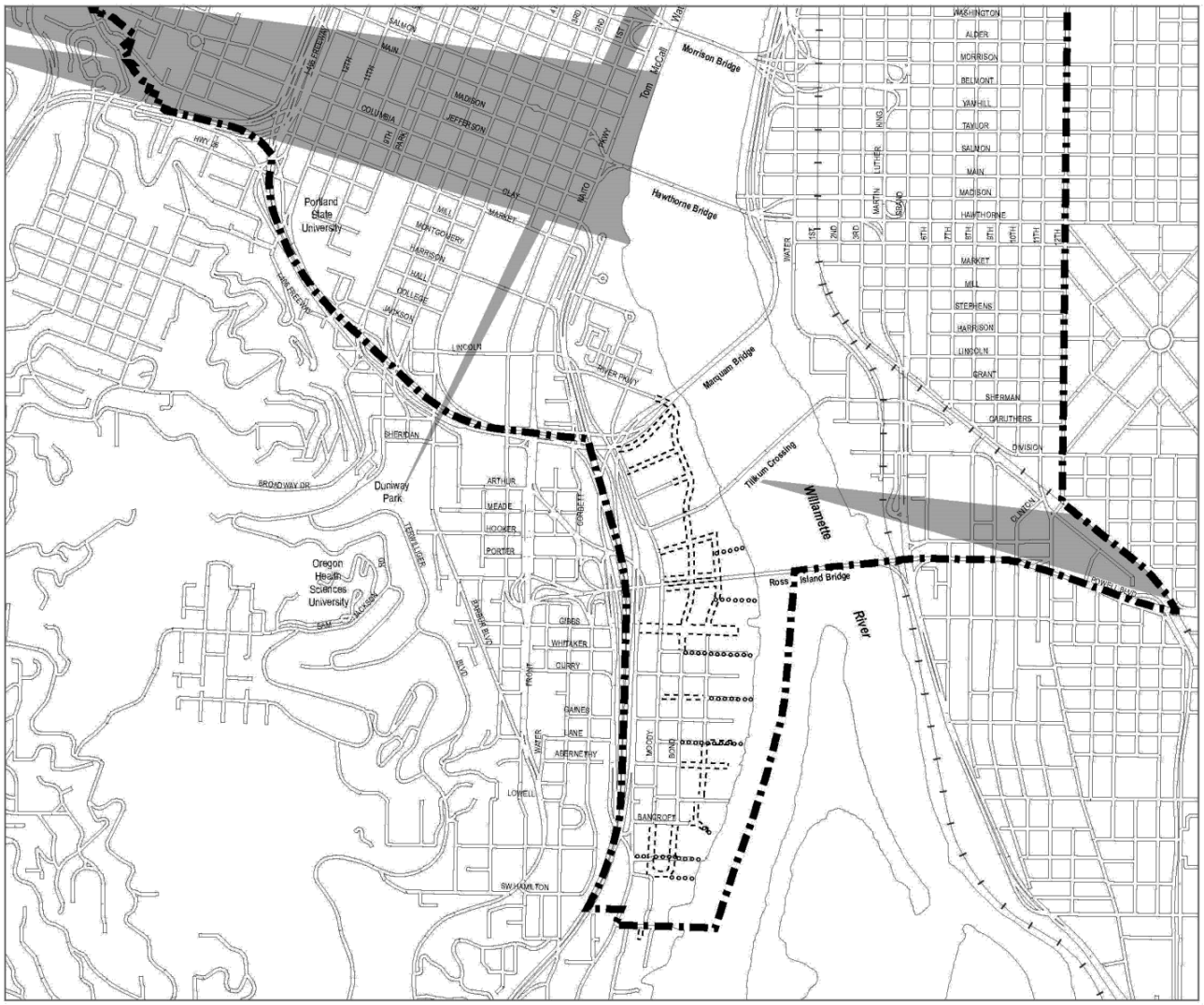
Commentary

Draft View Corridor Areas

Map 510-20

Map 2 of 2

Map Revised Xxxxx X, 201X



Legend

- Central City Plan District boundary
- Areas within Scenic View Corridors
- Proposed right-of-way
- Proposed accessway

NORTH

0 1,400 2,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

33.475 River Overlay Zones

475

Sections:

General
- 33.475.010 Purpose
- 33.475.020 River Overlay Zones
- 33.475.030 Where These Regulations Apply
- 33.475.040 Relationship to Other City, State and Federal Reviews
- 33.475.050 Property Line Adjustments
- 33.475.060 Supplemental Permit Application Requirement

River General Overlay Zone
- 33.475.200 Use Regulations
- 33.475.210 River Setback
- 33.475.220 Landscaping

River Environmental Overlay Zone
- 33.475.400 Use Regulations
- 33.475.405 Environmental Report
- 33.475.420 Review Procedure
- 33.475.430 Exemptions
- 33.475.440 Development Standards
- 33.475.450 Corrections to Violations of River Environmental Overlay Zone Development Standards

Clean Up of Contaminated Sites
- 33.475.500 Removal or Remediation of Hazardous Substances

Map 475-1 River Overlay Boundary

Map 475-2 Willamette River Top of Bank

Map 475-3 Govern Tom McCall Waterfront Park and Public Beaches

Commentary

Chapter 33.475 is a new chapter and is not underlined for ease of reading.

New Chapter 33.475 River Overlay Zones
This new chapter that establishes the development regulations for sites within the Willamette Greenway boundary in the Central Reach, except for sites within the South Waterfront Subdistrict. Regulations for South Waterfront Subdistrict are found in 33.510.253. In the future, as river planning for the North and South reaches is completed, Chapter 475 will be updated and will replace Chapter 440.

33.475.020.A. Purpose
The River General and River Environmental overlay zones exist or are proposed along all of the Greenway Boundary within the Central Reach. The River General Overlay Zone is an appropriate zone for the Central City riverfront because there are no use restrictions outside of the river setback area. The base zones allow a variety of urban scale residential, commercial, mixed-use development and open space/recreation uses that bring people to the riverfront. The CC2035 Plan's policy framework aspires to reach an even more dynamic and multi-purpose riverfront for people and wildlife.

The River Environmental Overlay Zone is supposed to be applied to high or medium rank riparian corridors and wildlife habitat as identified in the Central Reach Natural Resources Inventory. Those natural resources include the river, riverbank and riparian areas within at least 50 feet of the top of bank. The width of the riparian area may vary depending on the natural resources present including floodplain and riparian vegetation. This is consistent with best available science, including Metro's Title 13 Nature in Neighborhoods Program and City of Portland's Natural Resources Inventory, which has documented that the absolute minimum width for a functional riparian corridors around rivers, streams and wetlands is 50 feet. Low ranking resources are not included in the River Environmental Overlay Zone.

Federal regulations related to the floodway and floodplain may change in the near future and result in necessary changes to the requirements of this section.

33.475.020.B. Map Symbols
There are two river overlay zones in the Central Reach: River General and River Environmental. The River General Overlay Zone has a map symbol g* to differentiate it from the River General Overlay Zones in the North and South reaches that must meet the regulations of Chapter 33.440.

33.475.010 Purpose

The River Overlay Zones generally promote the protection, conservation, restoration, enhancement and maintenance of the economic, natural, scenic, and recreational qualities of lands along the central reach of the Willamette River. This purpose is achieved by applying regulations that control development of land, change of use and intensification of use. The regulations reflect the desired character of the central reach of the Willamette River—a character that includes:

- a healthy river and watershed;
- a thriving riverfront with regional gathering spaces, active and passive recreational uses, maritime and commercial activities, and a welcoming mixed-use community; and
- multi-modal access to, along and in the river.

The River Overlay Zones also implement the City's responsibilities under ORS 390.310 to 390.368.

33.475.020 River Overlay Zones

A. Purpose. The River Overlay Zones implement the land use pattern identified in the River Plan/Central Reach. There are two River Overlay Zones each with their own purpose:

1. River General. The River General Overlay Zone allows for uses and development that are consistent with the base zoning and allows for public use and enjoyment of the riverfront.

2. River Environmental. The River Environmental Overlay Zone protects, conserves and enhances important natural resource functions and values while allowing environmentally sensitive development. The River Environmental overlay zone applies to specific natural resource areas identified in a detailed study titled *Willamette River/Central Reach Natural Resources Inventory (2015)*. This overlay zone applies in combination with one of the other River Overlay zones.

B. Map symbols. The River Overlay zones are shown on the official zoning maps with the following symbols:

Overlay Zone	Map Symbol
River General	g*
River Environmental	e

Commentary

There are code section spaces between the River General and River Environmental Overlay Zone regulations that are placeholders for the other river overlay zones that will be included in this chapter in the future. Outside of the Central City, in the North and South reaches of the Willamette River, there are the River Industrial and River Recreational overlay zones. When the City updates the Willamette Greenway Plan for the North and South reaches, the regulations from 33.440 will be replaced by 33.475. The final 33.475 will have the following sections:

33.475.100 River Industrial Overlay Zone (future – not included)
33.475.200 River General Overlay Zone (included)
33.475.300 River Recreational Overlay Zone (future– not included)
33.475.400 River Environmental Overlay Zone (included)
33.475.500 Clean Up of Contaminated Sites (included)

33.475.030 Where These Regulations Apply
This section clarifies that the regulations in this chapter apply to uses and development that occur on the land and in the water. This section includes a map depicting the area within which the river overlay zones and regulations apply. The map is intended to show that the regulations of this Chapter 33.475 apply only in the Central Reach. The North and South reaches are still regulated by Chapter 33.440.

This section describes which regulations apply in each overlay zone, and which regulations apply to the removal and remediation of hazardous substances. This section notes that within the Central Reach, the majority of Greenway Overlay zone regulations for the South Waterfront Subdistrict are found in 33.510.253. The only exception is the use regulations for the River General Overlay Zone, 33.475.200, which do apply to the South Waterfront Subdistrict.

33.475.040 Relationship to other City, State and Federal Reviews
This subsection acknowledges that other jurisdictions may require reviews within the River Overlay Zone boundary and that approval by other agencies does not imply approval by the City of Portland.

The City is in the process of evaluating an enhanced coordination process to improve the city/state/federal permitting process.

33.475.030 Where These Regulations Apply
The regulations of this chapter apply to the land and the water within the Central Reach portion of the Willamette Greenway Plan boundary shown on Map 475-1 and designated on the Official Zoning Maps with the River General and the River Environmental overlay zones. The regulations of this chapter do not apply to the Greenway overlay zone in the South Waterfront Subdistrict. See 33.510.253, for the South Waterfront Subdistrict Greenway overlay zone regulations. The regulations of this chapter do not apply to the River General Overlay Zone located within the Greenway Overlay Zones boundary shown on Map 440-1. See Chapter 33.440, Greenway Overlay Zones for regulations that apply to the River General Overlay Zone within the Greenway Overlay Zones boundary. The regulations of this chapter apply as follows:

A. The regulations of sections 33.475.010 through 33.475.070 apply to all sites in the River Overlay Zones

B. The additional regulations of sections 33.475.200 through .230 apply to sites in the River General Overlay Zone.

C. The additional regulations of sections 33.475.400 through .450 apply to sites in the River Environmental Overlay Zone.

D. The additional regulations of section 33.475.500 apply to actions taken to remove or remediate hazardous substances. Actions taken to remove or remediate hazardous substances are exempt from all other regulations in this chapter.

33.475.040 Relationship to Other City, State and Federal Reviews
In addition to the requirements of this Title, other City regulations may apply to development within the River Overlay Zones. Development may also require the approval of the Division of State Lands and the U.S. Army Corps of Engineers. City approval of uses or activities pursuant to this chapter does not imply compliance with other chapters of Title 33, other City regulations, or the regulations of state and federal agencies. Approval by other agencies does not imply approval by the City of Portland.

Commentary

33.475.050 Property Line Adjustments

In the past, property line adjustments have been approved that resulted in eliminating river frontage. The proposed regulations ensure that property line adjustments do not create more than one river overlay zone on the site with the exception of the River Environmental Overlay Zone, which is intended to coincide with other river overlay zones. The river overlay zones each have a different purpose and use regulations. River 'g' is the one exception since it does not have specific use regulations.

33.475.050 Property Line Adjustments

Property Line Adjustments may not result in a property that is in more than one river overlay zone, unless the second overlay is the River Environmental overlay zone.

33.475.060 Supplemental Permit Application Requirements

The information specified in Subsection A. is required when a permit for development or exterior alteration in the River Overlay Zones is reviewed for compliance with this chapter. The supplemental information specified in Subsection B. is required when a permit for development or exterior alteration in the River Environmental Overlay Zone is reviewed for compliance with this chapter.

A. Sites with River Frontage. If the site has river frontage, the applicant must provide a site plan that includes the location of the top of bank of the Willamette River, river setback and River Environmental overlay zone. The site plan must be drawn accurately to scale, and be suitable for reproduction on paper no smaller than 8.5 x 11 inches and no larger than 36 x 48 inches. The scale of the drawing must be between 1 inch = 50 feet, and 1 inch = 10 feet. Ground elevations must be shown by contour lines at 2-foot vertical intervals.

B. Additional information required for the River Environmental overlay. The following additional information is required for building or development permit applications that are reviewed for compliance with the standards of the River Environmental overlay. The information in paragraphs 1 and 2 must be submitted with permit application plans. Submission of the information in paragraph 3 is optional.

1. An existing conditions site plan including:

    a. Location of River Environmental overlay zone lines on the site;

    b. Outline of any existing development, including existing utility locations, paved areas, river bank stabilization treatments, and buildings;

    c. Location of any rivers, streams, drainageways, wetlands or other water bodies on the site or within 50 feet of the site. Indicate the location of the top of bank, centerline of stream, ordinary high water, or wetland boundary as appropriate;

    e. Trees, including the location of the trunk and crown cover, must be identified as follows:

        (1) The location, size and species of trees that are 3 inches or greater in diameter that are within the area where ground disturbance or vegetation removal will occur, or have crown cover that overlaps that area, must be indicated on the site plan; and

        (2) The area of canopy crown cover and species composition of trees located outside of and within 50 feet of the area where ground disturbance and vegetation removal will occur.

Commentary

f. Topography shown by contour lines at 2 foot vertical contours in areas of slopes less than 10 percent and at 5 foot vertical contours in areas of slopes 10 percent or greater.

2. A proposed development or exterior alterations plan including:

   a. Outline of the proposed project area, including all areas of ground disturbance, vegetation removal, grading, new structures, new paving, new river bank stabilization treatments, any proposed utility work, and proposed mitigation areas;

   b. Trees, 6 or more inches in diameter, proposed to be removed;

   c. Location and description of all proposed erosion control devices;

   d. Location and description of all stormwater management facilities; and

   e. A landscaping plan indicating the size, species, and location of all vegetation to be planted.

3. Photographs of the site are not required but are encouraged to supplement the existing conditions site plan.

Commentary

33.475.210 River Setback

OAR 660-015-0005 and Goal 15 require that a setback line be established to keep structures separated from the river. However, the requirement does not apply to "water-related or water-dependent uses". The existing greenway regulations require that development be setback 25 feet from the top of bank. The setback does not apply to development such as buildings, structures, storage areas, and equipment that is river-dependent and river-related development. The setback also does not apply to the Greenway Trail, viewing areas located at designated viewpoints, hazardous material clean up or to natural resource enhancement or mitigation. The setback does apply to buildings, equipment and structures that are not river-dependent or river-related.

The setback is based on the location of the top of bank. A map of the top of bank is included. It is intended that the applicants use the top of bank as mapped by the city or provide a surveyed top of bank based on the definition, Chapter 33.910, and measurements, Chapter 33.930.

The setback is 50 feet from the top of bank of the Willamette River for the Central Reach. One of the main goals of the River Plan/Central Reach is to provide enough space within the River Setback for public recreation, natural resource protection and enhancement and other river related development and activities. Best available science, including Metro's Title 13 Nature in Neighborhoods Program and City of Portland's Natural Resources Inventory, have documented that the absolute minimum area for a functional riparian corridors around rivers, streams and wetlands is 50 feet. A 50 foot setback would also better accommodate public trails and public viewing areas, landscaping and other river-related activities in the city's urban center.

33.475.200 Use Regulations

There are no special use restrictions in the River General overlay zone.

33.475.205 Where these regulations apply. The regulations of 33.475.210-33.475.230 apply to the River General Overlay Zone.

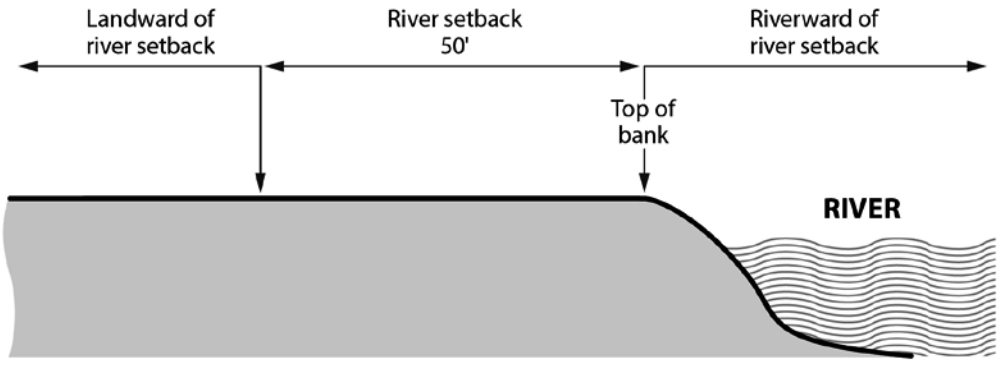
33.475.210 River Setback

A. Purpose. The purpose of the river setback is to keep structures separated from the river in areas where the land is not being reserved for river-dependent and river-related uses. Separating structures from the river facilitates protection, maintenance, restoration, preservation and enhancement of the natural, scenic, historic and recreational qualities of the Willamette River in the Central Reach by reserving space for the conservation and enhancement of natural vegetation and the opportunity for public access. In addition, OAR 660-015-0005 requires the establishment of a setback line.

B. General. The requirements of this section focus on whether the development is river-dependent or river-related. The focus is not on the primary use of the land. For example in the River General Overlay Zone, a passenger dock for marine transportation is a river-dependent primary use, but not all development associated with the passenger dock is river-dependent. The dock is river-dependent, but the parking lot, storage areas, and corporate offices are not.

C. The river setback. The location of the setback is measured from the top of bank as shown on Map 475-2, or is measured from the top-of-bank as determined based on Chapter 33.910, Definitions, and 33.930.150, Measuring Top of Bank. The river setback extends from the top of the bank to a point 50 feet landward of the top of the bank. See Figure 475-1. Where alteration to the river bank carried out to meet subsubparagraph 33.475.440.G results in the top of bank shifting landward, the applicant may choose to measure the setback from the original top of bank. When this occurs, a survey of the original top of bank line and new top of bank line must be submitted for verification that the top of bank has been measured according to the standard in 33.930.150, Measuring Top of Bank, and then recorded with the County recorder. In all cases the setback line must be at least 5 feet landward of the new top of bank line.

Figure 475-1
River Setback



Commentary

33.475.210.E Encroachment into the setback. One of the main goals of the River Plan/Central Reach is to provide flexibility for property owners in the Central City to expand and redevelop on site. This standard allows non-river-dependent and non-river-related development to encroach up to 5 feet into the River Setback as long as the setback is enlarged an amount equal to the square footage of the encroachment. The regulations also stipulate that at no point can development encroach closer than 45 feet from top of bank. Staff does not recommend further encroachment into the river setback due to the importance of retaining as much of a 50 foot setback as possible to provide space for public access and recreation and environmental protection and enhancement.

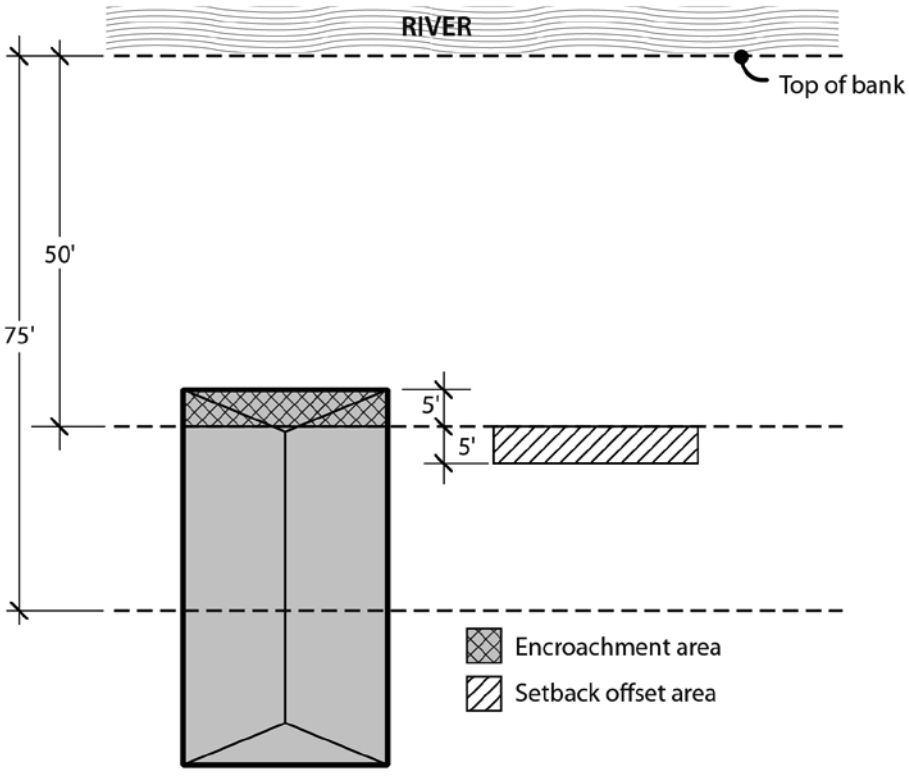
D. River setback development standards.

1. Development landward of the river setback. Development, exterior alterations, excavations, and fills landward of the river setback are not required to be river-dependent or river-related.

2. Development within or riverward of the river setback. Development, exterior alterations, excavations, and fills within or riverward of the river setback must be river-dependent or river-related. Development, exterior alterations, excavations, or fills that are not river-dependent or river-related are allowed within or riverward of the river setback only if they meet 33.475.210.E, Encroachment into the Setback, or are approved through a Greenway Goal Exception.

E. Encroachment into the setback. Development that is not river-dependent or river-related may encroach into the river setback as long as the setback is increased by an amount of square footage equal to the encroachment. At no point can development that is not river-dependent or river-related encroach closer than 5 feet from the landward most setback area unless approved through a Greenway Goal Exception. See Figure 475-2.

Figure 475-2
Encroachment into the River Setback



Commentary

33.475.220.C. Required Landscaping

New development must comply with this standard. Legally nonconforming development can maintain their nonconforming landscaping or may choose to come further into conformance; but may not become more nonconforming. If a legal nonconforming development alters their site they are subject to Chapter 33.258. Alterations more than $154,000 will result in 10% of project value being dedicated to coming more into conformance with existing zoning codes. Landscaping is one option that counts towards becoming more conforming.

1. This requirement does not apply to Governor Tom McCall Waterfront Park because the park is in the center of Portland's urban center, serves the entire region as a recreational destination and has multiple and varied uses including large scale events. There is a master plan for the park that includes improvements and landscaping that will accommodate the current and future uses of the park.

2. Map 475-3 shows public beaches. These are areas where the slope of the riverbank allows people to easily access the water's edges. These are not formal swimming locations, but the public regularly uses them. In order to maintain easy access to the water's edge, no trees or shrubs must be planted at public beaches. The land above the ordinary high water needs to be vegetated with grasses and forbs to minimize erosion, help keep the soil permeable and provide habitat.

3. Map 480-1 identifies the scenic viewpoints and view corridors. View corridors that extend from designated viewpoints should remain clear of vegetation that would block the focal features of the view. Focal features are identified in the *Central City Scenic Resources Protection Plan*. Shrubs are allowed if the shrubs won't block the view. Trees must not be planted with the view corridors.

33.475.220 Landscaping

The following regulations apply in the River General Overlay Zone. Modifications and adjustments are prohibited.

A. Purpose. The landscaping standard is intended to increase vegetation along the Willamette River. Adding a diversity of vegetation within the river setback will improve multiple ecosystem functions and increase fish and wildlife habitat. The standard is also intended to accommodate safe and enjoyable public access to and along the Willamette River. Additional vegetation will provide shade, cool the air and create visual diversity for river and trail users.

C. Required landscaping.

1. Governor Tom McCall Waterfront Park, shown on Map 475-3, is exempt from this Section.

2. Required landscaping for the public beach areas shown on Map 475-3. On public beach sites the land between the river setback and the ordinary high water mark must be seeded with a grass and forb seed mix at a ratio of 30 pounds per acre. Trees and shrubs are not required, however if they are planted within the landscaped area, they must meet the requirements of Subparagraph C.4.

3. Required landscaping for scenic view corridors shown on Map 480-1. Within scenic view corridors the land between the river setback and the ordinary high water mark must be seeded with a grass and forb seed mix at a ratio of 30 pounds per acre. Shrubs are not required, however if they are planted within the landscape area, they must meet the requirements of Subparagraph C.4. Trees may not be planted within a scenic view corridor.

4. Required landscaping for all other areas. For all other areas, land within and riverward of the river setback that are not covered with a building or other structure or developed with a trail must be landscaped to meet Table 475-1, Landscaping Planting Density. A mix of tree sizes and planting densities is allowed. Trees must not be planted within a view corridor designated in the Scenic Resources Protection Plan, shown on Map 480-1. Subareas are shown on Figure 475-3 and described below.

Commentary

d. Exceptions

Resources enhancement areas and mitigation areas have planting standards that require a higher density of tree planting than the landscaping requirements. When the standards for enhancement and mitigation areas are met, the planting density will automatically meet the landscaping requirements.

On contaminated sites, the Oregon Department of Environmental Quality works with the property owners and other jurisdictions to determine the appropriate removal or remediation actions to clean up the site. The areas where the removal or remediation actions are implemented does not need to meet the landscaping standards. However, other portions of the site, outside of the removal or remediation areas, must still meet the landscaping standards.

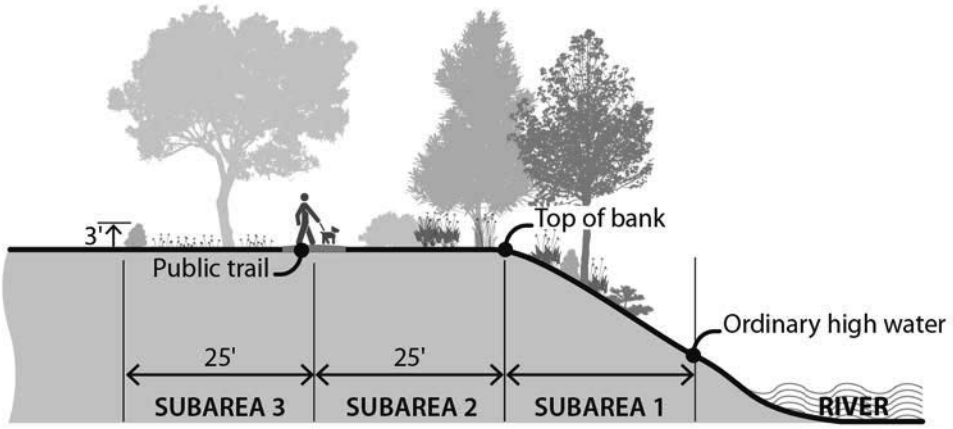
Within utility easements and surrounding fencing on MTSA regulated sites, trees and shrubs do not need to be planted. Underground utilities can be damaged by roots. Trees and shrubs can compromise the security of fences surrounding MTSA regulated facilities.

a. Subarea 1 extends from the ordinary high water mark to the top of bank of the Willamette River.

b. Subarea 2. Subarea 2 extends from the top of bank to a point 25 feet landward of the top of bank of the Willamette River.

c. Subarea 3. Subarea 3 extends from a point 25 feet landward of the top of bank and a point 50 feet landward of the top of bank of the Willamette River.

Figure 475-3
Landscaping Area



d. Exceptions.

(1) Landscaping is not required within resource enhancement areas that meet the standards of 33.475.440.G;

(2) Landscaping is not required within mitigation areas that meet the standards of 33.475.440.K;

(3) Landscaping is not required within portions of sites where contamination removal or remediation meet the standards of 33.475.500;

(4) Within utility easements trees and shrubs are not required but the area must be seeded with a grass and forb seed mix at a ratio of 30 pounds per acre; and

(5) On sites that have a Maritime Transportation Security Act regulated facility, trees and shrubs are not required within 10 feet of a fence but the area must be seeded with a grass and forb seed mix at a ratio of 30 pounds per acre.

Commentary

Table 475-1

The intention is to allow a mix of tree types, densities and heights. This will provide a diversity of habitat. In addition, a diversity of trees will create unique experiences along the river for the public. The shrub and grass densities are consistent across the entire setback, only the density of trees varies depending on the size at maturity of the tree species.

Title 11.60.020.C. Canopy size category. Tree canopy types are categorized as small, medium, or large based on the estimated canopy size at maturity. The "Portland Tree and Landscaping Manual" suggested plant lists include the size categories recognized for many trees. To determine the size category of a tree not listed in the "Portland Tree and Landscaping Manual", the applicant shall provide an objective source of information about the tree's mature height, crown spread, and growth rate. This information can come from published sources, internet sources, or nursery information such as cut sheets.

The canopy size category is calculated according to the following formulas, which incorporate the estimated height and crown spread of a mature specimen and the tree species' growth rate:

1. Small trees have a canopy factor of less than 40, Medium trees have a canopy factor from 40 to 90, and Large trees have a canopy factor greater than 90;

2. Canopy factor = (Mature height of tree) x (Mature canopy spread) x (Growth rate factor) x 0.01;

3. The growth rate factor is 3 for fast-growing trees, 2 for medium growing trees, and 1 for slow-growing trees.

Table 475-1 Landscaping Planting Density

	Small Trees*	Medium Trees*	Large Trees*
Landscaping Subarea 1	One tree, three shrubs, and four other ground cover plants must be planted for every 100 square feet. Trees may be clustered. All plants must be native.	One tree, six shrubs, and eight other ground cover plants must be planted for every 200 square feet. Trees may be clustered. All plants must be native.	One tree, nine shrubs, and 12 other ground cover plants must be planted for every 300 square feet. Trees may be clustered. All plants must be native.
Landscaping Subarea 2	One tree and one of the following two options for every 100 square feet. Trees must be separated from other trees by at least 20 feet on center. Shrub species must not exceed 3 feet in height at maturity. Option 1: Three shrubs and seeded with a grass and forb seed mix at a ratio of 30 pounds per acre; or Option 2: Three shrub and four other groundcover plants.	One tree and one of the following two options for every 200 square feet. Trees must be separated from other trees by at least 20 feet on center. Shrub species must not exceed 3 feet in height at maturity. Option 1: Six shrubs and seeded with a grass and forb seed mix at a ratio of 30 pounds per acre; or Option 2: Six shrub and eight other groundcover plants.	One tree and one of the following two options for every 300 square feet. Trees must be separated from other trees by at least 20 feet on center. Shrub species must not exceed 3 feet in height at maturity. Option 1: Three shrubs and seeded with a grass and forb seed mix at a ratio of 30 pounds per acre; or Option 2: Nine shrub and 12 other groundcover plants.
Landscaping Subarea 3	One tree for every 100 square feet and seeded with a grass and forb seed mix at a ratio of 30 pounds per acre. Trees must be separated from other trees by at least 20 feet on center. Shrubs or other ground cover are not required, however if they are included they must meet the standards for Landscaping Subarea 2.	One tree for every 200 square feet and seeded with a grass and forb seed mix at a ratio of 30 pounds per acre. Trees must be separated from other trees by at least 20 feet on center. Shrubs or other ground cover are not required, however if they are included they must meet the standards for Landscaping Subarea 2.	One tree for every 300 square feet and seeded with a grass and forb seed mix at a ratio of 30 pounds per acre. Trees must be separated from other trees by at least 20 feet on center. Shrubs or other ground cover are not required, however if they are included they must meet the standards for Landscaping Subarea 2.

*Tree sizes is based on Title 11.60.020.C Canopy Size

Commentary

D. Landscaped area site preparation.

The riverfront has been highly altered in many areas and therefore property site preparation is critical for the survival of the plants.

D. Landscaped area site preparation. Before installing the required landscaping, all of the following are required:

1. All prohibited and nuisance plants listed on the *Portland Plant List* must be removed within and riverward of the river setback.

2. All structures, except legal non-conforming structures, and debris located within and riverward of the river setback must be removed except for river-dependent or river-related structures, erosion control measures, large wood and bioengineered structures. Examples of bioengineered structures include bundles of plant materials or soil cells wrapped in biodegradable fabrics.

3. For land that is currently not vegetated and will be planted to meet the required landscaping standard, the soil must be amended with 12 inches of growing medium. The composition of the growing medium must meet one of the following:

   a For all planting areas located outside of the flood hazard area, the growing medium must be a blend of loamy soil, sand, and compost that is 30 to 40 percent plant material compost (by volume); or

   b For all planting areas located within the flood hazard area, the growing medium must be a blend of loamy soil, sand, small gravels and compost. A landscape architect or civil engineer must certify that the growing medium is adequate to support the establishment and growth of vegetation, and is heavier than water.

4. Placement of the growing medium is not allowed when the ground is frozen or saturated; and

5. Temporary erosion control measures are required until permanent stabilization measures are functional. Temporary erosion control measures must be biodegradable or removed after permanent stabilization measures are functional or within 3 years, whichever is sooner.

E. Plant requirements. Trees must be a minimum ½-inch caliper or bareroot unless they are oak or madrone, which may be one gallon size. Shrubs must be a minimum of one gallon size or bareroot. All other species must be a minimum of four-inch pots or equivalent. For planting areas over 600 square feet, at least two different tree, three different shrub, and four different groundcover species must be used.

Commentary

33.475.230 Exterior Lighting

The standards are intended to minimize the impacts of lighting on fish and wildlife habitat but still provide for public safety within public parks and along trails. The standards can be adjusted and modified to accommodate development, but the impacts of the lighting must be minimized by spacing lighting at least 25 feet apart, directing lighting downward and not shining lighting directly into habitat including the Willamette River.

33.475.230 Exterior Lighting.

A. Purpose. The standards for exterior lighting in and near the river setback are intended to:

- Ensure that light glare and light spill from artificial lighting do not negatively impact fish and wildlife within and riverward of the setback;
- Reduce light pollution and glare impacts on nearby residential developments; and
- Maintain public safety along the greenway trail.

B. **Standards for exterior lighting.** Exterior lighting located within and riverward of the river setback and exterior lighting located within 25 feet landward of the river setback, must meet the following standards. Governor Tom McCall Waterfront Park, Maritime Transportation Security Act regulated facilities and public rights-of-way are exempt from the standards.

1. Exterior lighting is allowed only in a City of Portland park, in a public right-of-way, when associated with a public trail or public viewing area or when associated with a river-dependent or river-related development;
2. Structures that support exterior lighting fixtures must be setback at least 5 feet from the top of bank of the Willamette River, and must be setback at least 30 feet from any other stream, drainageway, wetland or water body;
3. Structures that support exterior lighting fixtures must be spaced at least 25 feet apart;
4. Exterior lighting fixtures must not project light upward or to the side; and
5. The top and sides of all lighting fixtures must be shielded with 100 percent opaque materials.

Commentary

33.475.410 Environmental Reports

The River Environmental overlay zone is a new overlay that has been created specifically to address the protection and conservation of remaining high and medium ranked natural resource areas in the Willamette River. The natural resource inventory for the Willamette River has been updated and documents the location, extent and relative condition of resources that provide important riparian corridors and wildlife habitat functions in the Central Reach. The River Environmental overlay zone does not apply to low-ranked natural resources, for example developed floodplains located more than 50 feet from top of bank.

The primary focus of the River Environmental overlay zone is to limit the impacts from development on the natural resources and functional values contained within the overlay zone. When impacts cannot be avoided, mitigation will be required. Development in the overlay zone will not be precluded if proposed development meets the standards or if there are no practicable alternatives that will avoid adversely affecting the resource—in that sense the river environmental overlay zone will function more like the environmental conservation zone than the environmental protection zone.

33.475.420 When River Review is Required

As with the other environmental overlay zones in the City, some types of development and activity will be exempt from regulation, some development and exterior alteration will be allowed if it meets standards, and some development will require a land use review. This recommended code diverges from the other environmental overlay codes in that there are no standards that apply to development in general. Rather, the standards in the River Environmental overlay zone have been written to apply only to a narrow set of development types and activities. This means that more development in the River Environmental overlay zone will trigger discretionary review than triggers environmental review in the rest of the city.

River Environmental Overlay Zone

33.475.400 Use Regulation
There are no special use restrictions associated specifically with the River Environmental Overlay Zone. However, any use restrictions that apply as a result of an accompanying River Overlay zone also apply within the River Environmental Overlay Zone.

33.475.410 Environmental Report
The River Environmental Overlay Zone is intended to protect and conserve specific natural resource features and functional values identified in a detailed study titled *Willamette River/Central Reach Natural Resources Inventory (2015)*. The report identifies the type, location, extent and relative condition of natural resource features and describes the functional values they provide within the study area. Functional values are the benefits provided by resources. The values for each resource site are described in the inventory section of the report.

33.475.420 Review Procedures
Development and exterior alterations within the River Environmental Overlay Zone will be reviewed through one of the following tracks:

A. Exemptions. Some development, alterations and other items are exempt from the standards of the River Environmental Overlay Zone and exempt from River Review. In this case, development is exempt only from the River Environmental Overlay Zone regulations but may be subject to the other regulations in this Chapter. Development that is exempt from meeting the River Environmental Overlay Zone regulations is listed in 33.475.430.A. If the development is not included on the list of exemptions, then the proposal is subject to either the River Environmental Overlay Zone standards or River Review.

B. Standards. Several specific types of development and alterations are allowed within the River Environmental Overlay Zone if the proposal meets certain standards. Standards are provided for bulkheads, rights-of-way, utility lines, stormwater outfalls, trails and viewpoints, resource enhancement, lighting and site investigative work. [1]The standards are intended to encourage sensitive development while providing clear limitations on disturbance, including tree removal, and minimizing impacts on resources and functional values. Adjustments to the standards are prohibited. Modification of the standards may be approved through River Review. When a proposal can meet the standards, the applicant may choose to meet the objective standards of this section or go through the discretionary River Review process. When there are no applicable standards, the proposal must be approved through River Review. Compliance with the standards is determined as part of the building permit or development permit application process. The standards are listed in 33.475.430.B.

[1] Update

Commentary

33.475.430 Exemptions

Some development and activities that occur within the River Environmental overlay zone will be exempt from regulation. The activities that are exempt from the regulations are important for the continued operation of existing facilities and they have little or no impact on resources or the activity is adequately regulated by a state or federal agency. Examples include operation, maintenance, repair and replacement of existing structures and improvements, alterations that do not change the footprint of a building, and placement of a certain number of piles and dolphins. The majority of the recommended exemptions mirror the levels of development and alteration that are currently exempt from the regulations of the Environmental Overlay zones or are exempt from Greenway Review.

C.7

Under the current greenway regulations all dredging, channel maintenance and removal of gravel/materials from the river is exempt from greenway review. This narrows the exemption because dredging in or near shallow water and beaches could have significant detrimental impacts on the habitat that the shallow water provides. Beaches and shallow water play important roles in the life cycle of aquatic species, including salmon, and impacts to these areas should be avoided when practicable and mitigated if the impacts can't be avoided. The exemption language allows dredging in the main federal navigation channel and dredging in waters more than 35 feet deep without having to meet development standards or go through River Review. Shallow water is identified as water between zero and 20 feet deep, however using 35 feet as the trigger for review because the area between 20 and 35 feet deep represents an area of concern where the impacts of dredging could affect the habitat in the more shallow areas.

Maintenance dredging that occurs outside the main river channel that has been approved by the U.S. Army Corps of Engineers will continue to be exempt from the River Environmental overlay zone regulations.

C. Review. River Review is required when the proposed development or exterior alteration is subject to the River Environmental Overlay Zone regulations, and the development or exterior alteration either does not meet the River Environmental development standards or there are no River Environmental development standards that apply to the proposal. The process and approval criteria for River Review can be found in Chapter 33.865, River Review.

33.475.430 Exemptions

The following items are exempt from the River Environmental development standards and do not require River Review:

A. Change of ownership;

B. Temporary emergency procedures necessary for the protection of life, health, safety, or property;

C. Existing development, operations, and improvements including the following:

1. Operation, maintenance, alterations, repair, and replacement of existing structures, exterior improvements, roads, utilities, public trails and paths, public viewpoints, and public interpretive facilities. Alterations and replacement is not exempt whenever coverage or utility size is increased;

2. Changes to interior of a building or structure where there are no exterior alterations;

3. Removal of existing structures. Removal is not exempt whenever there is ground disturbance;

4. Alterations to buildings that do not change the building footprint and do not require adjustments to site-related development standards;

5. Structures located over existing docks, wharf, piers or paved surfaces;

6. Operation, maintenance, repair and replacement of irrigation systems, stormwater facilities, non-potable water systems, and erosion control measures. Replacement is not exempt whenever coverage or utility size is increased;

7. Dredging, channel maintenance, and the removal of materials within the federal navigation channel as follows:

Commentary

33.475.430.10.a.1
In the Central City maintenance of vegetation is needed to prevent invasive and non-native vegetation from taking over native vegetation. This exemption is intended to allow light weight equipment, such as a small utility vehicle with attachments to be used to maintain invasive vegetation. Equipment specs should be available to demonstrate compliance with this exemption.

The intent is to allow light weight utility vehicle use for efficient vegetation management without creating significant soil compaction. The ground pressure 4 psi was chosen based on a typical light weight utility vehicle's wheel to ground pressure. Small riding lawn mowers and augers for drilling planting holes are typical types of equipment that should be allowed, provided the wheel to ground pressure is no more than 4 psi. For a comparable ground pressure, a typical human footprint has a ground pressure of 8.7 to 11.6 psi.

a. Dredged materials are not placed with the River Environmental Overlay Zone; and

b. Dredging and removal of material may only occur in either of the two situations:

(1) In waters that are 35 feet deep or deeper; or

(2) Channel, slip and berth maintenance that has been approved by the U.S. Army Corps of Engineers.

8. Continued maintenance of existing gardens, lawns, and other planted areas, including the installation of new plants except those listed on the *Nuisance Plants List*;

9. Changes to existing disturbance areas to accommodate outdoor activities such as events, play areas and gardens so long as plantings do not include plants on the *Nuisance Plants List* and no trees six or more inches in diameter are removed;

10. Removal and pruning of vegetation when no development or other activities subject to development standards or review requirements of this chapter are proposed, if the following are met:

a. The vegetation that is proposed for removal or pruning is one of the following:

(1) Vegetation listed on the *Nuisance* or *Prohibited Plant Lists*, when removed with hand-held equipment or equipment with a wheel/surface-to-ground pressure of no more than 4 psi, except for removal of trees;

(2) Dead, dying or dangerous trees or portions of tress when they pose an immediate danger, as determined by the City Forester or certified arborist. Removing these portions is exempt only if all section of wood more than 12 inches in diameter remain, or are placed, in the River Environmental Overlay Zone on which they are cut; or

(3) Pruning trees and shrubs within 10 feet of existing structures.

b. All vegetation removal activities must be surrounded or protected to prevent erosion and sediment from leaving the site or negatively impacting resources on the site. Permanent erosion control, such as replanting areas of bare soil with native plants, must be installed.

Commentary

33.475.430.D.1

The River General Overlay Zone requires landscaping and that landscaping requires removal of structures and debris and amending the soil prior to planting vegetation. If the landscaping standard is met then it is exempt from the River Environmental Overlay Zone requirements.

D. The following new development and improvements:

1. Removal of structures and debris, application of soil amendments and planting of vegetation as required by 33.475.220 Landscaping Standards;

2. The placement of up to four single piles or two multiple-pile dolphins for each 100 feet of shoreline for an existing river-dependent or river-related use as long as there is a net reduction in piles or dolphins;

3. Planting of native vegetation listed on the *Portland Plant List* when planted with hand held equipment or equipment with a wheel/surface-to-ground pressure of no more than 4 psi;

4. Public street and sidewalk improvements meeting all of the following:

   a. Improvements must be within an existing public right-of-way used by truck or automobile traffic; and

   b. Streets and sidewalks must not exceed the minimum width standards of the Bureau of Transportation Engineering.

5. Groundwater monitoring wells constructed to the standards of the Oregon Water Resources Department and water quality monitoring stations, where access is by foot only;

6. Installation of security cameras provided that no more than 100 square feet of ground surface is disturbed landward of top of bank, no ground is disturbed riverward of the top of bank, no native trees are not removed, and any disturbed area is restored to pre-construction conditions;

7. Utility service using a single utility pole or where no more than 100 square feet of ground surface is disturbed landward of the top of bank of water bodies, no ground is disturbed riverward of top of bank, and where the disturbed area is restored to the pre-construction conditions;

8. Utilities installed above or below developed portions of the public right-of-way, and stormwater management facilities within the public right-of-way;

9. Temporary site investigative work including soil tests, land surveys, groundwater and water quality monitoring stations when all of the following are met:

Commentary

33.475.440 Standards

As previously mentioned, some development and alteration will be allowed within the River Environmental overlay zone without requiring a discretionary review. The types and levels of development and alteration allowed are generally low-impact activities that can be readily mitigated. The standards limit the amount of disturbance that can occur and limit how close the development or alteration can be to the river, a stream or a wetland. Tree removal is limited and mitigation is always required.

Development standards have been drafted for the installation of railroad tracks, the installation of utility lines and stormwater outfalls, public trails and viewing areas, view corridors, resource enhancement projects, site investigative work, and the removal of trees. These categories represent the extent of the activities that will be allowed within the River Environmental overlay zone without further discretionary review. Mitigation and tree replacement will be required for these activities.

a. The work is conducted using hand-held equipment or equipment with a wheel/surface-to-ground pressure of no more than 4 psi;

b. The disturbance is temporary;

d. Disturbance areas are restored to pre-existing conditions; and

e. No native trees are removed.

10. Installation of fencing in the following situations:
    a. Fencing on an already paved surface;
    b. Fencing around stormwater facilities that meet the Stormwater Management Manual;
    c. Fencing required by the Maritime Transportation Security Act; or
    d. Temporary fencing to protect resource enhancement project planting areas, prevent access to hazardous material spill areas or contaminated sites, or to close off or control the use of illegal trails. The fence must be removed within five years;

11. Installation of signage provided no native trees are removed;

12. Removal of trash, provided that native vegetation is not removed or damaged. This includes removal of trash from the river bed, or from the water. Removal of trash does not include the removal or remediation of hazardous substances.

33.475.440 Development Standards

Unless exempted by 33.475.430 the standards in this section apply to development and exterior alterations in the River Environmental Overlay Zone. Modification of any of these standards requires approval through River Review.

A. Standards for rail right-of-way. The following standards apply to development of rail within rail rights-of-way:

1. Disturbance associated with the development of a rail right-of-way may occur within a corridor that is up to 20 feet wide. No disturbance is allowed outside of the 20 foot wide corridor;

2. Disturbance associated with the rail corridor or development of the rail corridor may not occur riverward of the top of bank of the Willamette River, within the river channel, or within 30 feet of the top of bank of any other stream, wetland or other water body;

3. Tree removal as allowed by paragraph J, below; and

4. Mitigation is required as specified in paragraph K, below.

Commentary

33.475.440.A Standards for rail rights-of-way
The width of corridor allowed for the development of a rail right-of-way is based on discussions with BDS staff who have reviewed the installation and extension of rail road track in the Central Reach. The width is intended to accommodate standard gauge rail (4 feet 8 inches) with added space for ballast and any equipment that may be necessary for track operations.

33.475.440.B-C Standards for utility lines and stormwater outfalls
The standards in these paragraphs mirror standards for the installation of a utility line or stormwater outfall in the Environmental Conservation and Protection Overlay zones.

33.475.440.D Standards for Trails
The intention of these standards is to allow for a public trail within the River Environmental Overlay Zone but to limit the impacts of the trails, and associated human use, on the natural resource functions of the riparian corridor.

B. Standards for utility lines. The following standards apply to new utility lines, including stormwater conveyance facilities, private connections to existing or new utility lines, and upgrades of existing utility lines:

1. Disturbance associated with the installation of a utility line, including utility trenching, may occur within a corridor that is no greater than 15 feet wide. Disturbance may not occur outside of the 15 foot corridor;

2. Disturbance associated with the installation of a utility line may not occur riverward of the top of bank of the Willamette River, within the river channel, or within 30 feet of the top of bank of any other stream, wetland, or other water body;

3. Tree removal as allowed by paragraph J, below; and

4. Mitigation is required as specified in paragraph K, below.

C. Standards for stormwater outfalls. The following standards apply to the installation of new or replacement stormwater outfalls:

1. Disturbance associated with the installation of a stormwater outfall may occur within an area that is up to 15 feet wide;

2. When constructed open channels or vegetated swales are proposed, the slope between the stormwater source and the water body does not exceed 15 percent at any point;

3. If an outfall riprap pad is used it must be planted with live stakes of native plant stock, one-half inch in diameter. Stakes must be installed at a density of three stakes per square yard. Detailed specifications for installing live stakes are found in the *Erosion Control Manual*;

4. Tree removal as allowed by paragraph J, below; and

5. Mitigation is required as specified in paragraph K, below.

D. Standards for trails. The disturbance associated with the construction of a new trail or alternation to an existing trail must meet all of the following:

1. The trail must be setback least 5 feet from the top of bank of the Willamette River, stream or drainageway and 30 feet from a wetland or other water body;

2. The total width of trail must be no more than 16 feet;

3. Tree removal as allowed by paragraph J, below; and

4. Mitigation is required as specified in paragraph K, below.

Commentary

33.475.440.E-F Standards for Viewing Areas and View Corridors
The intention is to allow for public viewing areas to be constructed and view corridors to be maintained in the River Environmental Overlay Zone. Trees (6-12 inches in diameter), including native trees, may be removed in the s overlay zones. The area where vegetation is removed should be revegetated with ground cover. Tree replacement will include shrubs as well as trees. Trees cannot be planted in the s overlay zone, but shrubs can be planted along with the ground cover.

33.475.430.G Standards for resource enhancement
These standards are intended to ensure that the river bank is less steep than before the enhancement project because a shallow bank provides better resource function than a steep bank. The standards also require that the bank be stabilized with vegetation rather than rock armoring.

For projects that occur landward of the top of bank, the standards allow disturbance of the ground as long as there is no net increase in soil within the River Environmental overlay zone and the area disturbed is replanted with native vegetation. Resource enhancement projects, by definition, must result in a net increase in functional value and an improvement in the quantity or quality of resources. Mature native vegetation in many cases provides high quality natural resource function. The removal of native vegetation is limited so that staff can evaluate whether or not the removal of vegetation will result in a net increase in functional value and an improvement in quality or quantity of resource.

E. Standards for public viewing areas. The following are standards for public viewing areas. All of the standards must be met.

1. The viewing area may create up to 500 square feet of permanent disturbance area;

2. The viewing area must not be located below the top-of-bank of the Willamette River, stream, or drainageway or within 30 feet a wetland or other water body;

3. Tree removal as allowed by paragraph J, below; and

4. Mitigation is required as specified in paragraph K, below.

F. Standards for vegetation maintenance within a view corridor. The following are standards for vegetation maintenance within a view corridor designated in the Scenic Resources Protection Plan, shown on Map 480-1. All of the standards must be met.

1. Tree removal as allowed by paragraph J, below; and

2. Temporary disturbance area caused by the removal must be seeded with a grass and forb seed mix at a ratio of 30 pounds per acre.

G. Standards for resource enhancement. The following standards apply to resource enhancement projects:

1. No fill is placed below the ordinary high water mark of the Willamette River;

2. The riverbank may be re-graded if the slope after grading is shallower than the slope prior to grading. In no case can the final slope be greater than 20 percent (20 percent slope represents a rise to run ratio equal to 1:5);

3. There must be no excavation or fill, or construction activity, within any river, stream, drainageway, wetland or other water body;

4. Rock armoring must not be used on the surface between the top of bank and the ordinary high water mark of any water body except as required surrounding outfalls;

5. The placement of large wood and bioengineered structures on the bank is allowed to reduce localized erosion and improve bank stabilization. Examples of bioengineered structures include bundles of plant materials or soil cells wrapped in biodegradable fabrics;

33.475.440.H Site investigative work

This set of standards will allow site investigative work, including the installation of monitoring wells, when the work is done with larger mechanical equipment. An exemption allows this type of work when the work is done exclusively with hand-held and light weight equipment.

33.475.440.I Standards for development in the a City Park

These standards allow the City of Portland Parks and Recreation department to install park amenities in City parks located in the Central Reach. The types of amenities that Parks envisions being installed without river review include park benches, picnic tables, drinking fountains, bicycle racks, trash cans, playgrounds, memorials, kiosk, etc. The standards limit the amount of additional disturbance that will occur within the river environmental overlay zone to a total of 1,800 square feet of additional permanent disturbance area. The standards also limit tree removal and require mitigation.

6. No structures are proposed landward of the top of bank except public viewing areas developed as part of the project. The public viewing areas must meet the following:

   a. The viewing area may create up to 500 square feet of permanent disturbance area;

   b. The viewing area must not be located below the top-of-bank of the Willamette River or within 30 feet from the top-of-bank of any other stream, drainageway, wetland or other water body; and

   c. The viewing area must not be within the floodway;

7. All prohibited and nuisance plants listed on the *Portland Plant List* must be removed; and

8. Areas where ground disturbance has occurred must be planted to meet the landscaping planting standards of 33.475.220.D.

H. Standards for site investigative work. The following standards apply to site investigative work within the River Environmental Overlay Zone. Site investigative work includes soil tests, land surveys, groundwater and water quality monitoring stations. All of the applicable standards must be met.

1. No more than 100 square feet of disturbance is allowed per site investigative work activity;

2. Disturbance associated with site investigative work is temporary;

3. No trees are removed; and

4. Disturbance areas are restored to pre-existing conditions.

I. **Standards for other development in a City of Portland park.** The following standards apply to development in a City of Portland park that is not subject to other standards in this subsection. All of the applicable standards must be met.

1. Disturbance areas must not be located below the top-of-bank of the Willamette River, streams, or drainageways or within 30 feet of a wetland or other water body;

2. Up to 1,800 square feet of additional permanent disturbance area is allowed;

3. Tree removal as allowed by paragraph J, below; and

4. Mitigation is required as specified in paragraph K, below.

Commentary

33.475.440.J Removal of trees

These standards allow the removal of non-native trees, including those that are listed as nuisance or prohibited on the *Portland Plant List*. These trees must be replaced with native trees. This is a change from existing allowances in the Environmental Overlay zones in the rest of the City. Currently, nuisance and prohibited trees may be removed and replacement is not required.

Under certain circumstances, the standards also allow the removal of native trees up to 12 inches in diameter. The removal of trees is limited to the areas within which the development or activity will occur and replacement is required for trees over 6 inches in diameter.

Trees may not be replaced within the scenic overlay zones. Trees grow and block views that are intended to be protected.

J. Standards for tree removal. The following standards apply to the removal of trees 6 inches or greater in diameter from within the River Environmental Overlay Zone:

1. Trees that are not native trees on the *Portland Plant List* may be removed with hand-held equipment or equipment with a wheel/surface-to-ground pressure of no more than 4 psi; and

2. Generally, native trees on the *Portland Plant List* may not be removed except native trees more than 6 inches but less than 12 inches in diameter may be removed or pruned in conjunction or development and exterior improvements approved under the standards of this section as follows:

    a. Within the rail right-of-way and within 10 feet of the rail right-of-way;

    b. Within the utility line corridor;

    c. Within the area where the stormwater outfall will be constructed;

    d. Within a public trail;

    e. Within a public viewing areas;

    f. Within a view corridor; and

    g. Within the disturbance area associated with development in a City of Portland park.

Commentary

33.475.430.K Mitigation
In order to develop in or alter the River Environmental overlay zone, mitigation is required. Mitigation must occur in an area that is one and one-half times the size of the area that will be disturbed for the development. This ratio is intended to mitigate for the fact that when mature, established vegetation is removed and replaced with new plantings there is a loss of resource functional value until the new vegetation becomes established.

Mitigation should be installed within the River Environmental Overlay Zone. However, if the land within the River Environmental Overlay Zone is already planted at a high density, then the mitigation can be done on-site provided that the mitigation area is contiguous to the River Environmental Overlay Zone.

3. Trees that are over 6 inches in diameter that are removed must be replaced as shown in Table 475-2 and must meet the following:

Table 475 – 2 Tree Replacement in River Environmental Overlay Zone		
Size of tree to be removed (inches in diameter)	Option A (no. of natives trees to be planted)	Option B (combination of native trees and shrubs
At least 6 and up to 12	2	Not applicable
More than 12 and up to 20	3	1 tree and 3 shrubs
More than 20 and up to 25	5	3 tree and 6 shrubs
More than 25 and up to 30	7	5 tree and 9 shrubs
More than 30	10	7 tree and 12 shrubs

4. Replacement vegetation must meet all of the following:
   a. Trees must be a minimum ½-inch caliper or bareroot unless they are oak or madrone, which may be one gallon size. No more than ten percent of the trees may be oak or madrone. Shrubs must be a minimum of one gallon size or bareroot. All other species must be a minimum of four-inch pots or equivalent;

   b. The planting must occur within the River Overlay Zones. Trees must not be planted within a view corridor designated in the Scenic Resources Protection Plan, shown on Map 480-1. If the vegetation is not planted on the applicant's site, then the applicant must own the property or have an easement or deed that ensures the vegetated area will not be developed; and

   c. The requirements of Section 33.248.090, Mitigation and Restoration Planting must be met.

K. Standards for mitigation. The following standards apply to mitigation required by Paragraphs 33.475.440.A-F and I.

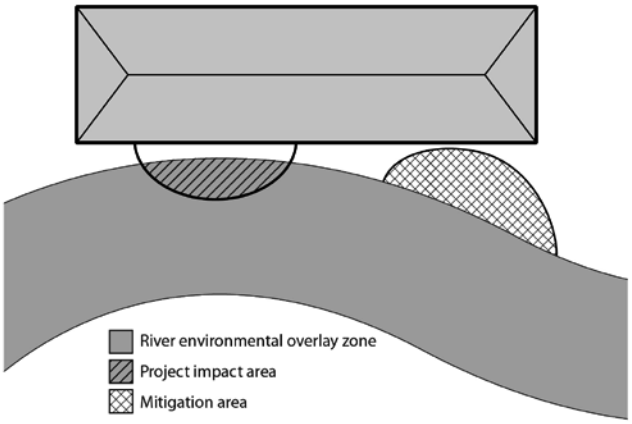
1. Mitigation must occur at a 1.5:1 ratio of mitigation area to project impact area. Project impact area is the total area within the River Environmental overlay zone where structures will be built, vegetation will be removed, or ground disturbance will occur as a result of the proposal. Mitigation area is not counted as part of the project impact area.

2. Mitigation must occur in the River Environmental Overlay Zone or in an area that is contiguous to the River Environmental Overlay Zone, see Figure 475-4.

3. If the mitigation area is not on the site where the project occurs, then the applicant must own the property or have an easement or deed restriction sufficient to ensure the right to carry out, monitor, and maintain the mitigation for 10 years.

5. The tree replacement standard specifies the number of trees that must be planted to replace the trees removed. Those trees can be counted towards meeting the mitigation planting density. Additional tree planting may be required to fulfill the mitigation ratio.

Figure 475-4
Mitigation Area Contiguous to River Environmental Overlay Zone



4. Nuisance and prohibited plants identified on the *Portland Plant List* must be removed within the area to be replanted. Trees removed to meet this subparagraph must be replaced as specified in paragraph J, above;

5. Plantings required for tree removal, as specified in paragraph J, above, can be counted towards mitigation if the planting is located within the River Environmental Overlay Zone or in an area that is contiguous to the River Environmental Overlay Zone;

Commentary

Table 475-3
This is the same planting density as the landscaping planting density for subarea 1, described in Table 475-1. It is intended to result in a multistoried habitat with tree canopy, shrub layer and ground cover that provide a wide range of riparian corridor and wildlife habitat functions. This planting density applies everywhere in the River Environmental Overlay Zone where mitigation is conducted.

Title 11.60.020.C. Canopy size category. Tree canopy types are categorized as small, medium, or large based on the estimated canopy size at maturity. The "Portland Tree and Landscaping Manual" suggested plant lists include the size categories recognized for many trees. To determine the size category of a tree not listed in the "Portland Tree and Landscaping Manual", the applicant shall provide an objective source of information about the tree's mature height, crown spread, and growth rate. This information can come from published sources, internet sources, or nursery information such as cut sheets.

The canopy size category is calculated according to the following formulas, which incorporate the estimated height and crown spread of a mature specimen and the tree species' growth rate:

1. Small trees have a canopy factor of less than 40, Medium trees have a canopy factor from 40 to 90, and Large trees have a canopy factor greater than 90;

2. Canopy factor = (Mature height of tree) x (Mature canopy spread) x (Growth rate factor) x 0.01;

3. The growth rate factor is 3 for fast-growing trees, 2 for medium growing trees, and 1 for slow-growing trees.

33.475.450 Corrections To Violations of River Environmental Overlay Zone Development Standards
The recommended regulations for corrections to violations match the regulations that currently govern violations of standards in the Environmental Overlay zones. The regulations are intended to facilitate timely remediation for damage to resources and functional values that occur as a result of a violation.

6. Required planting density standards specified in Table 475-3. Trees may be clustered. Trees must not be planted within a view corridor designated in the Scenic Resources Protection Plan, shown on Map 480-1. Plants must be selected from the *Portland Plant List* and must be compatible with the conditions of the site.

Table 475-3
Planting Density

	Small Trees*	Medium Trees*	Large Trees*
Planting Density	One tree and three shrubs for every 100 square feet and seeded with a grass and forb seed mix at a ratio of 30 pounds per acre.	One tree and six shrubs for every 200 square feet and seeded with a grass and forb seed mix at a ratio of 30 pounds per acre.	One tree and nine shrubs for every 300 square feet and seeded with a grass and forb seed mix at a ratio of 30 pounds per acre.

*Tree sizes is based on Title 11.60.020.C Canopy Size

7. If more than 10 trees, shrubs or groundcover plants are used to meet the above standard, then no more than 50 percent of the trees, shrubs or groundcover plants may be of the same genus. If more than 40 trees, shrubs or groundcover plants are used, then no more than 25 percent of the plants may be of the same genus;

8. Trees must be a minimum ½-inch caliper or bareroot unless they are oak or madrone, which may be one gallon size. No more than ten percent of the trees may be oak or madrone. Shrubs must be a minimum of one gallon size or bareroot. All other species must be a minimum of four-inch pots or equivalent;

9. The requirements of Section 33.248.090, Mitigation and Restoration Planting must be met; and

10. Mitigation carried out to meet these standards may be installed in conjunction with planting carried out to meet the landscaping standard 33.475.220, but plantings installed as mitigation will be in addition to what the landscaping standard requires.

33.475.450 Corrections to Violations of River Environmental Overlay Zone Development Standards

A. Purpose. The purpose of the correction regulations is to ensure the timely restoration of natural resources and functional values that have been degraded due to a violation of the River Environmental Overlay Zone standards.

These regulations establish a process to determine which review requirements will be applied to remedy a violation that takes place in the River Environmental Overlay Zone. The type of review required depends on the circumstances of the violation. Section 33.475.450.B details methods for correcting such violations and Title 3 of the City Code details the enforcement penalties.

Commentary

B. Correction Options. Applicants must choose one of the following options to correct environmental code violations.

1. When these options may be used.

   a. If all of the following are met, the applicant may choose Option One, Option Two, or Option Three:

      (1) No more than 12 diameter inches of trees were removed;

      (2) No more than one Madrone 4 inches or less, Garry Oak 4 inches or less, or Pacific Yew 2 inches or less was removed;

      (3) No ground disturbance occurred riverward of the top of bank of the Willamette River or within 30 feet of the top of bank of a stream, wetland or other water body;

      (4) The correction will remove all illegal development; and

      (5) The correction will replant illegal clearing.

   b. If any of the following occurred, the applicant may not use Option One, but may choose either Option Two or Option Three:

      (1) More than 12 diameter inches of trees were removed;

      (2) More than one Madrone 4 inches or less, Garry Oak 4 inches or less, or Pacific Yew 2 inches or less was removed;

      (3) A Madrone larger than 4 inches, Garry Oak larger than 4 inches, or Pacific Yew larger than 2 inches was removed;

      (4) Disturbance occurred riverward of the top of bank of the Willamette River, or within 30 feet of the top of bank of a stream, wetland or other water body.

   c. If the applicant cannot meet Options One or Two, Option Three must be used.

   d. If the violation also violates a condition of approval of a land use review, no trees have been removed, and disturbance did not occur riverward of the top of bank of the Willamette River or within 30 feet of the top of bank of a stream, wetland or other water body, the applicant may choose Option One or the process described in Section 33.730.140. The applicant may not choose Options Two or Three.

Commentary

e. If the violation also violates a condition of approval of a land use review, trees have been removed, and disturbance occurred riverward of the top of bank of the Willamette River or within 30 feet of the top of bank of a stream, wetland or other water body, the applicant must use the process described in Section 33.730.140. The applicant may not choose one of the options in this section.

2. Option One, Remove and Repair. This option results in removal of illegal development and replanting and repair of any damage. All of the requirements of this paragraph must be met. Adjustments and modifications to these requirements are prohibited.

   a. All items and materials placed in the area of violation are removed and no new disturbance area is created;

   b. Any soil compaction resulting from the violation is tilled or otherwise broken up to a depth of 6 inches prior to planting;

   c. Violation remediation planting. The area to be planted is the area disturbed by the violation. All of the following must be met:

      (1) The area disturbed by the violation activity must be replanted;

      (2) One tree, six shrubs, and eight other ground cover plants are required to be planted for every 200 square feet of planting area. For planting areas over 600 square feet, at least two different tree, three different shrub, and four different groundcover species must be used. All plants must be native;

      (3) A second area, equal in size to the area disturbed by the violation activity, must also be replanted as remediation, or seven additional plants as described in B.2.c.2 must be planted on the site for every 50 square feet disturbed;

      (5) Any Nuisance or Prohibited Plants listed on the *Portland Plant List* must be removed from the planting area and within 10 feet of the planting area;

      (6) Trees must be a minimum one inch in diameter unless they are oak, madrone, or conifer, which may be three- to five-gallon size. No more than 10 percent of the trees may be oak or madrone. Trees must not be planted within a view corridor designated in the Scenic Resources Protection Plan, shown on Map 480-1. Trees may be clustered. Shrubs must be a minimum of two-gallon size. All other species must be a minimum of four-inch pots;

      (7) The requirements of Section 33.248.090, Mitigation and Restoration Planting, must be met; and

Commentary

(8) For violations involving the removal of trees, two times the number of diameter inches removed must be planted on the site, in addition to other remediation vegetation planted. If any tree removed was a Garry Oak, Madrone, or Pacific Yew, the replacement trees must be of the same species. Planted trees must be a minimum one inch in diameter unless they are oak, Madrone, or conifer, which may be three- to five-gallon size.

3. Option Two, Retain and Mitigate. This option results in legalizing the illegal development and mitigating for any damage. All of the requirements of this subsection must be met. Adjustments and modifications to these standards are prohibited.

a. The applicable standards of paragraphs 33.475.440.B must be met;

b. Violation remediation planting. The area to be planted is the area disturbed by the violation. Where development is approved for the area disturbed by the violation, an area of the same size elsewhere on the site must be planted. All of the following must be met:

(1) The area disturbed by the violation activity must be replanted;

(2) One tree, one shrub, and five groundcover plants are required to be planted for every 50 square feet of planting area. Plants must be native and selected from the *Portland Plant List*.

(3) A second area, equal in size to the area disturbed by the violation activity, must also be replanted as remediation, or seven additional plants as described in B.3.b.2 must be planted on the site for every 50 square feet disturbed;

(4) Any Nuisance or Prohibited Plants listed on the *Portland Plant List* must be removed from the planting area and within 10 feet of the planting area;

(5) Trees must be a minimum one inch in diameter unless they are oak, madrone, or conifer, which may be three- to five-gallon size. No more than 10 percent of the trees may be oak or madrone. Shrubs must be a minimum of two-gallon size. All other species must be a minimum of four-inch pots; and

(6) The requirements of Section 33.248.090, Mitigation and Restoration Planting, must be met; and

Commentary

c. For violations involving the removal of trees, two times the number of diameter inches removed must be planted on the site, in addition to other remediation vegetation planted. If any tree removed was a Garry Oak, Madrone, or Pacific Yew, the replacement trees must be of the same species. Planted trees must be a minimum 1 inch in diameter unless they are oak, Madrone, or conifer, which may be three- to five-gallon size.

4. Option Three, River Review. This option requires River Review, using the approval criteria and procedures below:

   a. Approval criteria. The applicable approval criteria of Subsection 33.865.120 must be met.

   b. Review procedures. Reviews are processed as follows:

      (1) Type III. A Type III review is required for any development, exterior alteration, or exterior improvement within a wetland, stream channel, drainageway, or water body.

      (2) Type II. All other reviews to correct violations are processed through a Type II procedure.

      (3) All River Reviews must provide the information required in Section 33.865.040, Supplemental Application Requirements

33.475.500 Removal or Remediation of Hazardous Substances

The regulations in this section apply to removal or remediation of hazardous substances that is required by the state or federal agencies. The goal of these regulations is ensure that these cleanup actions do not unnecessarily impair river-dependent and river-related uses, public access and recreation or natural resources.

Oregon State Law (ORS 465.315(3)) governs whether local requirements, such as Chapter 33.475, apply to state approved cleanups. The onsite portion of a state approved cleanup may be exempt from the procedural requirements of the Code to obtain local permits. What constitutes the on-site portion of the remedial action is generally identified in the record of decision or other cleanup approval or selection documents.

When a cleanup activity is exempt from local procedures, the person conducting the cleanup is required to ensure that the local government's substantive requirements are met. The Bureau of Development Services implements what it calls an "exempt process" for evaluating hazardous substance removal or remediation plans compliance with the City's substantive regulations. The regulations in this section are the City's substantive requirements for clean ups that are applied through the exempt process or the standard permit process if the cleanup project is not exempt. Cleanup conducted under state law in a City right of way is not exempted and must comply with all applicable City requirements.

Under federal law (42 U.S.C. 9621 (e)(1)), EPA has its own process for determining the extent to which substantive requirements of City Code will be considered in a federal approved cleanup.

The requirements are intended to refine the cleanup design to be in conformance with City requirements and the Oregon Statewide Planning Goals particularly Goal 15: The Willamette Greenway. Goal 15 requires protection of significant fish and wildlife habitats, protection of natural vegetative fringe along the river, and setbacks from the river for non-water related or non-water dependent uses. The regulations have been written in a way that will provide the person conducting the cleanup and the regulating agency with the flexibility required to design the most appropriate removal or remediation action.

Clean Up of Contaminated Sites

33.475.500 Removal or Remediation of Hazardous Substances

A. General. The following regulations are substantive requirements that apply to actions taken to remove or remediate hazardous substances. All of the regulations must be met unless one or more are demonstrated to be impracticable pursuant to subsection G, below.

B. Where these regulations apply. The regulations of this section apply to the portion of the site located within the boundaries of the removal or remediation action.

C. Review procedure.

1. Except as described in paragraph C.2, below, compliance with these regulations is processed through a Type II procedure.

2. If the action to remove or remediate hazardous substances is subject to this Code but exempt from procedural requirements, the action must comply with the substantive requirements of these regulations to the extent required under state or federal law.

D. Relationship to other regulations in this chapter. Actions to remove or remediate hazardous substances that are approved or selected under Oregon or federal cleanup law are exempt from the procedural requirements of Chapter 33.475. When development is occurring in conjunction with actions taken to remove or remediate hazardous substances, but which is not in itself a remediation or removal action, then that development must meet all other applicable regulations and procedural requirements of this chapter. Remedial actions within City rights of way or not approved or selected by state or federal cleanup authorities must meet all other applicable regulations and procedural requirements of this chapter. A person conducting a cleanup otherwise exempted from the procedural requirements may choose to obtain a permit.

E. Submittal requirements. In order to demonstrate substantial conformance with standards 33.475.500 the following information must be provided:

1. A letter from the Oregon Department of Environmental Quality stating that the agency has approved the applicant's work plan for removal or remediation of hazardous substances on the site; and

2. The supplemental site plan requirements listed in 33.865.040.A.

F. Regulations that apply to all actions to remove or remediate hazardous substances. The following regulations apply to all proposals for the removal or remediation of hazardous substances:

Commentary

33.475.500.F Goal 15 requires that structures or buildings be separated from the river. The City's river setback (called greenway setback outside of the Central Reach) requires that development in the River General zone in the Central City that is not river-dependent or river-related be set back 50 feet from the top of bank. Structures required as part of remediation actions are considered river-related and allowed within the setback. The standard is intended to make sure that after cleanup actions are complete, the location of structures associated with the remediation will still allow for future river-dependent and river-related development, such as development of the Greenway Trail.

33.475.500.G.1
The requirements of this subsection are aimed at encouraging the person conducting the cleanup to design a remedy that leaves identified natural resource areas intact as much as possible. The City is aware that this will not be possible in all cases, and therefore requires re-vegetation when ground disturbance and native plant removal cannot be avoided. The re-vegetation requirements are intended to allow flexibility in the type and size of trees planted.

1. The removal or remedial actions and the final remedy must not preclude the use of the site consistent with the uses allowed by the base zone or an approved conditional use. If the site is within the River Industrial overlay zone or riverward of the river setback, the final remedy must allow the use of the site for river-dependent or river-related activities unless the site is found to be unsuitable for river-dependent or river-related uses. Generally, this means that the final remedy must allow development of the Greenway trail, dredging necessary to establish or maintain navigation to and from riverfront sites, the placement of piles or dolphins, or the development of a marine facility, dock, or wharf or other river-dependent or river-related structure; and

2. Buildings, structures and equipment required as part of removal or remediation actions must be located and designed taking into account the purpose of the river setback standard which is to keep structures away from the river, and reserve space for public access to the river and development of the Greenway trail.

G. Regulations that apply to actions to remove or remediate hazardous substances that occur in specific areas. The following regulations apply to actions within the River Environmental Overlay Zone to remove or remediate hazardous substances based on specific locations:

1. The following regulations apply to areas landward of the top of bank:

   a. Disturbance of the ground and removal of native vegetation must be avoided outside of the actual soil removal areas. If avoiding disturbance or native vegetation removal is not practicable, disturbance and removal must be minimized.

   b. Where ground disturbance or removal of native vegetation cannot be avoided, the area must be replanted. The replanting standards are as follows:

      (1) Nuisance and prohibited plants identified on the *Portland Plant List* must be removed within the area to be replanted and within 10 feet of any plantings;

      (1) Planting density. The replanting area must meet one of the following plant and planting density standards specified in Table 475-4. Trees may be clustered. Trees must not be planted within a view corridor designated in the Scenic Resources Protection Plan, shown on Map 480-1.

Commentary

Table 475-4
This is the same planting density as the mitigation planting density, Table 475-3, and the landscaping planting density for subarea 1, Table 475-1.

Title 11.60.020.C. Canopy size category. Tree canopy types are categorized as small, medium, or large based on the estimated canopy size at maturity. The "Portland Tree and Landscaping Manual" suggested plant lists include the size categories recognized for many trees. To determine the size category of a tree not listed in the "Portland Tree and Landscaping Manual", the applicant shall provide an objective source of information about the tree's mature height, crown spread, and growth rate. This information can come from published sources, internet sources, or nursery information such as cut sheets.

The canopy size category is calculated according to the following formulas, which incorporate the estimated height and crown spread of a mature specimen and the tree species' growth rate:

1. Small trees have a canopy factor of less than 40, Medium trees have a canopy factor from 40 to 90, and Large trees have a canopy factor greater than 90;
2. Canopy factor = (Mature height of tree) x (Mature canopy spread) x (Growth rate factor) x 0.01;
3. The growth rate factor is 3 for fast-growing trees, 2 for medium growing trees, and 1 for slow-growing trees.

Table 475-5
This is the same requirement as the tree replacement standard, Table 475-2.

Table 475-4
Planting Density

	Small Trees	Medium Trees	Large Trees
Planting Density	One tree and three shrubs for every 100 square feet and seeded with a grass and forb seed mix at a ratio of 30 pounds per acre.	One tree and six shrubs for every 200 square feet and seeded with a grass and forb seed mix at a ratio of 30 pounds per acre.	One tree and nine shrubs for every 300 square feet and seeded with a grass and forb seed mix at a ratio of 30 pounds per acre.

*Tree sizes is based on Title 11.60.020.C Canopy Size

(3) Plant diversity. If more than 10 trees or shrubs are used to meet the above standard, then no more than 50 percent of the trees or shrubs may be of the same genus. If more than 40 trees, shrubs or groundcover plants are used, then no more than 25 percent of the plants may be of the same genus;

(4) Plant size. Trees must be a minimum ½-inch caliper or bareroot unless they are oak or madrone, which may be one gallon size. No more than ten percent of the trees may be oak or madrone. Shrubs must be a minimum of one gallon size or bareroot. All other species must be a minimum of four-inch pots or equivalent; and

(5) The requirements of Section 33.248.090, Mitigation and Restoration Planting must be met.

c. Tree replacement. Trees that are 4 inches or greater in diameter that are removed must be replaced based on Table 475-5:

Table 475-5
Tree Replacement in Hazardous Substance Clean-up Sites

Size of tree to be removed (inches in diameter)	Option A (no. of natives trees to be planted)	Option B (combination of native trees and shrubs
At least 4 and up to 12	2	Not applicable
More than 12 and up to 20	3	1 tree and 3 shrubs
More than 20 and up to 25	5	3 tree and 6 shrubs
More than 25 and up to 30	7	5 tree and 9 shrubs
More than 30	10	7 tree and 12 shrubs

Commentary

33.475.500.G.2.a

If the river bank will be altered significantly as a result of the removal or remediation of hazardous substances, the City requires that the bank be restored using soil bioengineering instead of engineered inert materials to the extent practicable. The City's priority is a natural bank that can sustain vegetation for soil stabilization, improve ecological values and provide riparian functionality. However, the City recognizes that there will be cases when bioengineering will not be practicable. If rock armoring is used on the bank, the City requires re-grading to a slope level that will allow vegetation to be maintained, and requires that live willow or dogwood stakes be planted between the rocks to provide a minimum level of vegetative cover.

(2) Size. The replacement trees must be a minimum ½-inch diameter or bareroot unless they are oak or madrone, which may be one gallon size. Shrubs must be a minimum of one gallon size or bareroot. All other species must be a minimum of four-inch pots or equivalent.

(3) Type. The replacement trees must be native trees selected from the *Portland Plant List*;

(4) Location. All replacement trees must be planted within the River Environmental Overlay Zone, within 50 feet of the River Environmental Overlay Zone, or within 50 feet of the top of bank of the Willamette River in the Central Reach. The person conducting the cleanup must own the property where the trees are planted or have an easement or deed restriction sufficient to ensure the success of the tree planting; and

(5) Replacement trees can be counted toward meeting the requirements of subsubparagraph G.1.b(2), above.

d. All vehicle areas and construction staging areas installed for purposes of conducting the removal and remediation actions must be removed from the River Environmental Overlay Zone when they are no longer necessary for remedy construction. All such areas must be removed by the time the project is complete and the areas must be replanted according to the standards of subparagraph G.1.b, above.

2. The following regulations apply to the area between the top of bank and the ordinary high water mark:

a. When there is an alteration to the area between top of bank and the ordinary high water mark that is greater than 500 square feet, includes more than 50 cubic yards or excavation or fill, changes the ground contours, results in the removal of buildings, requires engineering of the river bank or includes in water work, the following should be met:

Commentary

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(1) The area between the top of bank and the ordinary high water mark where the alteration occurs must be designed using biotechnical techniques including soil bioengineering. Figures 475-5 and 475-6 show examples of biotechnical techniques. In addition to using biotechnical techniques, the following requirements apply:

- Rock armoring or other hard surface armoring methods must not be used between the top of bank and the Ordinary High Water Mark except as needed surrounding outfalls. This is not intended to preclude using rock or other hard surface stabilization methods below the surface if necessary to contain hazardous substances or to preclude the use of rocks or gravel as part of the biotechnical technique;

- The bank must be sloped or terraced in a way that allows the establishment and maintenance of vegetation as the primary soil stabilization method;

- If the site is currently used for public recreation, including access to a beach or the river, the bank must be sloped or terraced in a way that allows for at least one public access way to the beach or river;

- Large wood, including root wads, tree boles and logs, must be used to reduce localized erosion, improve bank stabilization, and improve ecological values and, if the site is currently used for public recreation, support continued use of beaches and the river; and

- At least eighty percent of the area between the top of bank and the ordinary high water mark that is being altered as a result of the remedy must be planted with shrubs. At least one tree must be planted for every 400 square feet of altered area. All of the area that is not planted with shrubs or trees must be fully covered with ground cover plants. All plants must be selected from the Portland Plant List and should be appropriate for the conditions on the site. The requirements of Section 33.248.090, Mitigation and Restoration Planting must be met.

(2) If biotechnical techniques are not practicable and rock armoring is used on the surface between the top of bank and the Ordinary High Water Mark, then the slope of the bank must be shallow enough to allow a combination of rock and vegetation. At a minimum, live native willow or dogwood stakes should be planted in the interstices between the rocks at a ratio of three stakes for every square yard of rock armoring.

Commentary

33.475.500.G.3
If the river bottom, which is the ground below the ordinary high water mark, will be altered significantly as a result of the removal or remediation of hazardous substances, the City requires that the river bottom be restored to support use by fish and people. The City's priority is a natural river bottom with improved ecological values and allows for public access where possible. However, the City recognizes that there will be cases when this will not be practical. If angular or large rock is necessary, the City requires adding a top layer of small gravel over the large rock.

b. When there is a minor alteration of less than 500 square feet or less than 50 cubic yards of excavation or fill to the area between the top of bank and the ordinary high water mark, the regulations of paragraph G.1, above apply.

3. In the area that is riverward of the Ordinary High Water Mark, the final substrate must be one-inch rounded gravel or smaller in size. Angular gravel is not allowed. If a substrate of that size or smaller is not practicable, or if angular gravel or rocks are necessary, the project must incorporate as many of the following as practicable:

   a. Provide shallow beaches in the near shore area by covering the rock with at least six inches of substrate that is ½-inch rounded gravel or smaller in size. Shallow means zero to 20 feet deep measured from the ordinary low water mark;

   b. Submerged slope should be no steeper than 1:7 (rise to run ratio);

   c. Integrate large wood, or other natural wave deflection structures or techniques that mimic the function of large wood, into the near-shore environment. Rock armoring, chemically treated wood, articulated block, and industrial debris is discouraged;

   d. Avoid in-water structures that will impact the navigation channel; and

   e. Consider water access to abutting upland sites and avoid in-water structures that will preclude river-dependent or river-related development from accessing and utilizing the river for public recreation, transportation, tourism, or the transport, transfer and conveyance of goods and materials to and from the upland site.

H. Demonstration of Impracticability. A person conducting a cleanup may be exempted from full compliance with a requirement in this section if the person demonstrates that compliance with the regulation is not capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project remedial purposes. The person must still comply with that requirement to the extent practicable and remains subject to all other applicable requirements.

Commentary

Figures 475-5 and 475-6
The examples that accompany this subsection were developed as part of a 200# bank design charrette conducted by River Plan staff and attended by biologists, bank design experts, landscape architects, and City, state and federal agency representatives. Staff updated the figures to reflect types of contamination clean-up that have occurred in the Willamette River since 200#.

Figure 475-5

Example 1: Upland and In-Water Contamination Clean-Up

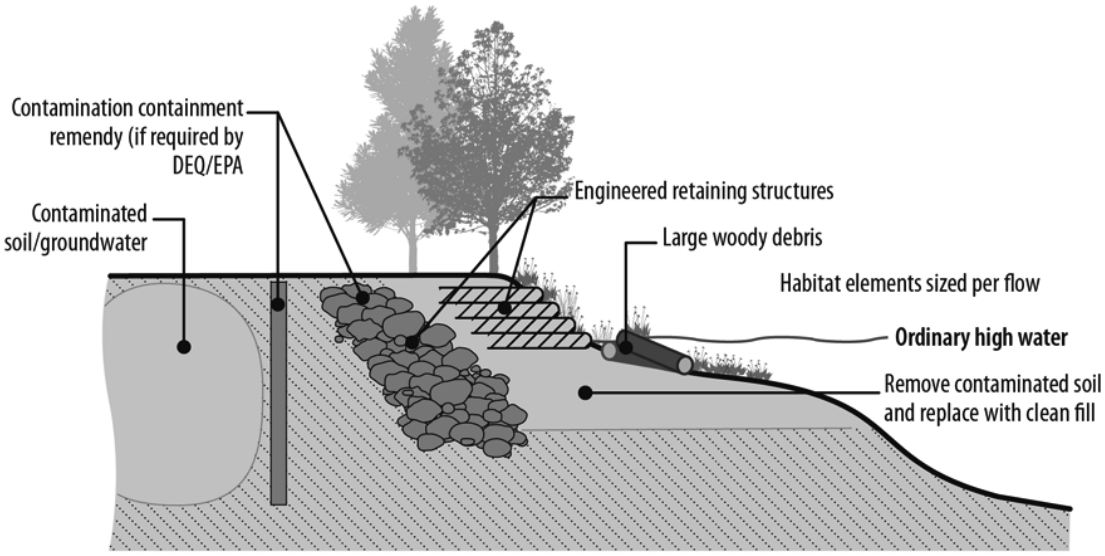
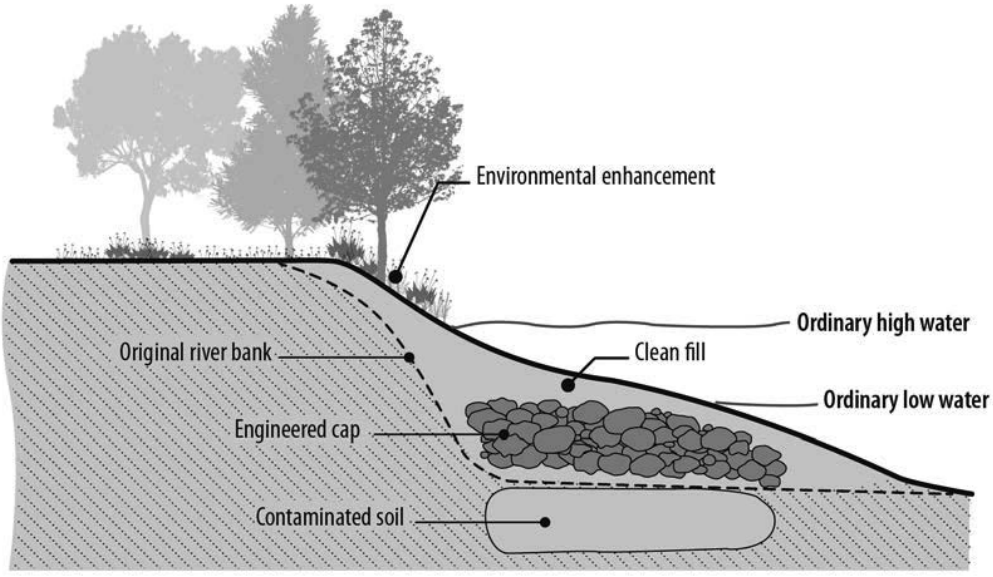


Figure 475-6

Example 2: In-Water Contamination Clean-Up



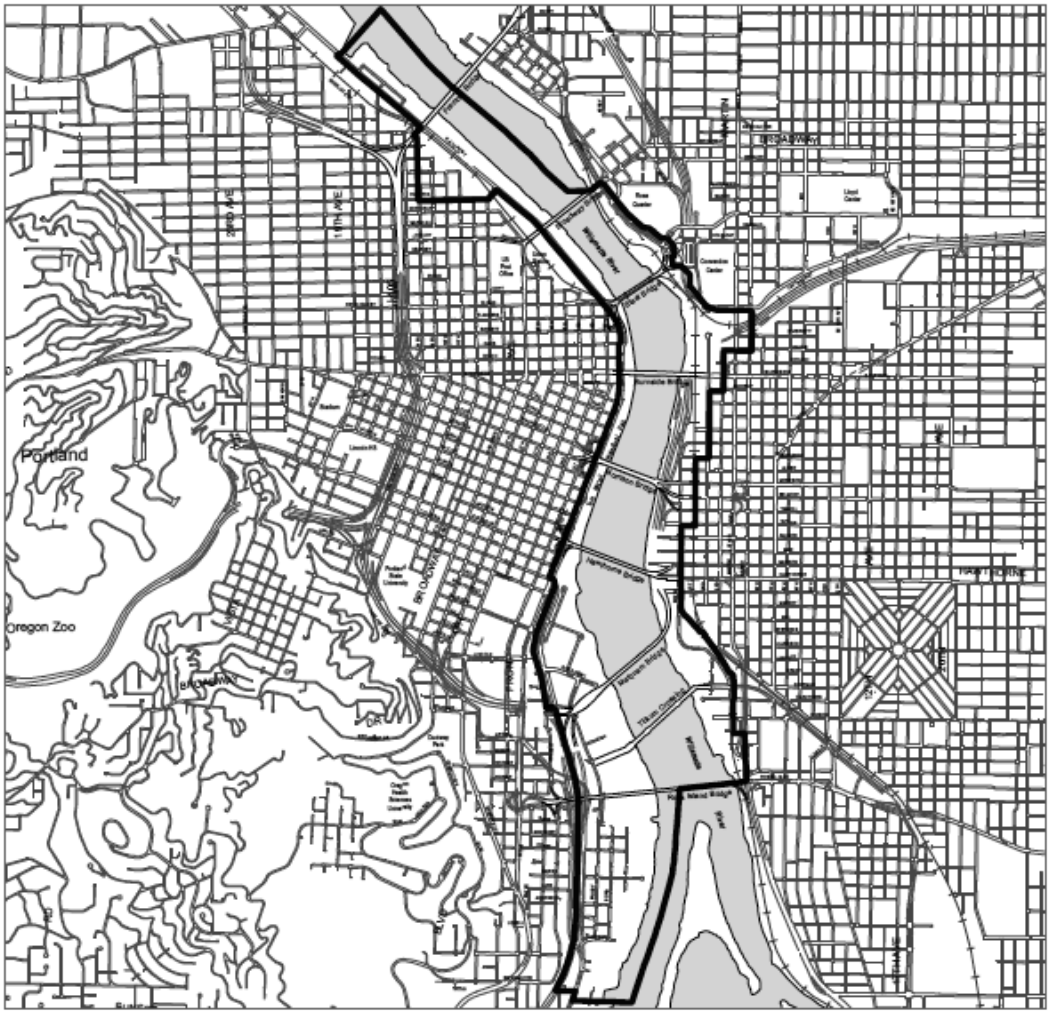
Commentary

Map 475-1
This map depicts the Central Reach portion of the Willamette Greenway Boundary. Sites within this boundary are subject to the regulations of Chapter 475. The majority of greenway regulations for the South Waterfront Subdistrict are contained in 33.510.253.

Draft Central Reach River Overlay Boundary

Map 475-1

Map Revised Xxxxx X, 2015



Central Reach River Overlay Boundary

NORTH

0 2,400 4,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

December 28, 2015

Commentary

Map 475-2

This map shows the mapped top of bank for the Central City. The top of bank is defined in 33.910 as the largest decrease in slope that is 10 percent or greater between the ordinary high water markof a water body and a point 50 feet landward from the ordinary high water mark. See Section 33.930.150, Measuring Top of Bank. If there is no decrease in slope that is 10 percent or greater within a distance of 50 feet from the ordinary high water mark, then the top of bank will be the default location described in Section 33.930.150, Measuring Top of Bank.

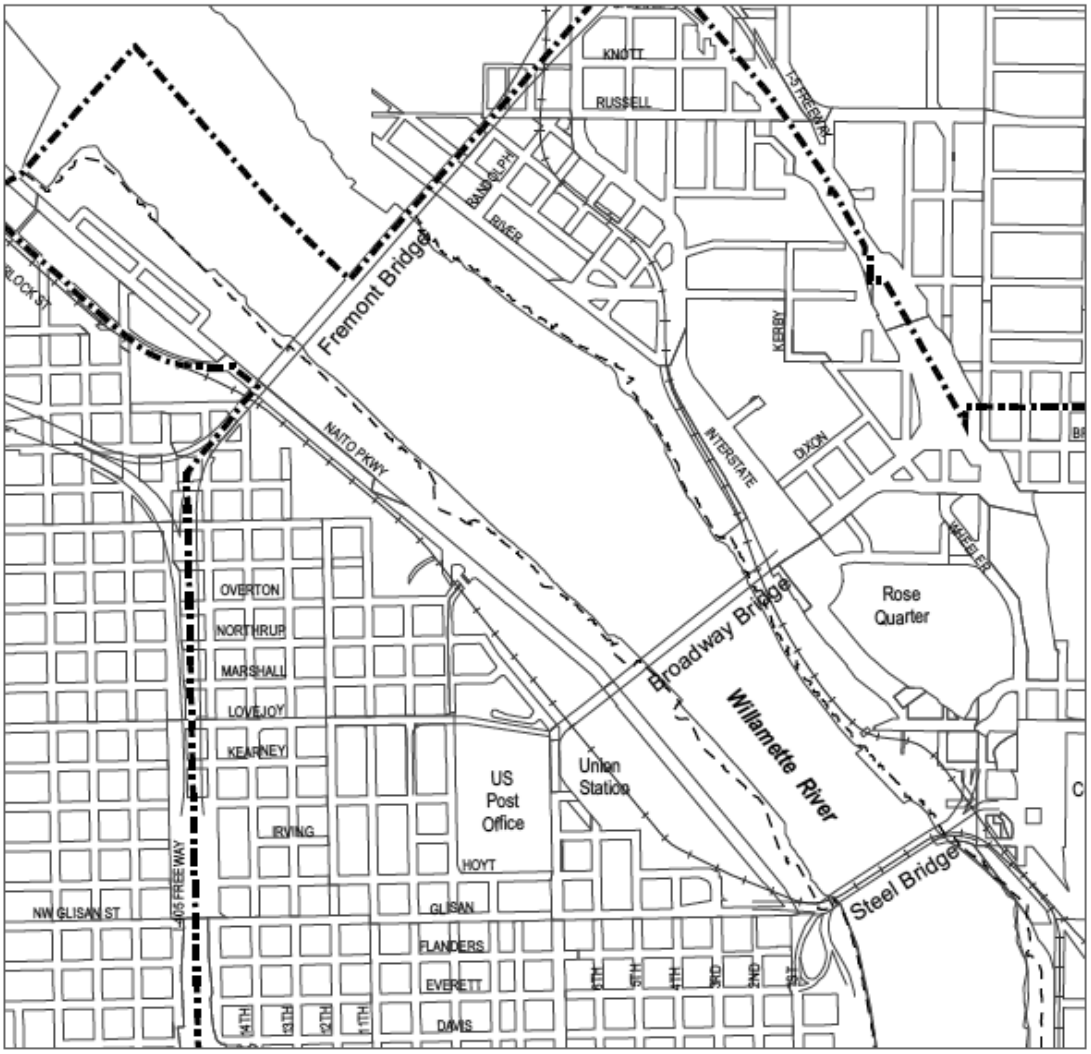
Top-of-Bank

DRAFT

Map 475-2

Map 1 of 3

Map Revised Xxxxx X, 2015



Central City Plan District Boundary

Top-of-Bank

NORTH

0 700 1,400

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Commentary

Top-of-Bank **DRAFT** **Map 475-2**

Map 2 of 3

Map Revised Xxxxx X, 2015



Central City Plan District Boundary

Top-of-Bank

NORTH

0 700 1,400

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Commentary

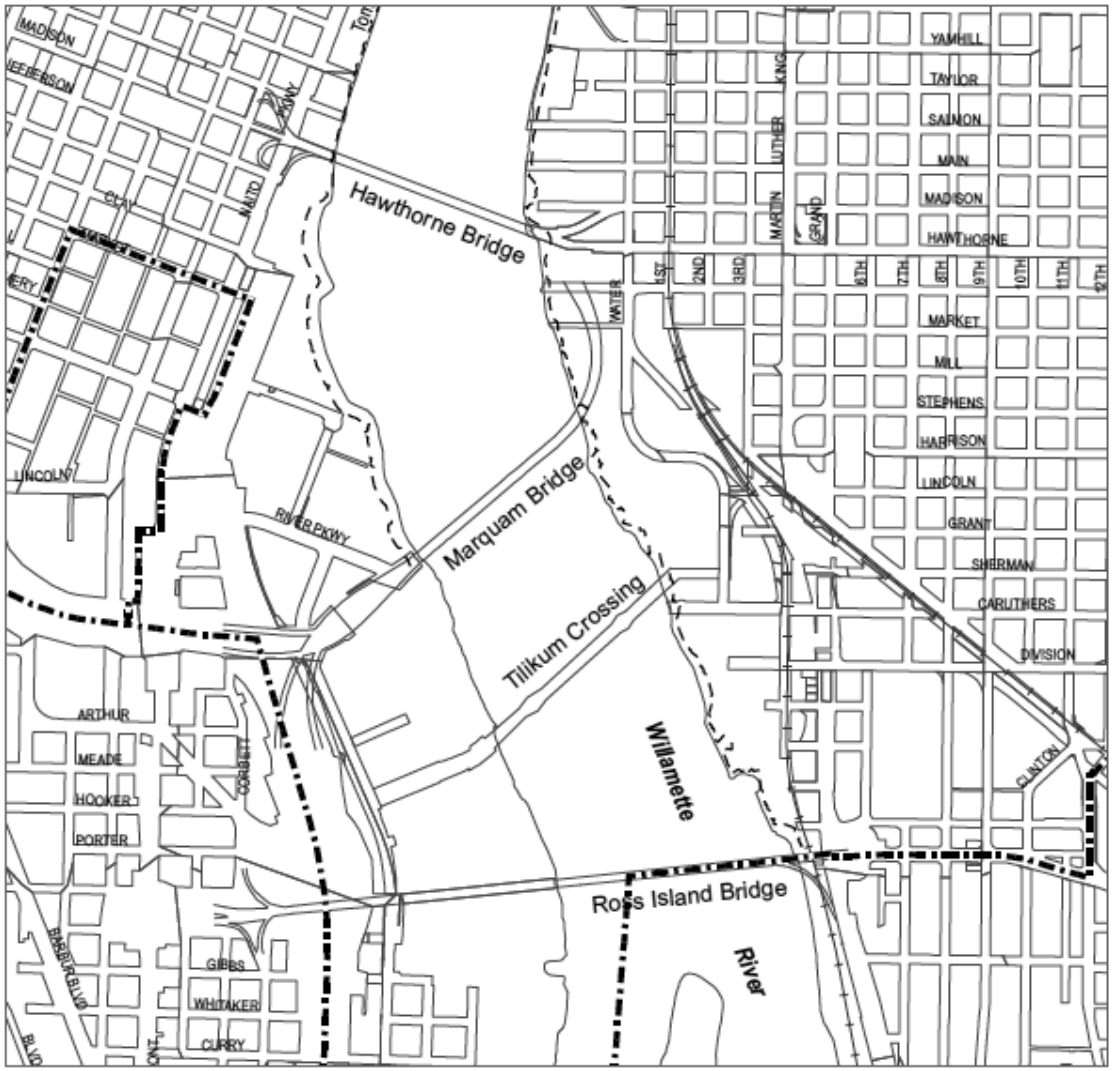
Top-of-Bank

DRAFT

Map 475-2

Map 3 of 3

Map Revised Xxxxx X, 2015



Central City Plan District Boundary

Top-of-Bank

NORTH

0 700 1,400

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Commentary

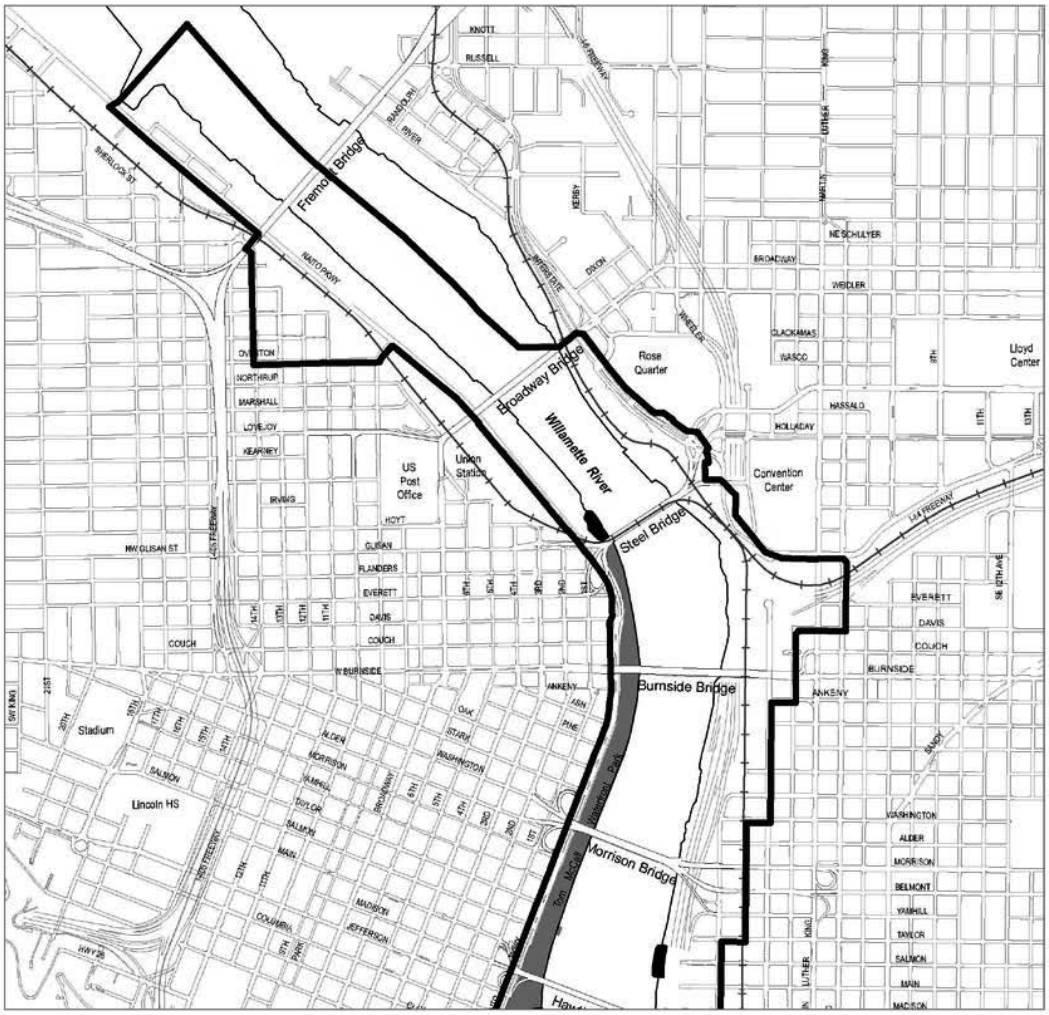
Map 475-3
This map depcits Governor Tom McCall Waterfront Park and public beaches. There are different standards for landscaping or exterior lighting in these areas.

Draft Landscaping Requirements at Governor Tom McCall Waterfront Park and Public Beaches

Map 475- 3

Map 1 of 2

Map Revised Xxxxx X, 2015



Central Reach Overlay Boundary

Proposed Right-of-Way

Beaches

Governor Tom McCall Waterfront Park

Bureau of Planning and Sustainability
Portland, Oregon

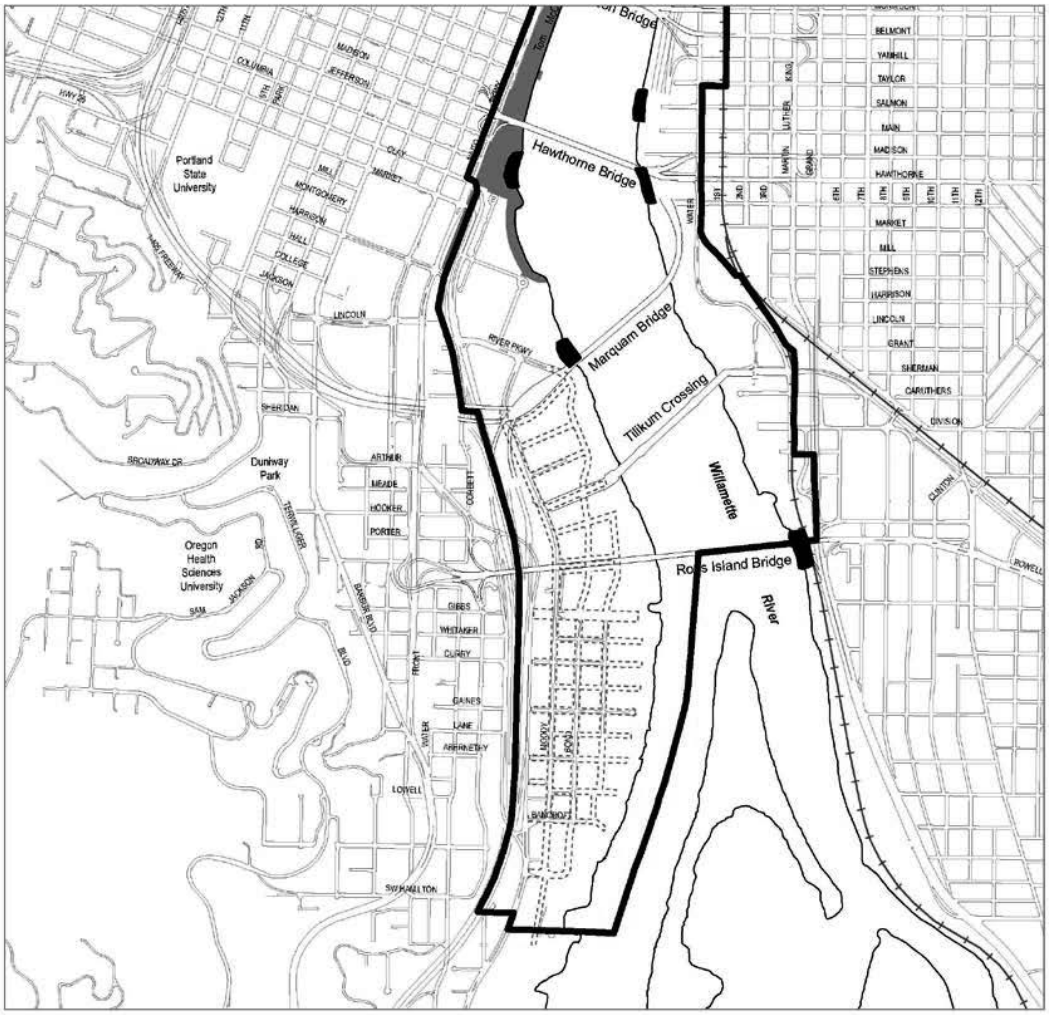
Commentary

Draft Landscaping Requirements at Governor Tom McCall Waterfront Park and Public Beaches

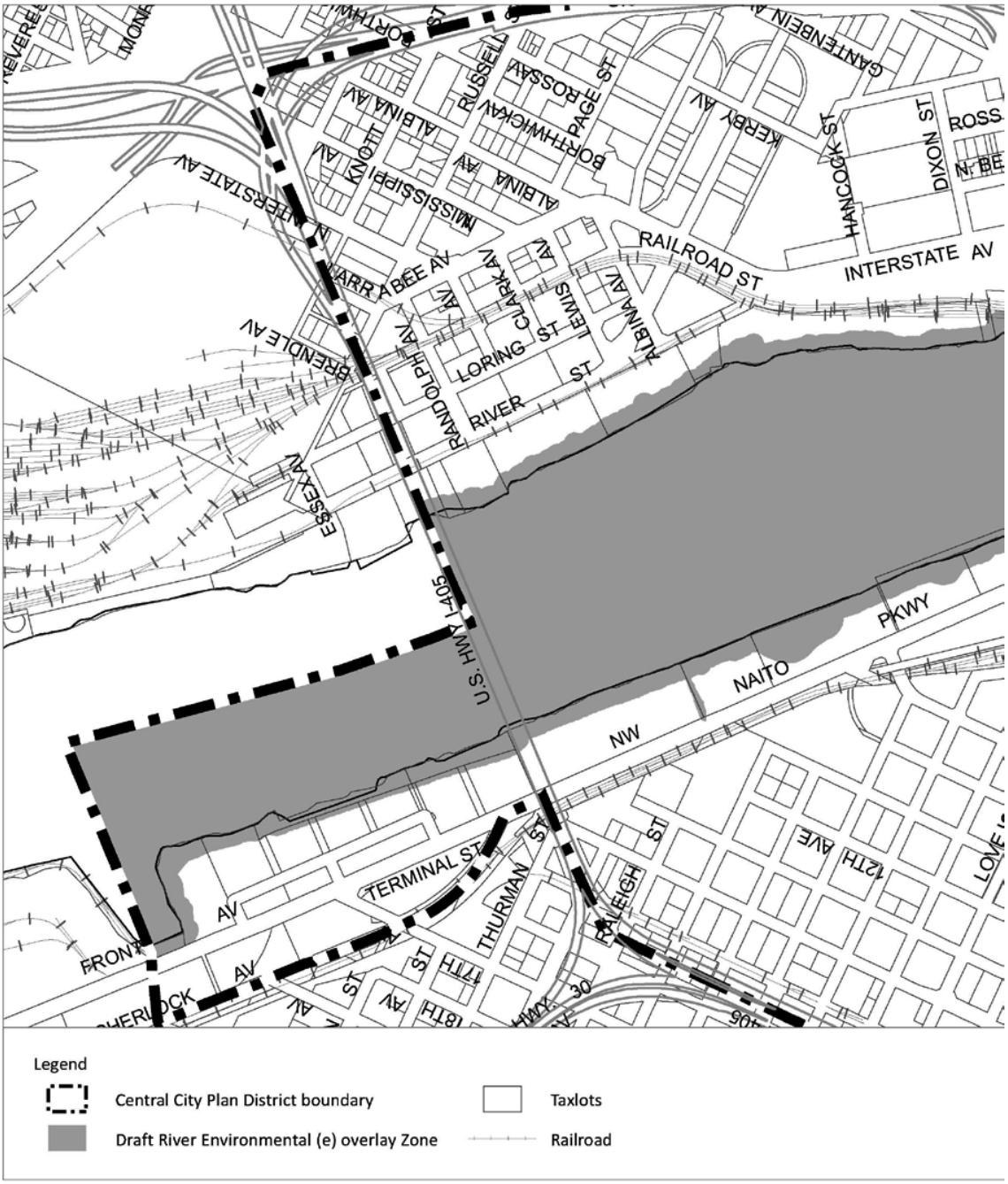
Map 475 3

Map 2 of 2

Map Revised Xxxxx X, 2015

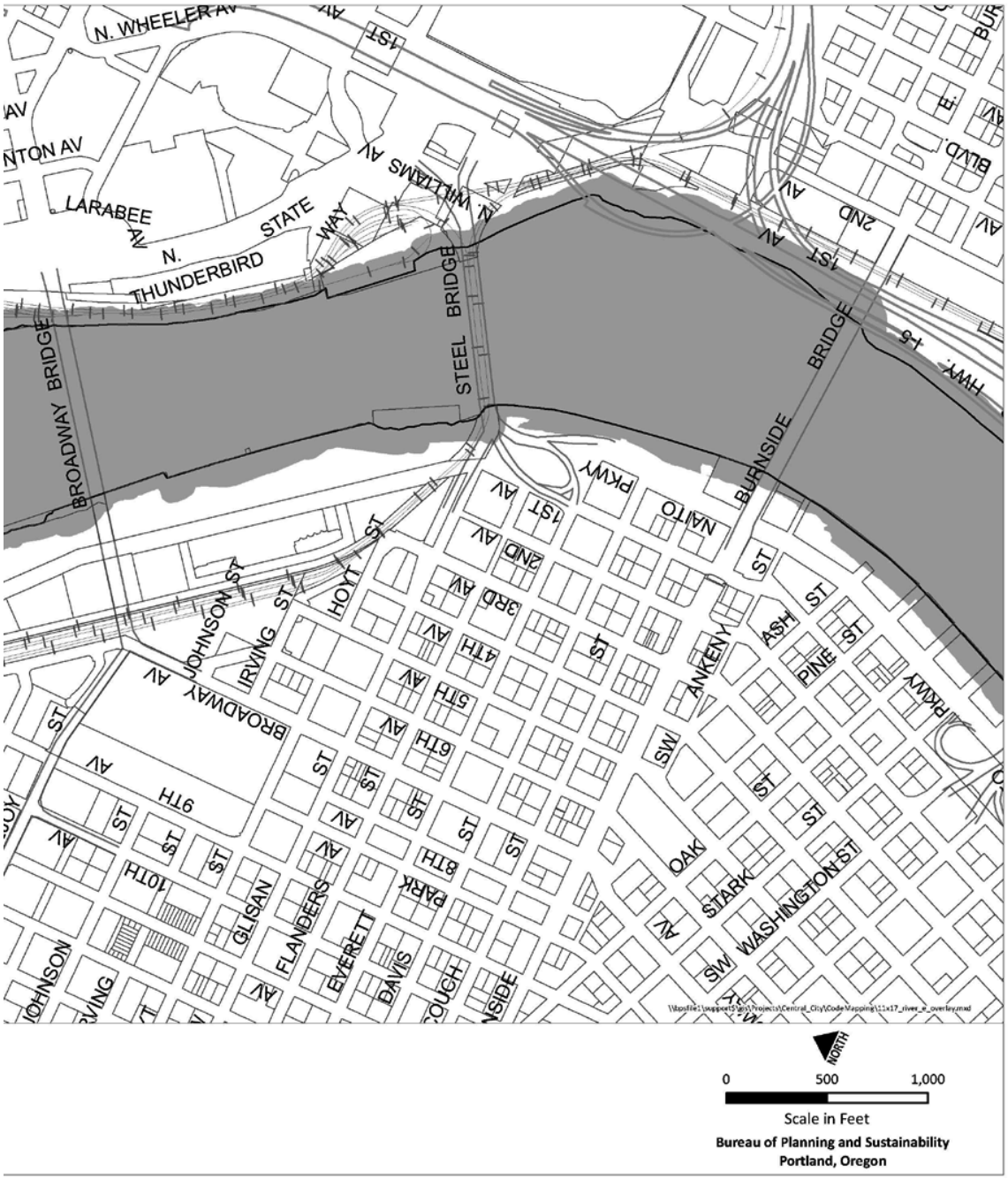


Draft Central Reach River Environmental Overlay Zone

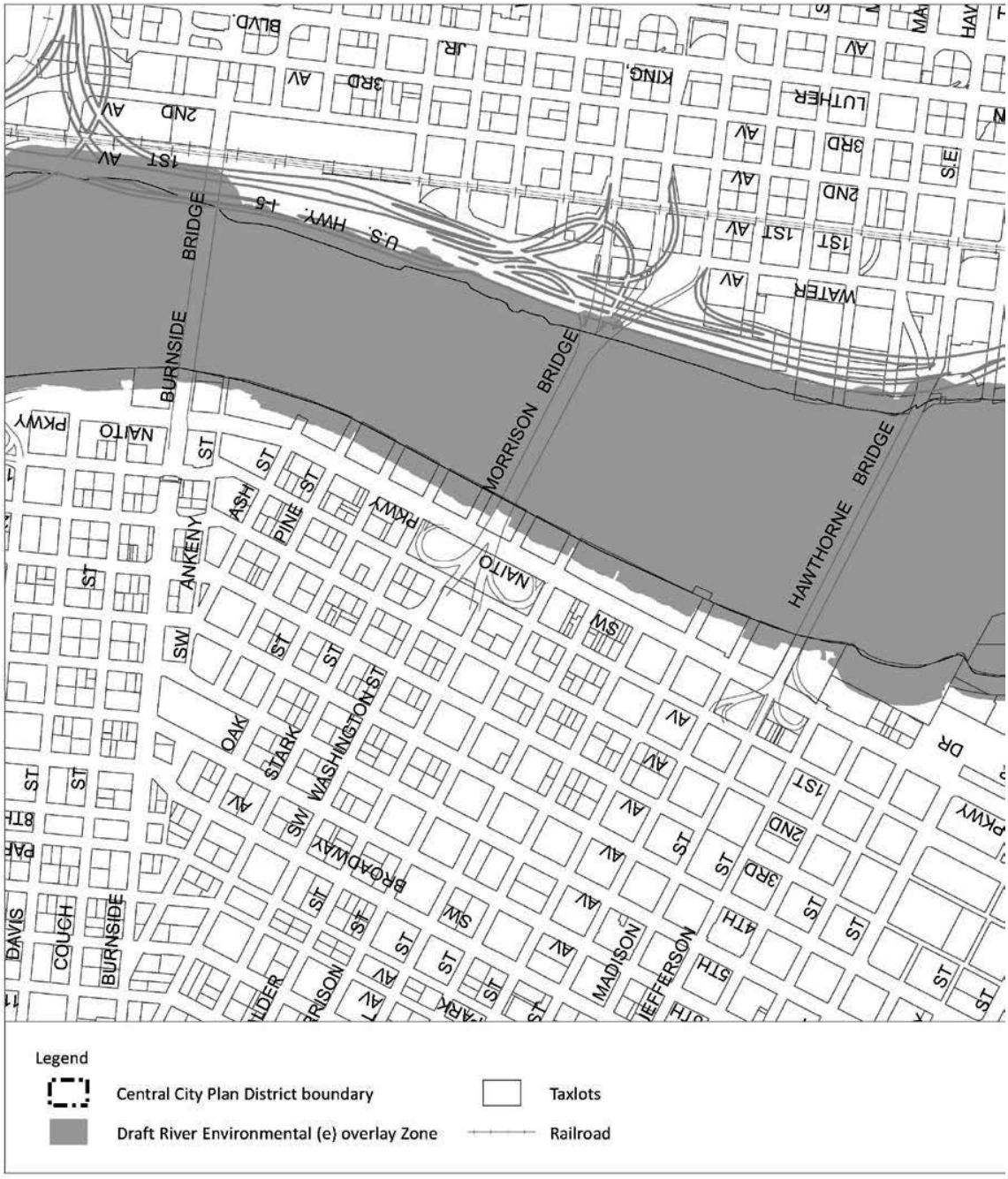


Map 1

February 1, 2016

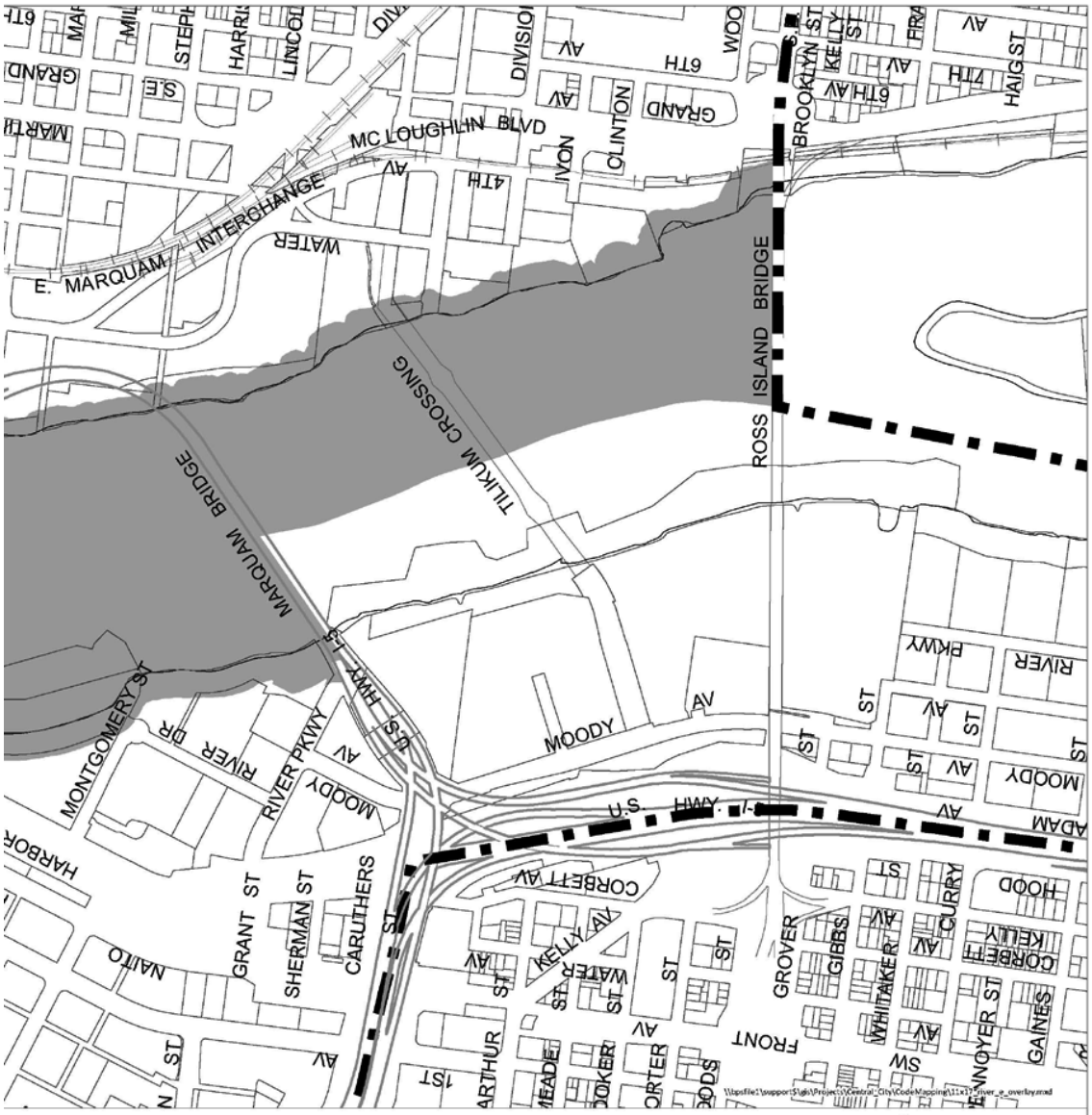


Draft Central Reach River Environmental Overlay Zone



Map 2

February 1, 2016



33.430 Environmental Overlay Zones

430

Sections:

General

33.430-010 – 33.430.017 No Change

33.430.020 Environmental Reports

33.430.030 – 33.430.070 No Change

33.430.080 Items Exempt Form These Regulations

33.430.090 No Change

Development Standards

33.430.110-33.430.165 No Change

33.430.070 Standards for Resources Enhancement Projects

33.430.080 No Change

33.430.090 Standards for Public ~~Recreational~~ Trails

33.430.195 Standards for Tree Removal in the Scenic Resources Overlay Zone

Environmental Review

33.430.210-33.430.240 No Change

33.430.250 Approval Criteria

Natural Resource Management Plans

33.430.310-33.430.350 No Change

Commentary

Map 430-## The River Plan: Central Reach Area Natural Resources Inventory

33.430.020 Environmental Reports

The application of the environmental zones is based on detailed studies that have been carried out within ~~eight~~ ten separate areas of the City. The City's policy objectives for these study areas are described in the reports. Each study report identifies the resources and describes the functional values of the resource sites. Functional values are the benefits provided by resources. The values for each resource site are described in the inventory section of these reports. The City has adopted the following ~~eight~~ ten environmental study reports:

- bullets 1-8 no change
- Multnomah County Unincorporated Areas Plan
- Middle Columbia Corridor/Airport

33.430.080 Items Exempt From These Regulations

The following items, unless prohibited by Section 33.430.090, below, are exempt from the regulations of this chapter. Other City regulations such as Title 10, Erosion Control, must still be met:

A.-B. No change

C. Existing development, operations, and improvements, including the following activities:

1. Maintenance, repair, and replacement of existing structures, exterior improvements, roads, public recreational trails, public rest points, public viewing ~~points~~ areas, public interpretative facilities, and utilities. Replacement is not exempt whenever coverage or utility size is increased;

D. No change

33.430.170 Standards for Resource Enhancement Projects

A.1-7. No change

8. No structures are proposed except for public viewing areas developed as part of the project. The public viewing areas must meet the following:
   a. The viewing area contains no more than 500 square feet of permanent disturbance area;
   b. The viewing area is at least 30 feet from the top of bank of a stream, drainageway, wetland or other water body;

Commentary

33.430.190.D Tree removal is being moved to the end of the subsection because tree removal is allowed in both the trail and the viewing area associated with the trail. The tree removal standards are being updated to simplify them and make them the same as the standards for tree removal within a scenic resources overlay zone.

33.430.190 Standards for Public ~~Recreational~~ Trails

The following standards apply to public ~~recreational~~ trails and public viewing areas developed in conjunction with the recreational trail. All of the standards must be met.

A-C. No change

~~**D.** Tree removal and replacement standards are as follows:~~

~~1. Native trees 12 or more inches in diameter may not be removed. Each native tree more than 6 but less than 12 inches in diameter removed must be replaced as shown in Table 430-3;~~

~~2. Non-native non-nuisance trees may be removed if each tree at least 6 inches in diameter is replaced as shown in Table 430-3;~~

~~3. Trees listed on the Nuisance Plants List may be removed if each tree at least 6 inches in diameter is replaced with one tree; and~~

~~4. Replacement trees and shrubs must meet the planting standards of Subsection 33.430.140.K; and~~

~~E~~**D.** If a public viewing area is proposed, the following must be met:

1. The viewing area may create up to 500 square feet of permanent disturbance area;

2. The viewing area is at least 30 feet from the top of bank of a stream, drainageway, wetland or other water body; and

3. The viewing area is not in the floodway;

E. Tree removal and replacement standards are as follows:

a. Native trees up to 12 inches in diameter and non-native trees may be removed with hand-held equipment;

b. Trees that are more than 6 inches in diameter that are removed must be replaced as shown in Table 430-3; and

c. Replacement plantings must meet the planting standards in 33.430.140.K.

Commentary

33.430.190.D This is a new standard. Before application of the c and p overlay zones there were s overlay zones. The s overlays were removed when the c and p overlays were applied. It was assumed that scenic resources would be addressed by the new environmental overlay zones. However, without the s overlays it is not possible to know when scenic resources must be considered. Therefore, the City will be reapplying the s overlay zones.

Trees within the s overlay zones grow and block the views that are intended to be protected. Where the s overlay overlaps with a c or p overlay, tree removal is allowed through standards. Tree should be replaced outside of the s overlay zone.

33.430.195 Standards for Tree Removal in View Corridors

The following standards apply to tree removal within view corridors designated in the Scenic Resources Protection Plan or Central City Scenic Resource Protection Plan. Designated view corridors are shown on map 480-1. All of the standards must be met.

A. Native trees up to 12 inches in diameter and non-native trees may be removed with hand-held equipment;

B. Trees that are more than 6 inches in diameter that are removed must be replaced outside of the view corridor as shown in Table 430-3;

C. Temporary disturbance area caused by the removal must meet one of the following options:

1. Option 1. Three shrubs and four other plants must be planted for every 100 square feet of temporary disturbance area; or

2. Option 2. Three shrubs must be planted for every 100 square feet of temporary disturbance area and the remainder of the temporary disturbance area must be seeded with a grass and forb seed mix at a ratio of 30 pounds per acre; and

D. Replacement plantings must meet the planting standards in 33.430.140.K.

Environmental Review

33.430.250 Approval Criteria

A. – B. (NO CHANGE)

C. Public recreational facilities. In resource areas of environmental zones, public ~~recreational~~ trails, rest points, public viewing ~~points~~ areas, and interpretative facilities will be approved if the applicant's impact evaluation demonstrates that all of the following are met:

D.– E. (NO CHANGE)

33.440 Greenway Overlay Zones

440

Sections:
General
33.440.010 Purpose
33.440.030 Greenway Overlay Zones
33.440.050 Relationship to State and Federal Reviews
33.440.060 Sunset Provision
Use Regulations
33.440.100 Use-Related Restrictions
Development Regulations
33.440.200 Application of the Development Standards
33.440.210 Development in the Greenway Setback
33.440.220 Floor Area Ratios
33.440.230 Landscaping
33.440.240 Major Public ~~Recreational~~ Trails
33.440.250 Public Viewpoints
33.440.260 View Corridors
33.440.270 Nonconforming Uses and Development
Greenway Review
33.440.300 Purpose
33.440.310 Where Greenway Review Applies
33.440.320 Items Exempt from Greenway Review
33.440.330 Procedures
33.440.340 Notice to State Parks and Recreation Division
33.440.345 Supplemental Application Requirements
33.440.350 Approval Criteria
~~33.440.360 Greenway Goal Exceptions~~
Map 440-1 Willamette Greenway Public Access

33.440.010 No change

33.440.030 Greenway Overlay Zones

A. Purpose. The purpose of the greenway overlay zones is to implement the land use pattern identified in the Willamette Greenway Plan and the water quality requirements of Metro Code 3.07.340.B (Title 3). There are five greenway overlay zones, each with its own focus and purpose. The purpose of each of the overlay zones is stated below.

1. River Natural. The River Natural zone protects, conserves, and enhances land of scenic quality or of significant importance as wildlife habitat.

Commentary

33.440 Greenway Overlay Zones

BPS staff proposes amendments to address moving the Central Reach/Central City greenway overlay zone regulations to a new chapter 33.475, River Overlay Zones. Changes also clarify code regulations, update terminology and remove the Greenway Goal Exception provision by placing it in a new chapter 33.840.

33.440.030.B Where these regulations apply

This section updates where the regulations of Chapter 33.440 apply, which is for all sites within the North and South reaches of the Willamette River greenway overlay zones. See new chapter 33.475 for Central Reach river overlay zone regulations.

This subsection is being amended to improve readability and clarity and to update the term recreational trail. The latter is proposed to be called - major public trail. This acknowledges that the Greenway trail is a major public trail in the city that serves bicyclists and pedestrians for recreation and transportation purposes. It is also the terminology found in the recently updated *2035 Comprehensive Plan Recommended Draft* policies and map of major public trail alignments, which correspond to the stars on the Zoning Map and zoning code regulations.

2. River Recreational. The River Recreational zone encourages river-dependent and river-related recreational uses which provide a variety of types of public access to, ~~and~~ along and in the river, and which enhance the river's natural and scenic qualities.

3. River General. The River General Overlay Zone allows for uses and development which are consistent with the base zoning, which allow for public use and enjoyment of the ~~water~~riverfront, and which enhance the river's natural and scenic qualities.

4. River Industrial. The River Industrial zone encourages and promotes the development of river-dependent and river-related industries which strengthen the economic viability of Portland as a marine shipping and industrial harbor, while preserving and enhancing the riparian habitat and providing public access where practical.

5. River Water Quality. The River Water Quality zone is designed to protect the functional values of water quality resources by limiting or mitigating the impact of development in the setback.

B. Where these regulations apply.

1. General. The regulations of this chapter apply to all land and fills and structures in water within the North and South reach portions of the Willamette Greenway Plan boundary. The North and South reach portions of the Willamette Greenway Plan boundary are shown on Map 440-1 and are designated on the Official Zoning Maps with River Natural, River Recreational, River General, River Industrial, or River Water Quality overlay zones.

2. Exceptions.

   a. ~~except that the area within t~~The interior of Ross and Hardtack Islands ~~which is presently subject to the Ross Island Management Plan~~ will not be subject to the regulations of this chapter during such time as the Ross Island Management Plan ~~remains~~ is in effect.

   b. ~~In addition, t~~The major public trail standards of Section 33.440.240, below, apply to all lands ~~designated on~~ within the Willamette Greenway Plan boundary designated with the ~~recreational~~ major public trail symbol but which are outside of the greenway zones.

C.-D. [No change]

33.440.050 Relationship to State and Federal Reviews

In addition to any City requirements, ~~all~~ development within or riverward of the greenway setback, including fills, ~~must be approved~~ may be regulated by the Oregon Division of State Lands and the U.S. Army Corp of Engineers. City approval does not imply approval by these agencies.

Commentary

33.440.100.B.4

The River Water Quality zone (q-zone) was not intended to affect the uses allowed in the Greenway. The zone applies in combination with other greenway overlay zones—some of which affect allowed use on a site. The purpose statement for the q-zone says that the zone is designed to protect the functional values of water quality resources by limiting or mitigating the impact of development in the setback (emphasis added). The use limitation as currently written has no practical affect on the allowed uses within the greenway setback. There are no greenway review approval criteria related to use in the q-zone, so greenway review is not required for a use that is not river-dependent or river-related. This amendment is intended to clarify the code and to ensure that development within the greenway setback will continue to require greenway review and will continue to be subject to the River Water Quality zone application requirements and approval criteria (limit impacts, mitigate for unavoidable impacts).

33.440.060 No change

33.440.100 Use-Related Restrictions

A. Generally. In most cases, the greenway zones do not restrict primary uses that are allowed in the base zones by right, with limitations, or as a conditional use. Exceptions to this are in the River Recreational, River Industrial, and River Water Quality zones. The restrictions on uses are stated in Subsection B. below. The location of development for an allowed use is regulated by the development standards below. Any changes to the land associated with the use are subject to greenway review unless exempted. See 33.440.310 and 33.440.320 below.

B. Use restrictions.

1. River Recreational zone. Primary uses in the River Recreational zone are limited to recreational uses which are river-dependent or river-related.

2. River Industrial zone. In the River Industrial zone, river-dependent and river-related primary uses are allowed by right on sites that front the river. Primary uses that are not river-dependent or river-related may be allowed on sites that front the river if they are approved through greenway review. They must comply with the approval criteria of 33.440.350.B. below. There are no special use restrictions on sites that do not have river frontage.

3. River Natural and River General zones. There are no special use restrictions in the River Natural and River General zones.

4. River Water Quality zone. <u>There are no special use restrictions associated specifically with the River Water Quality zone. However, any use restrictions that apply as a result of an accompanying Greenway Overlay Zone also apply within the River Water Quality zone.</u>~~In the River Water Quality zone, use restrictions apply only within the greenway setback. Primary uses that are river-dependent or river-related are allowed and do not need to comply with Section 33.440.345, Supplemental Application Requirements or the approval criteria of Subsection 33.440.350.G. Primary uses that are not river-dependent or river-related may be allowed if they are approved through greenway review. Existing uses that change to a non-river-dependent or non-river-related use are subject to greenway review.~~

C.-D. No change

33.440.200 No change

Commentary

33.440.210.C.2

The River Water Quality zone (q-zone) applies an expanded setback area as a way to limit impacts from development on water quality resources. In the q-zone, the setback is expanded from 25 feet landward of top of bank to 50 feet or 200 feet landward from top of bank. While the expanded setback is intended to require minimization of impacts and mitigation for unavoidable impacts, the q-zone regulations were not intended to effectively prohibit non-river-dependent and non-river-related development within the expanded setback area. By requiring a greenway goal exception within the entire q-zone greenway setback, this type of development is effectively prohibited in the entire area. The proposed change limits the requirement for a greenway goal exception to the area that is within 25 feet from top of bank, consistent with the requirement in all other greenway zones. Greenway review will continue to be required for all development that is within the q-zone greenway setback. See new Figure 440-3 that illustrates this regulation.

33.440.210 Development in the Greenway Setback

A.-B. No change

C. Development regulations.

1. Development landward of the greenway setback. Development, exterior alterations, excavations, and fills landward of the greenway setback are not required to be river-dependent or river-related and are subject to greenway review, unless exempt under Section 33.440.320, Exemptions.

2. Development within the greenway setback.

   a. River-dependent and river-related development. Development, exterior alterations, excavations, fills, and associated tree removal within the greenway setback that are river-dependent or river-related may be allowed if approved through greenway review, unless exempt under Section 33.440.320, Exemptions.

   b. Development that is not river-dependent or river-related.

      (1) General. Development, exterior alterations, excavations, or fills that are not river-dependent or river-related require greenway review and a Greenway Goal Exception to locate in the greenway setback.

      (2) Exception. Within the River Water Quality zone, development, exterior alterations, excavations, and fills that are not river-dependent and river-related do not require a Greenway Goal Exception when located outside of the area that is within the first 25 feet landward of the top of bank. See Figure 440-3.

3. Development riverward of the greenway setback. Development, exterior alterations, excavations, fills, and associated tree removal riverward of the greenway setback that are river-dependent or river-related may be allowed if approved through a greenway review, unless exempt under Section 33.440.320, Exemptions. Development, exterior alterations, excavations, or fills that are not river-dependent or river-related require greenway review and a Greenway Goal Exception to locate riverward of the greenway setback.

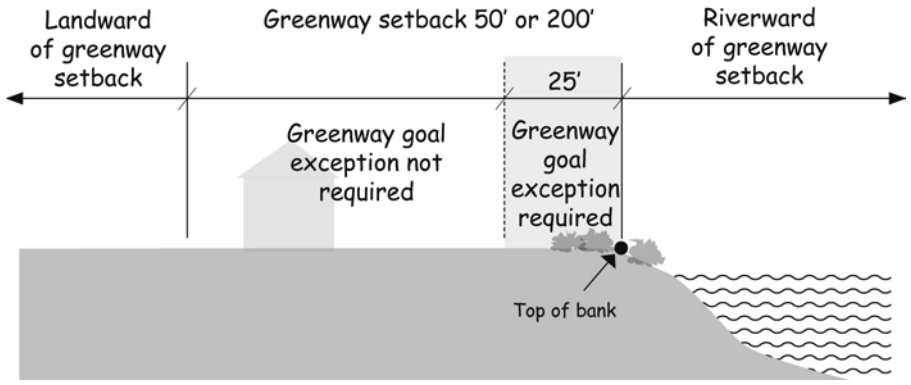
Commentary

33.440.220 <u>Major</u> Public ~~Recreational~~ Trails

BPS staff proposes revisions to the term public recreational trails to update it to major public trails. This reflects that fact that the greenway trail is used beyond recreation only, e.g. transportation. This terminology is also consistent with that used in the *Comprehensive Plan 2035 Recommended Draft*.

Figure 440-3 [New]

Greenway Goal Exception in the River Water Quality Zone



33.440.220 Floor Area Ratios

The maximum floor area ratio (FAR) is 2 to 1 for the first 200 feet inland measured from the ordinary high water line, except in any of the following situations:

A. The site is already subject to a more restrictive FAR; or

~~**B.** The site is located in the Central City plan district, where the plan district FAR limits apply; or~~

~~**C**~~**B.** The use is an industrial use in an IH or IG base zone.

33.440.230 No change

33.440.240 Major Public ~~Recreational~~ Trails

A. Purpose. Major p~~P~~ublic ~~recreational~~ trails provide public access to and along both sides of the Willamette River. Major p~~P~~ublic ~~recreational~~ trails are one of the tools used to comply with the public access requirements of the Comprehensive Plan and the Willamette Greenway Plan.

B. Major p~~P~~ublic ~~recreational~~ trail requirements. All sites with a major public ~~recreational~~ trail symbol shown on the Official Zoning Maps must comply with the requirements of Chapter 272, Major Public ~~Recreational~~ Trails, provide and install the official Greenway Trail signs as required by the Parks Bureau, and meet the trail design guidelines contained in the Willamette Greenway Plan.

Commentary

33.440.250, 33.440.270, 33.440.300, and 33.440.310 No changes

C. Major Public ~~Recreational t~~Trails in the River Natural and River Water Quality zones. Major public ~~Recreational~~ trails must be designed to minimize disturbances on the natural environment of the River Natural and the River Water Quality zoned lands.

33.440.320 Exemptions from Greenway Review

Greenway review is not required for any of the situations listed below. The situations listed below are still subject to the Greenway development standards. When no development is proposed, removal of trees allowed under the exemptions below are subject to the tree permit requirements of Title 11, Trees. Exempt situations are:

A.- C. [No change]

D. Development of or changes to the greenway trail or access paths provided that all development standards including the standards of Chapter 33.272, Major Public ~~Recreational~~ Trails, are met. Development of or changes in a viewpoint or view corridor, as indicated on Map 440-1, will require greenway review;

E.-M. [No changes]

(Renumber Figure 440-3 to Figure 440-4)

Commentary

33.440.345.A.1.b Supplemental Application Requirements

The application requirements have been amended to be consistent with the revised definition of top of bank and the new measurements section which describes how to measure top of bank.

33.440.330 Procedures
All development that does not require a Greenway Goal Exception is processed through the Type II procedure. All development that requires a Greenway Goal Exception is processed through a Type III procedure, and must be approved by City Council. See ~~Section~~ Chapter 33.~~440.360~~ 840, Greenway Goal Exception and Chapter 33.850, Statewide Planning Goal Exceptions.

33.440.345 Supplemental Application Requirements
In addition to the application requirements of Section 33.730.060, Application Requirements, the following information is required for Greenway review applications:

A. Supplemental site plans. One copy of each plan must be at a scale of at least one inch to 100 feet.

1. An existing conditions site plan, showing the following:

   a. Topography shown by contour lines at two foot vertical contours in areas of slope less than 10 percent and at five foot vertical contours in areas of slope ten percent or greater;

   b. The top of bank and the setback area and the structures and topographic contours referenced to determine the top of bank. The site plan depicting the top of bank must be drawn accurately to scale, and be suitable for reproduction on paper no smaller than 8.5 x 11 inches and no larger than 36 x 48 inches. The scale of the drawing must be between 1 inch = 50 feet, and 1 inch = 10 feet. Ground elevations must be shown by contour lines at 2-foot vertical intervals. See the definition of top of bank in 33.910.030.

   c. Distribution outline of shrubs and ground covers with a list of most abundant species;

   d. Trees identified by species, including the location of the drip line;

   e. Streams, wetlands, other water bodies, and drainage patterns, using arrows to indicate the direction of major drainage flow;

   f. Existing improvements such as structures, buildings, utility lines, fences, paved areas, roads, culverts, and bridges;

   g. Areas of known soil or groundwater contamination, areas of uncontained hazardous materials, and underground storage tanks; and

   h. Stormwater management facilities.

Commentary

33.440.360

The approval criteria for a Greenway Goal Exception have been moved to a new Chapter 33.840. This change is consistent with the structure of the zoning code that has approval criteria primarily in the 800s.

2.-3. [No change]

B. No change

33.440.350 No change

~~**33.440.360 Greenway Goal Exception**~~

~~**A. When a greenway goal exception is required.** Approval of an exception to Statewide Planning Goal 15 - Willamette Greenway, is required to locate a development or right-of-way that is not river-dependent or river-related within or riverward of the greenway setback. A greenway goal exception is not required to add revetments to a riverbank.~~

~~**B. Approval criteria.** Requests for greenway goal exceptions will be approved if the review body finds the applicant to have shown that all of the following approval criteria are met:~~

~~1. The proposed use is allowed in the base zone by right, with limitations, or as a conditional use;~~
~~2. The proposal will not have a significant adverse effect on the inventoried greenway values of the site or on abutting sites or water areas;~~

~~3. The proposal will not significantly reduce lands available for river-dependent or river-related uses within the City;~~

~~4. The proposal will provide a significant public benefit;~~

~~5. The intensification of existing uses or change in use must be limited, to the greatest possible degree, so that such lands will remain compatible with the preservation of the natural, scenic, historical, and recreational qualities of such lands;~~

~~6. The proposal cannot reasonably be accommodated in a location which does not require a goal exception;~~

~~7. Of all other potential locations within the greenway that require a goal exception, there are none with significantly better long-term environmental, economic, social, and energy consequences after mitigation measures;~~

~~8. The proposal is compatible with other adjacent uses, or will be so rendered through measures designed to reduce adverse impacts; and~~

~~9. Development and fills riverward of the greenway setback must show that there are no practical on-site alternatives which achieve the same level of public benefit.~~

Commentary

Maps 440-1 Willamette Greenway Public Access Map (Maps 1-5)
Map 440-1 is a series of maps that delineate the Willamette Greenway Boundary, primary and interim trail alignments, access paths and connection points to other pedestrian paths and bicycle routes. The creation of Chapter 475, River Overlay Zones, applies to the Central Reach/ Central City portion of the Willamette Greenway Boundary area and this area will be no longer under the regulations of Chapter 440. Therefore, staff proposes deletion of Map 440-1, Map 4 of 5 that applies to the Central Reach. It will be replaced by a new Map 475-1.

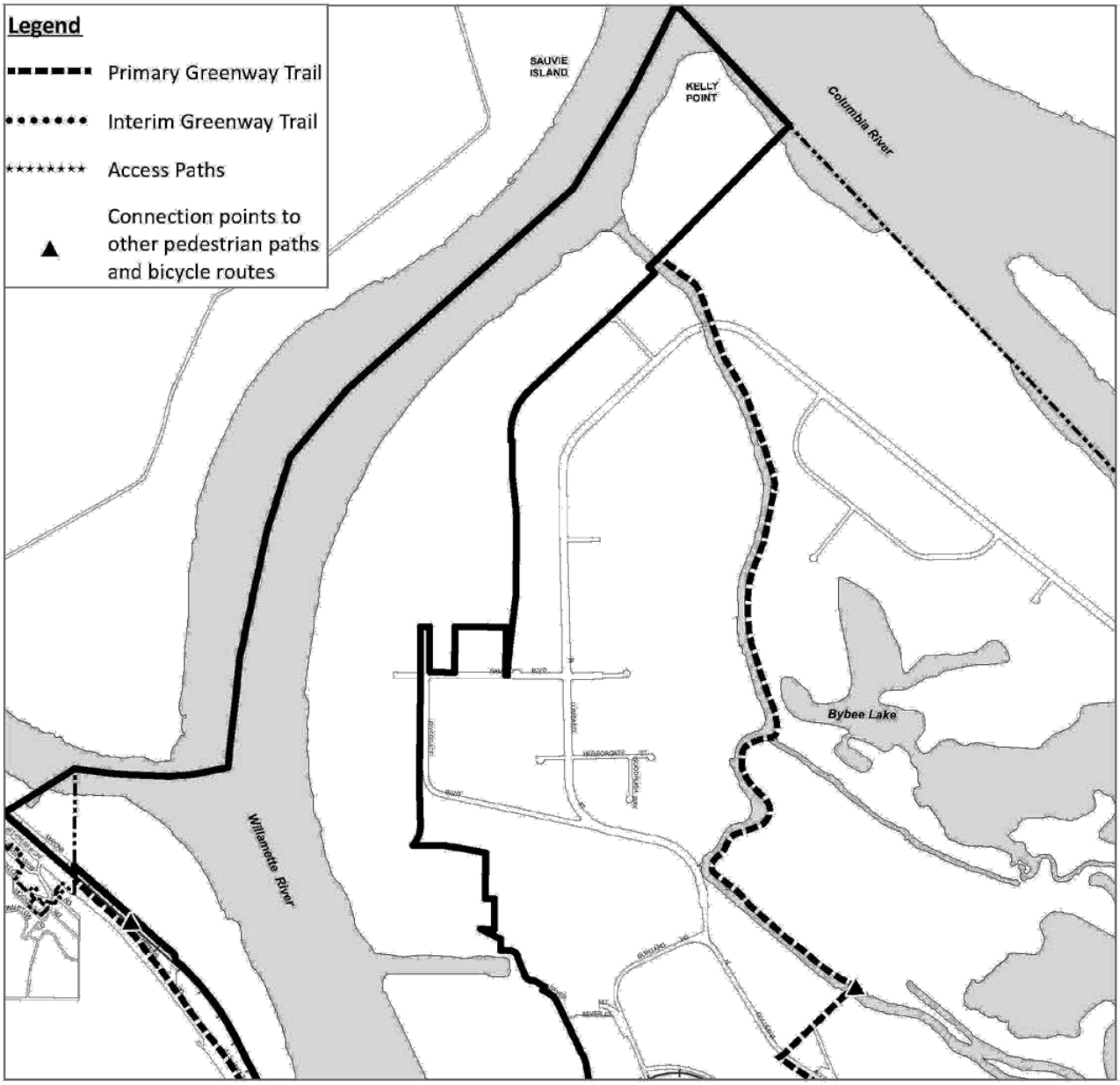
There are no changes to Maps 1-3 of 5 and Map 5 of 5. These maps are included in this draft for information only.

Draft Willamette Greenway Public Access Map

Map 440-1

Map 1 of 5

Map Revised Xxxxx X, 2015



City Boundary

Greenway Boundary

Proposed Right-of-Way

NORTH

0 2,000 4,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

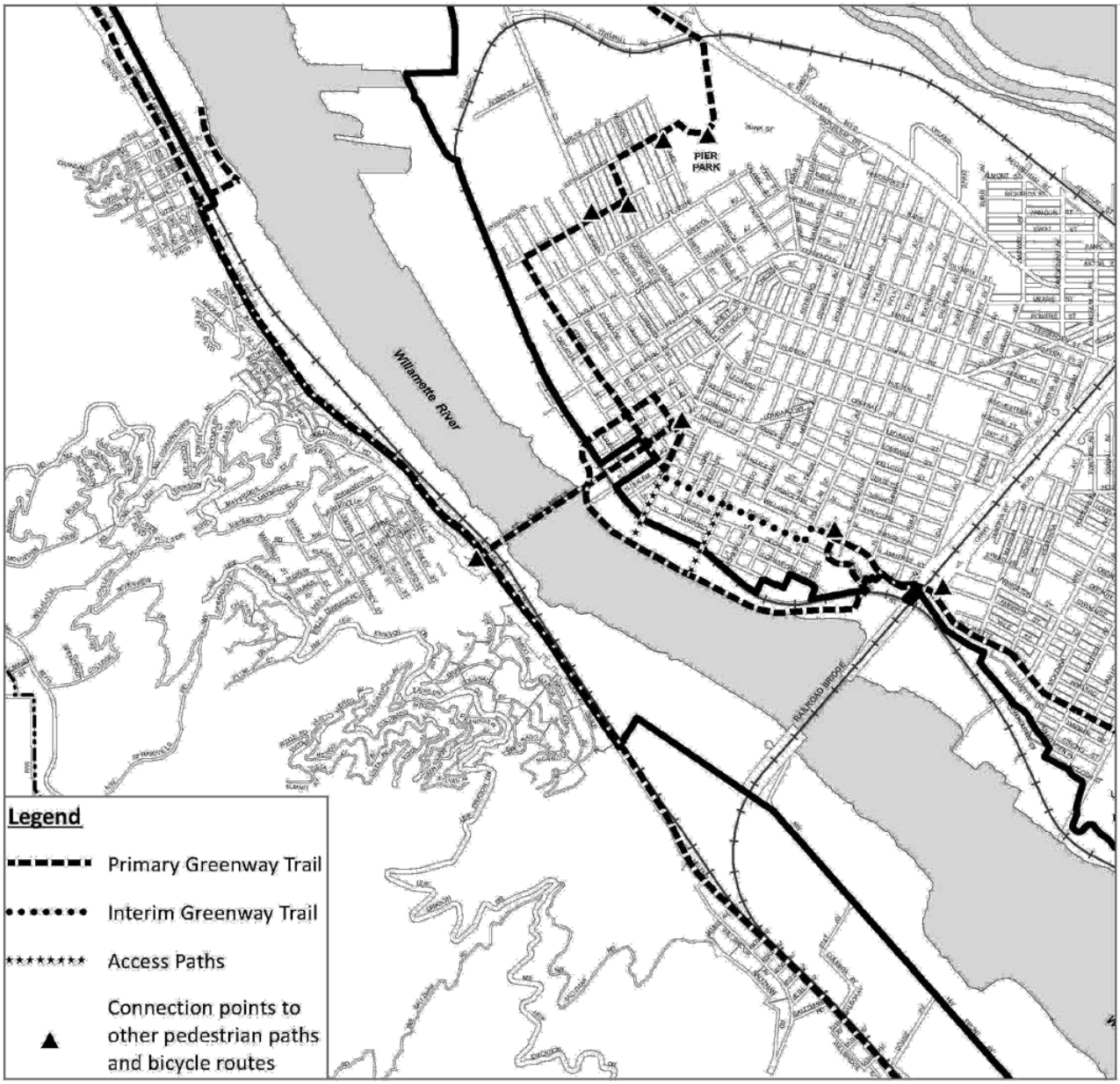
Commentary

Draft Willamette Greenway Public Access Map

Map 440-1

Map 2 of 5

Map Revised Xxxxx X, 2015



City Boundary

Greenway Boundary

Proposed Right-of-Way

NORTH

0 2,000 4,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

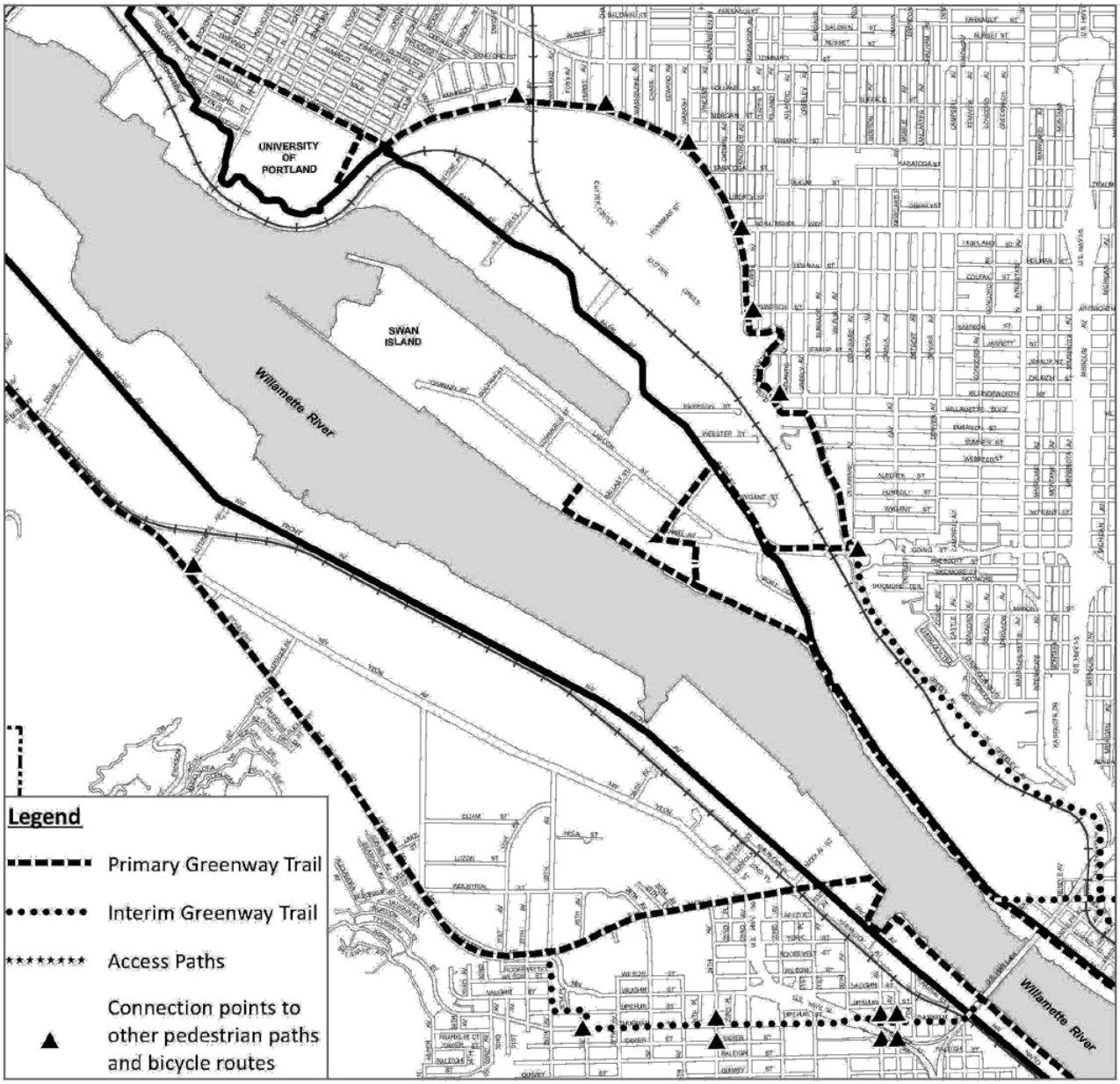
Commentary

Draft Willamette Greenway Public Access Map

Map 440-1

Map 3 of 5

Map Revised Xxxxx X, 2015



City Boundary

Greenway Boundary

Proposed Right-of-Way

NORTH

0 2,000 4,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

Commentary

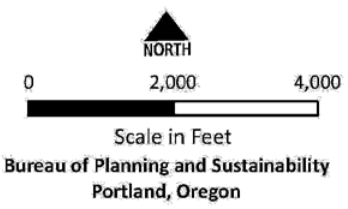
~~Draft Willamette Greenway~~
~~Public Access Map~~

Map 440-1

Map 4 of 5

Map Revised Xxxxx X, 2015

Map 440-1 Map 4 of 5 Deleted
(see Map 475-1)



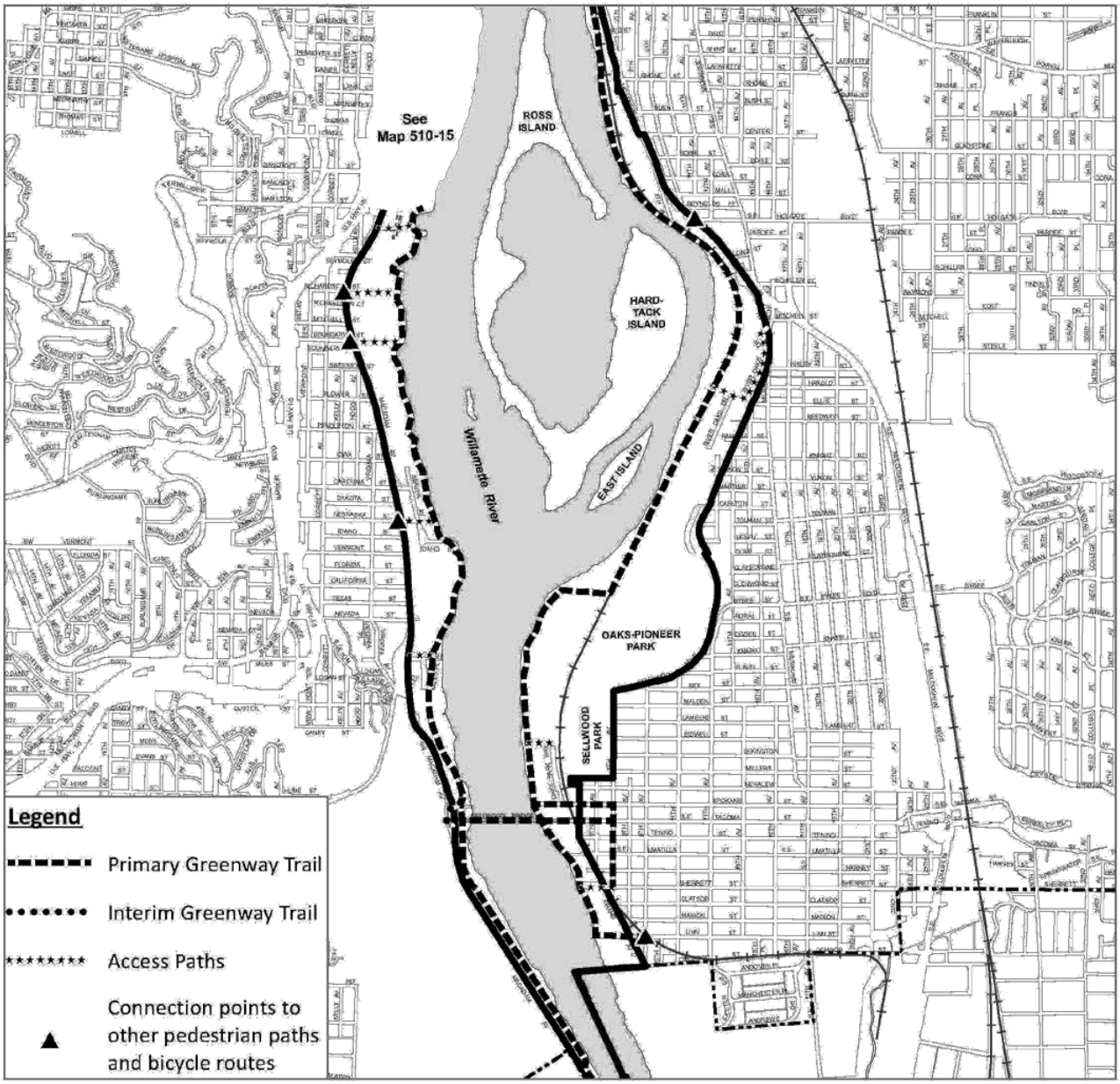
Commentary

Draft Willamette Greenway Public Access Map

Map 440-1

Map 5 of 5

Map Revised Xxxxx X, 2015



City Boundary

Greenway Boundary

Proposed Right-of-Way

NORTH

0 2,000 4,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

33.480 Scenic Resource Zones

480

Sections:
33.480.010 Purpose
33.480.020 Map Symbol
33.480.030 Application of the Scenic Resource Zone
33.480.0~~6~~40 Relationship to Environmental Zones
33.480.0~~4~~50 Development Standards
33.480.0~~5~~60 Tree Removal Review
~~33.480.060 Relationship to Environmental Zones~~

Map 480-1 Scenic Resources

Commentary

33.480.010 Purpose

BPS has produced a new scenic resources inventory and protection plan for the Central City and areas with view of or across the Central City. The *Central City Scenic Resources Protection Plan* updates and replaces some of the information and decisions of the *Scenic Resources Protection Plan (1991)*.

33.480.020 Map Symbol

Before application of the conservation and protection overlay zones there were scenic overlay zones based on the *Scenic Resources Protection Plan*. The scenic overlays were removed when the conservation and protection overlays were applied. It was assumed that scenic resources would be addressed by the new environmental overlay zones. However, without the scenic overlays it is not possible to know when scenic resources must be considered during environmental review. Therefore, the City will be reapplying the scenic overlay zones.

There will be updated scenic overlay zones applied in the Central City and for some of the views that are of or across the Central City. In the rest of the city the scenic overlay zones will be based on the *Scenic Resources Protection Plan*.

33.480.010 Purpose
The Scenic Resource zone is intended to:

- Protect Portland's significant scenic resources that have been ~~as~~ identified by the City as providing benefits to the public ~~in the Scenic Resources Protection Plan~~;
- Enhance the appearance of Portland to make it a better place to live and work;
- Create attractive entrance ways to Portland and its districts;
- Improve Portland's economic vitality by enhancing the City's attractiveness to its citizens and to visitors;
- Implement the scenic resource policies and objectives of Portland's Comprehensive Plan.
- Implement the goals and objectives of the *Scenic Resources Protection Plan* (1991) and the *Central City Scenic Resources Protection Plan* (2016).

The purposes of the Scenic Resource zone are achieved by establishing height limits within view corridors to protect significant views and by establishing additional landscaping and screening standards to preserve and enhance identified scenic resources.

33.480.020 Map Symbol
The Scenic Resource zone is shown on the Official Zoning Maps with a letter "s" map symbol.

33.480.030 Application
The Scenic Resource zone is to be applied to all significant scenic resources identified in the Scenic Resources Protection Plan or Central City Scenic Resources Protection Plan. Any changes to land or development, including rights-of-way, within the Scenic Resource zone are subject to the regulations of this chapter.

33.480.0~~6~~40 Relationship to Environmental Overlay Zones
When an environmental zone has been applied at the location of a designated scenic resource, the environmental exemptions and standards must be met. If there are no exemptions or standards are met, environmental review must include consideration of the scenic qualities of the resource as identified in the ~~ESEE Analysis for~~ *Scenic Resources Protection Plan* or *Central City Scenic Resources Protection Plan*. The development standards of this Chapter must be considered as part of that review.

Commentary

33.480.050.A.2

Previously the map of the view corridors was found in the Scenic Resources Protection Plan (1991). This necessitated using both the zoning code and the plan when determining where the regulations apply. The maps from the plan have been moved up into the zoning code to make it easier and faster to see where the regulations apply.

Map 480 includes all scenic resources for which there are regulations: view corridors, scenic corridors and scenic sites.

33.480.045<u>0</u> Development Standards

The development standards of the Scenic Resource zone apply based on the mapping designations shown in the Scenic Resources Protection Plan<u>s</u>. The standards for each subsection below apply only to areas with that designation in the Plan<u>s</u>. <u>For scenic corridors, </u>~~T~~<u>t</u>he resource is defined as the width of the right-of-way or top of bank to top of bank ~~for scenic corridors~~. Setbacks are measured from the outer boundary of the right-of-way unless specified otherwise in the ESEE Analysis and as shown on the Official Zoning Maps. In some cases, more than one development standard applies. For example, within a scenic corridor, a view corridor standard will apply where a specific view has been identified for protection.

A<u>.</u> <u>Standards for </u>~~V~~<u>v</u>iew ~~C~~<u>c</u>orridors. All development and vegetation with a view corridor designation in the *Scenic Resources Protection Plan* <u>or *Central City Scenic Resources Protection Plan*</u> are subject to the regulations of this Subsection.

1. Purpose. The intent of the view corridor designation is to establish maximum heights within view corridors to protect ~~significant~~ views from ~~specific~~ <u>designated</u> viewpoints.

2. Standard. All development within the designated view corridors<u>, as depicted on Map 480,</u> are subject to the height limits of the base zone, except when a more restrictive height limit is established by the view corridor. In those instances, the view corridor height limit applies to both development and vegetation. Removal of trees or limbs necessary to maintain the view corridor is allowed. When no development is proposed, tree removal is subject to the requirements of Title 11, Trees. Public safety facilities are exempt from this standard.

Commentary

33.480.050.B

Previously the map of the scenic corridors was found in the Scenic Resources Protection Plan (1991). This necessitated using both the zoning code and the plan when determining where the regulations apply. The maps from the plan have been moved up into the zoning code to make it easier and faster to see where the regulations apply.

Map 480 includes all scenic resources for which there are regulations: view corridors, scenic corridors and scenic sites.

B. Standards for ~~S~~scenic ~~C~~corridors. All development and vegetation within a scenic corridor ~~designation in the *Scenic Resources Protection Plan*~~ shown on Map 480-1 are subject to the regulations of this Subsection.

1. Purpose. The scenic corridor designation is intended to preserve and enhance the scenic character along corridors, and where possible, scenic vistas from corridors. This is accomplished by limiting the length of buildings, preserving existing trees, providing additional landscaping, preventing development in side setbacks, screening mechanical equipment, and restricting signs. Property owners and others are encouraged to make every effort to locate buildings, easements, parking strips, sidewalks, and vehicle areas to preserve the maximum number of trees.

2. Standards.

   a. Scenic ~~C~~corridor ~~S~~setback. A scenic corridor setback per Table 480-1 applies along street lot lines that abut the Scenic Corridor identified in the Scenic Resources Protection Plan.

Table 480-1
Scenic Corridor Setback [1]

Zone	Minimum Setback from Street Lot Line
IR	1’ per 2’ of building height, not less than 10’
R1	3’
EG1, IH	5’
EG2, IG2	25’
All other base zones	20’

[1] Larger minimum setbacks in overlay zone and plan district supersede this setback

   b. Side building setbacks. Buildings, garages, and covered accessory structures are not allowed within the side building setbacks within the first 100 feet from the designated resource.

   c. Limiting structure length. No more than 80 percent of the length of any site can be occupied by structures, excluding fences, as measured parallel to the scenic corridor. This standard applies to an entire attached housing project rather than to individual units.

Commentary

d. Limiting blank facades. Long, blank facades create uninteresting elements along a scenic corridor. This standard applies to all portions of buildings within 100 feet of the designated resource. Residential structures are exempt from this standard. Blank facades must be mitigated for in at least one of the following ways:

(1) The maximum length of any building facade is 100 feet.

(2) Two rows of trees, one deciduous and one evergreen, must be planted on 30-foot centers along the length of the building between the structure and the protected resource.

(3) Facades facing the scenic corridor must have a minimum of 40 percent of surface area in glass. Mirrored glass with a reflectance greater than 20 percent is prohibited.

e. Landscaping. The entire required scenic corridor setback must be landscaped to at least the L1 level unless the more stringent standards below or in other chapters of this Title apply. Up to 25 percent of the entire area of the scenic corridor setback may be used for vehicle and pedestrian areas except that each lot is allowed at least a 9-foot wide driveway or parking area and a 6-foot wide pedestrian area. Additionally, areas within the adjacent right of way must be landscaped to standards approved by the City engineer. The required landscaping in the setback and adjacent right of way must be provided at the time of development, except as allowed in B.2.e(1) below.

(1) When alterations are made to a site with an existing nonconforming use, allowed use, limited use, or conditional use, and the alterations are over the threshold stated in 33.258.070.D.2.a, the site must be brought into conformance with the landscape standards above. The value of the alterations is based on the entire project, not individual building permits. The cost of the upgrades required by this chapter may be counted toward the cost of upgrades required by Subsection 33.258.070.D. However, the upgrades required by this chapter must be completed first.

(2) Area of required improvements. Except as provided in 33.258.070.D.2.c(2), Exception for Sites With Ground Leases, required improvements must be made to the entire site and adjacent right of way. If the ground lease is adjacent to a right of way within the scenic corridor, the upgrades required by this chapter also apply to the right of way adjacent to the ground lease.

(3) Timing and cost of required improvements. The timing and cost of the required improvements is specified in 33.258.070.D.2.d. However, where 33.258.070.D.2.d refers to the standards listed in 33.258.070.D.2.b, the landscape standards above, are also included.

Commentary

h.1 Most scenic corridors will have multiple view corridors located along the street or trail. Tree removal within the view corridors needs to be allowed to maintain view.

f. Screening. All exterior garbage cans, garbage and recycling collection areas, and mechanical equipment (including heat pumps, air conditioners, emergency generators, and water pumps) must be screened from view or not visible from the designated scenic corridor. Small rooftop mechanical equipment, including vents, need not be screened if the total area of such equipment does not exceed 10 square feet per structure.

g. Fences and hedges. The total maximum height of fences, hedges, and berms within the scenic corridor setback, and when allowed in the adjacent right of way is 3-1/2 feet. This provision does not apply to any required screening and buffering.

h. Preservation of trees. This provision does not apply if the property is regulated by state statutes for forest management practices. All trees 6 or more inches in diameter that are within the scenic corridor setback and right of way must be retained unless removal conforms to one or more of the following standards.

(1) The tree is located within view corridors;

(~~1~~2) The tree is located within the footprint or within 10 feet of existing or proposed buildings and structures attached to buildings, such as decks, stairs, and carports, or within 10 feet of a proposed driveway;

(~~2~~3) The tree is determined by an arborist to be dead, dying or dangerous;

(~~3~~4) The tree is on the *Nuisance Plants List*;

(~~4~~5) The tree must be removed due to installation, repair, or maintenance of water, sewer, or stormwater services. For new installation of services, tree removal allowed under this provision is limited to a single 10 foot wide utility corridor on each site;

(~~5~~6) The tree is within a proposed roadway or City-required construction easement, including areas devoted to curbs, parking strips or sidewalks, or vehicle areas;

(~~6~~7) The tree is within 20 feet of a Radio Frequency Transmission Facility antenna that is a public safety facility. The distance to the antenna is measured vertically and horizontally from the edge of the antenna. See Figure 480-1.; or

(~~7~~8) The tree is at least 6 and up to 12 inches in diameter and does not meet any of the other standards of this subparagraph, but is replaced within the scenic corridor setback or adjacent right of way according to Table 480-2. Replacement plantings must meet Section 33.248.030, Plant Materials.

Commentary

33.480.0~~5~~60 Tree Removal Review

A. Tree removal without development. When no development is proposed, tree removal allowed by the standards of Subparagraph 33.480.040.B.2.h is subject to the tree permit requirements of Title 11, Trees.

B. Tree removal in development situations. When tree removal is proposed as part of development, the standards of Subparagraph 33.480.040.B.2.h apply in addition to the tree preservation standards of Title 11, Trees.

C. Trees that do not qualify for removal under Subparagraph 33.480.040.B.2.h may be removed if approved through tree review as provided in Chapter 33.853, Tree Review. However, where the tree removal would require environmental review, only environmental review is required.

Commentary

Figure 480-1
Measuring from an RF Transmission Facility Antenna

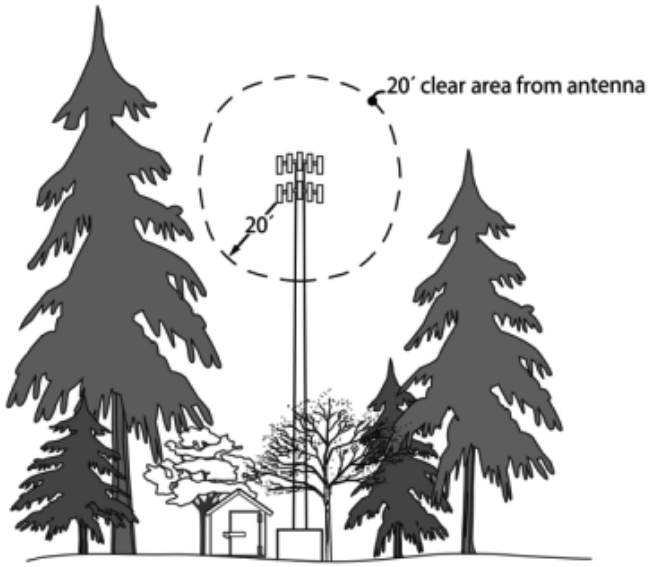


Table 480-2 Tree Replacement Requirements In Scenic Overlay Zone		
Applicants may choose either Option A or Option B [1]		
Size of tree to be removed (inches in diameter)	Option A (no. of trees to be planted)	Option B (combination of trees and shrubs)
Up to 9	1 tree	Not applicable
More than 9 and up to 12	3 trees	2 trees and 2 shrubs
More than 12	Tree Review Required (see 33.480.050 below)	

[1] Trees and Shrubs must be species listed in the Scenic Resources Protection Plan

~~**33.480.060 Relationship to Environmental Overlay Zones**~~

~~When an environmental zone has been applied at the location of a designated scenic resource, the environmental review must include consideration of the scenic qualities of the resource as identified in the ESEE Analysis for Scenic Resources. The development standards of this Chapter must be considered as part of that review.~~

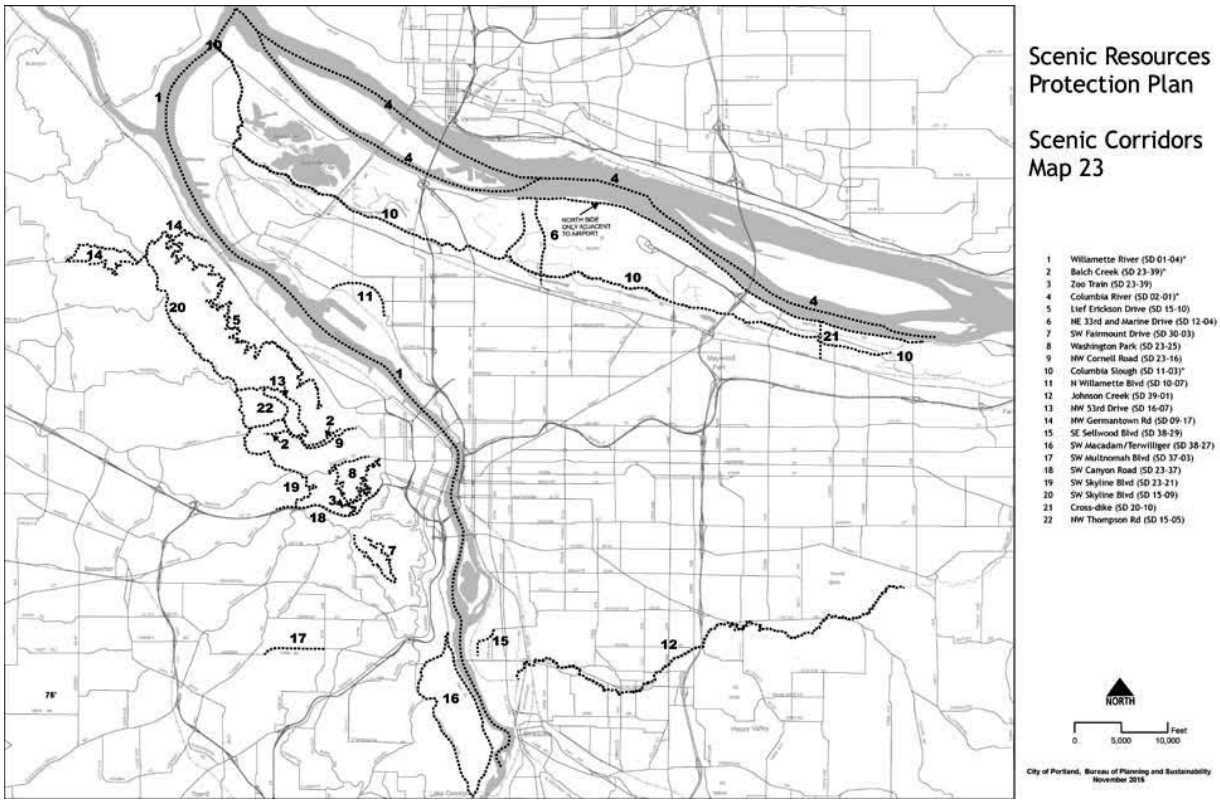
Commentary

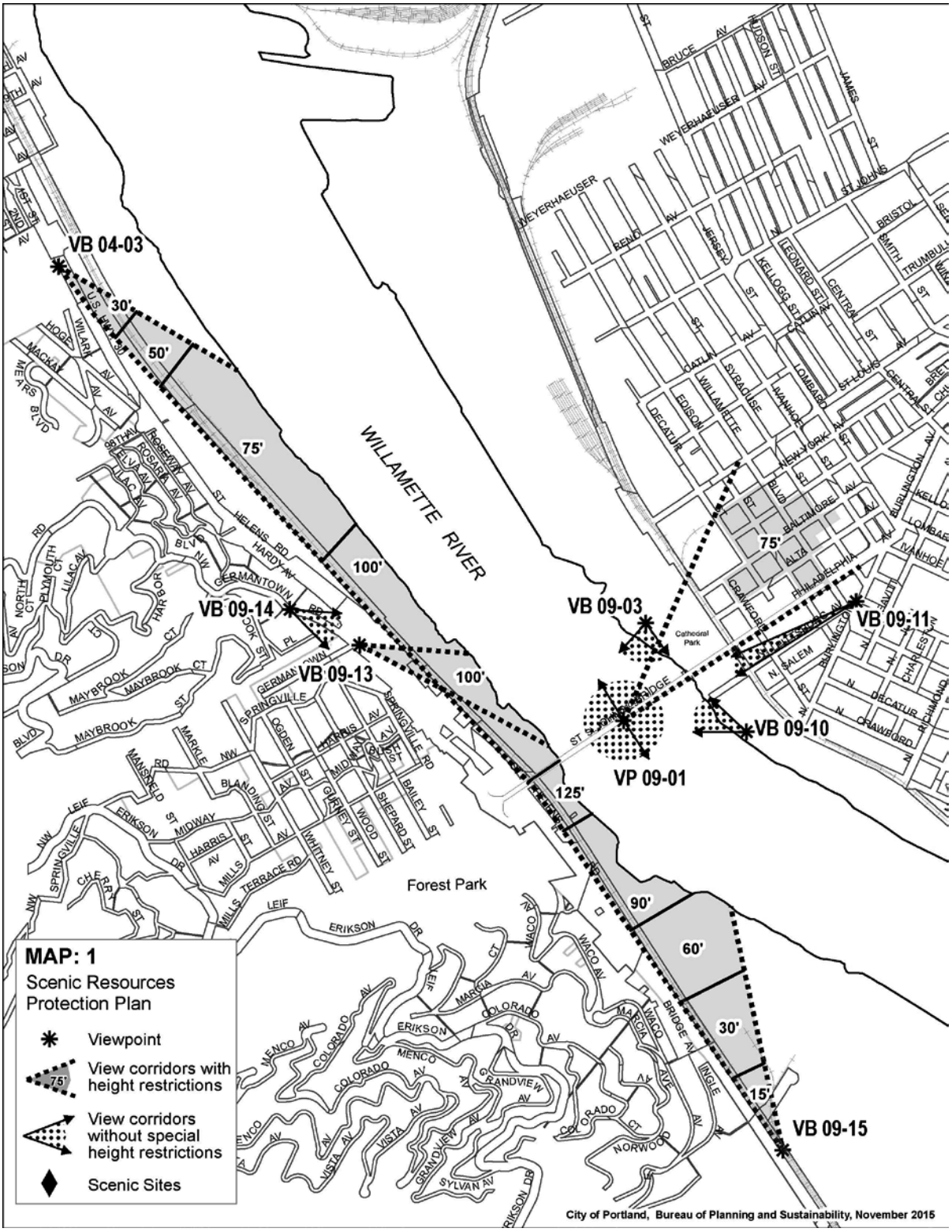
Map 480-1

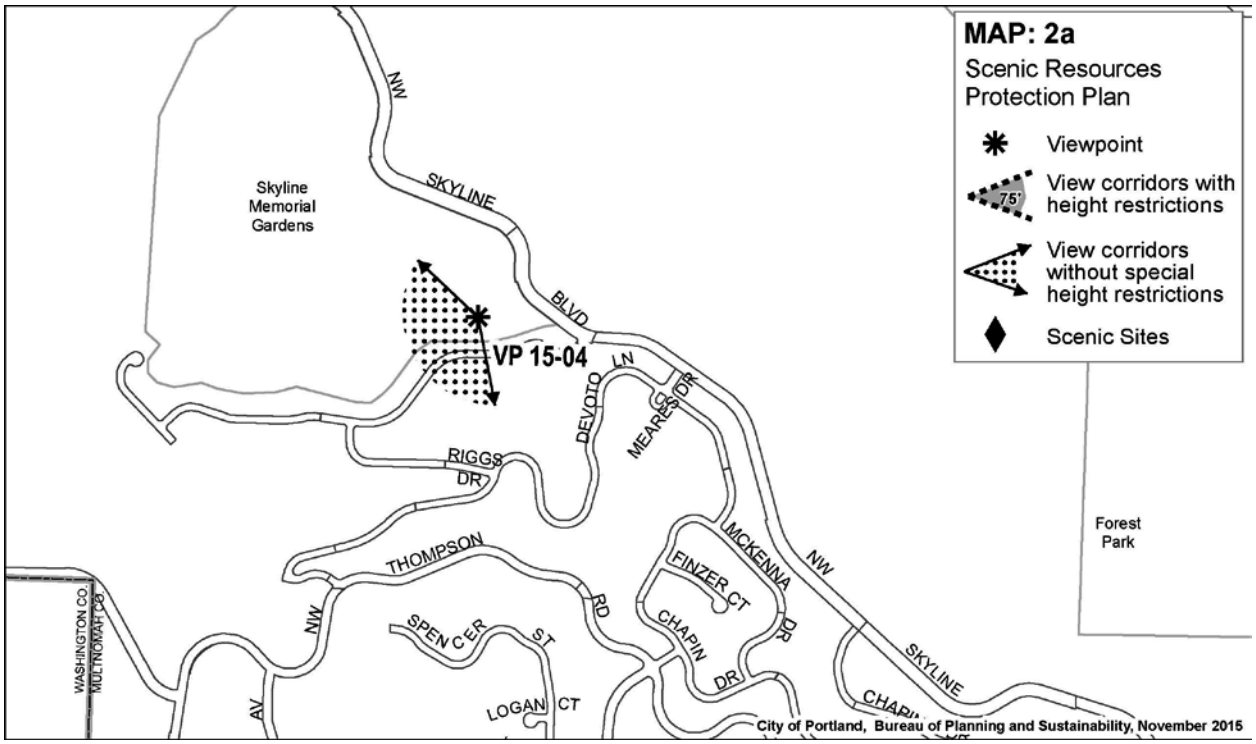
The 480 maps are not yet formatted for the zoning code. These maps depict the two types of view corridors throughout the city:

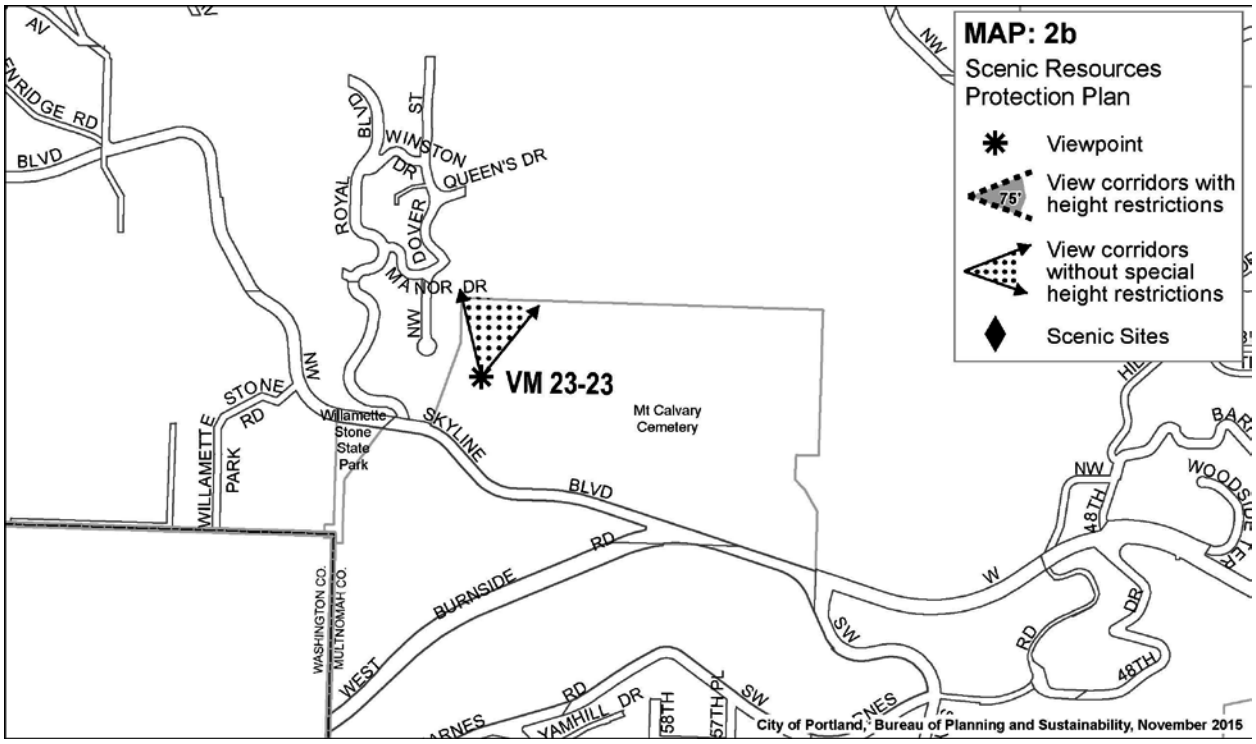
1) View corridors with special height limits. These view corridors are represented on the maximum building height maps.
2) View corridors without special height limits. These view corridors are scenic resources overlays (s) on the official zoning maps where they corridor is coincident with an environmental conservation (c), protection (p) or river (e) overlay zone.

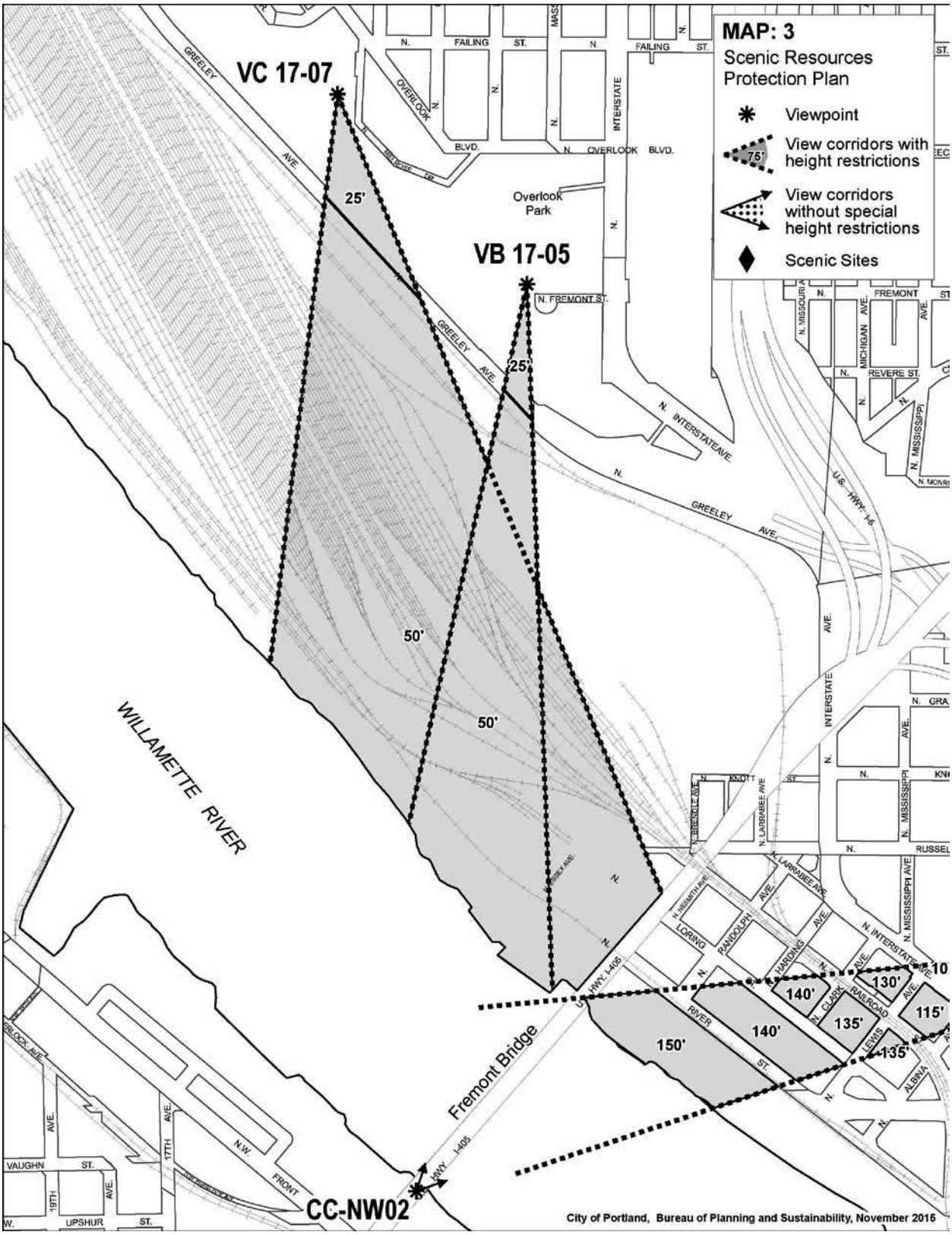
Scenic corridors will be added to the next draft.

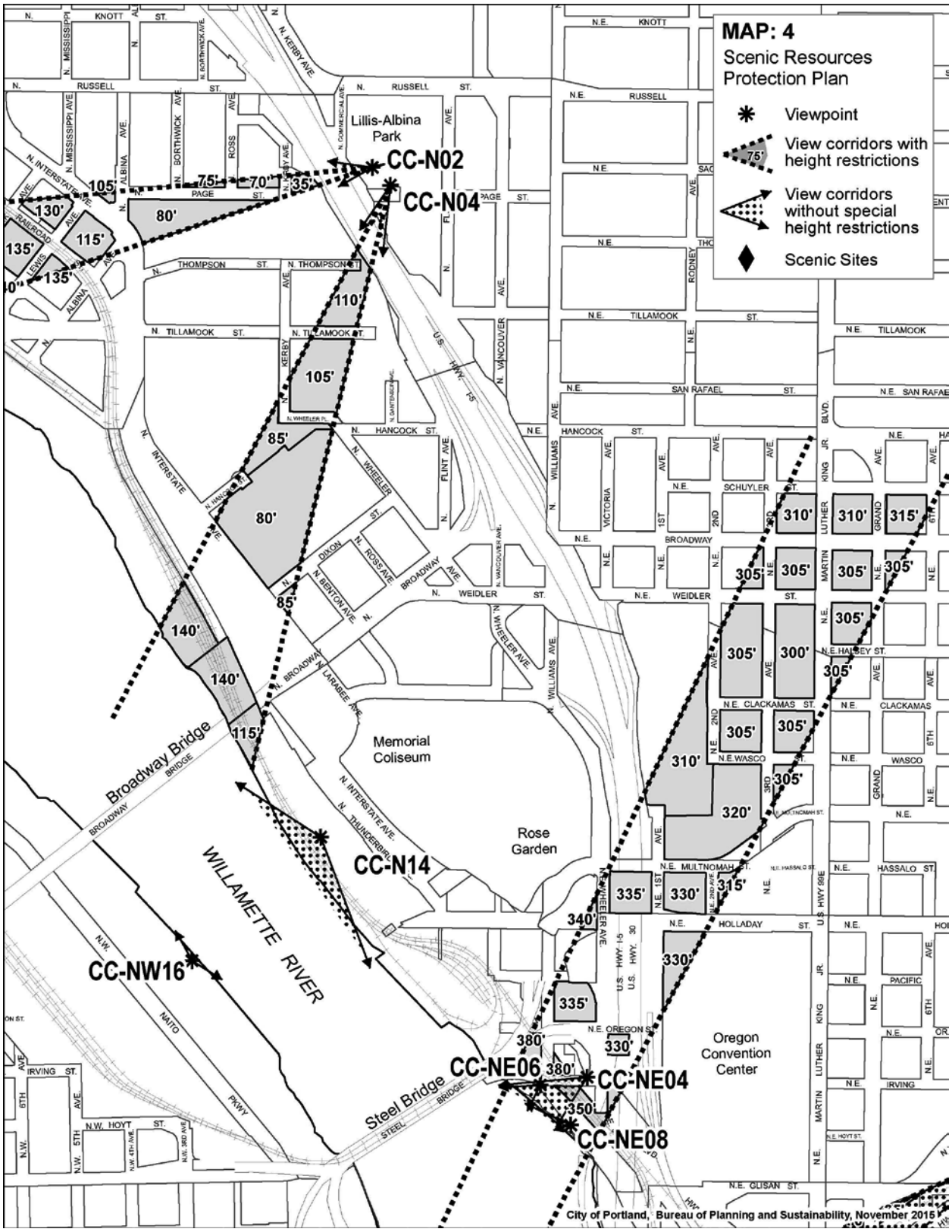


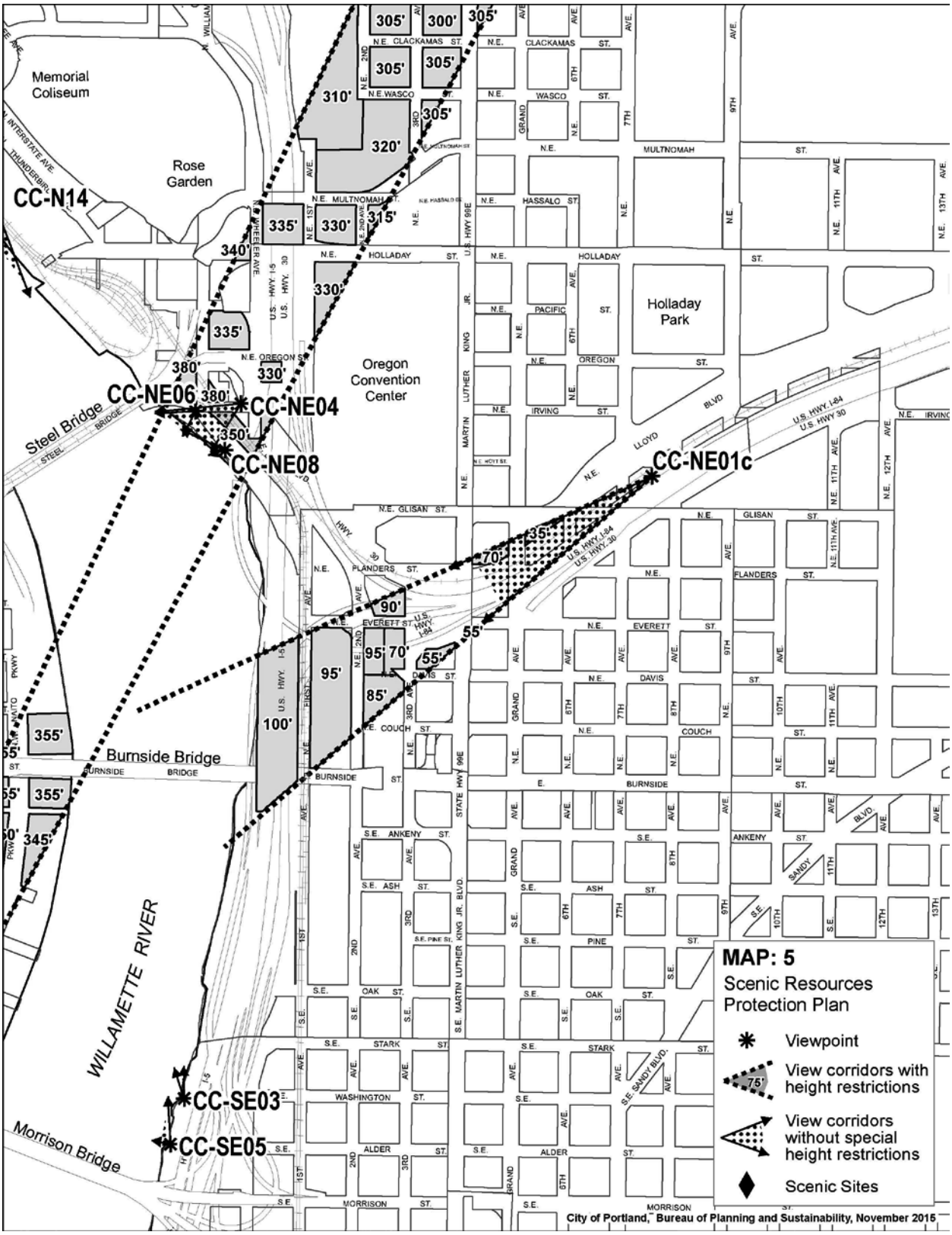

VB 04-03
30'
50'
75'
100'
VB 09-14
VB 09-13
VB 09-03
VB 09-11
VB 09-10
VP 09-01
125'
90'
60'
30'
15'
VB 09-15
WILLAMETTE RIVER
Forest Park
Cathedral Park
MAP: 1
Scenic Resources Protection Plan
Viewpoint
View corridors with height restrictions
View corridors without special height restrictions
Scenic Sites
City of Portland, Bureau of Planning and Sustainability, November 2015


MAP: 2a
Scenic Resources Protection Plan
Viewpoint
View corridors with height restrictions
View corridors without special height restrictions
Scenic Sites
Skyline Memorial Gardens
VP 15-04
Forest Park
City of Portland, Bureau of Planning and Sustainability, November 2015

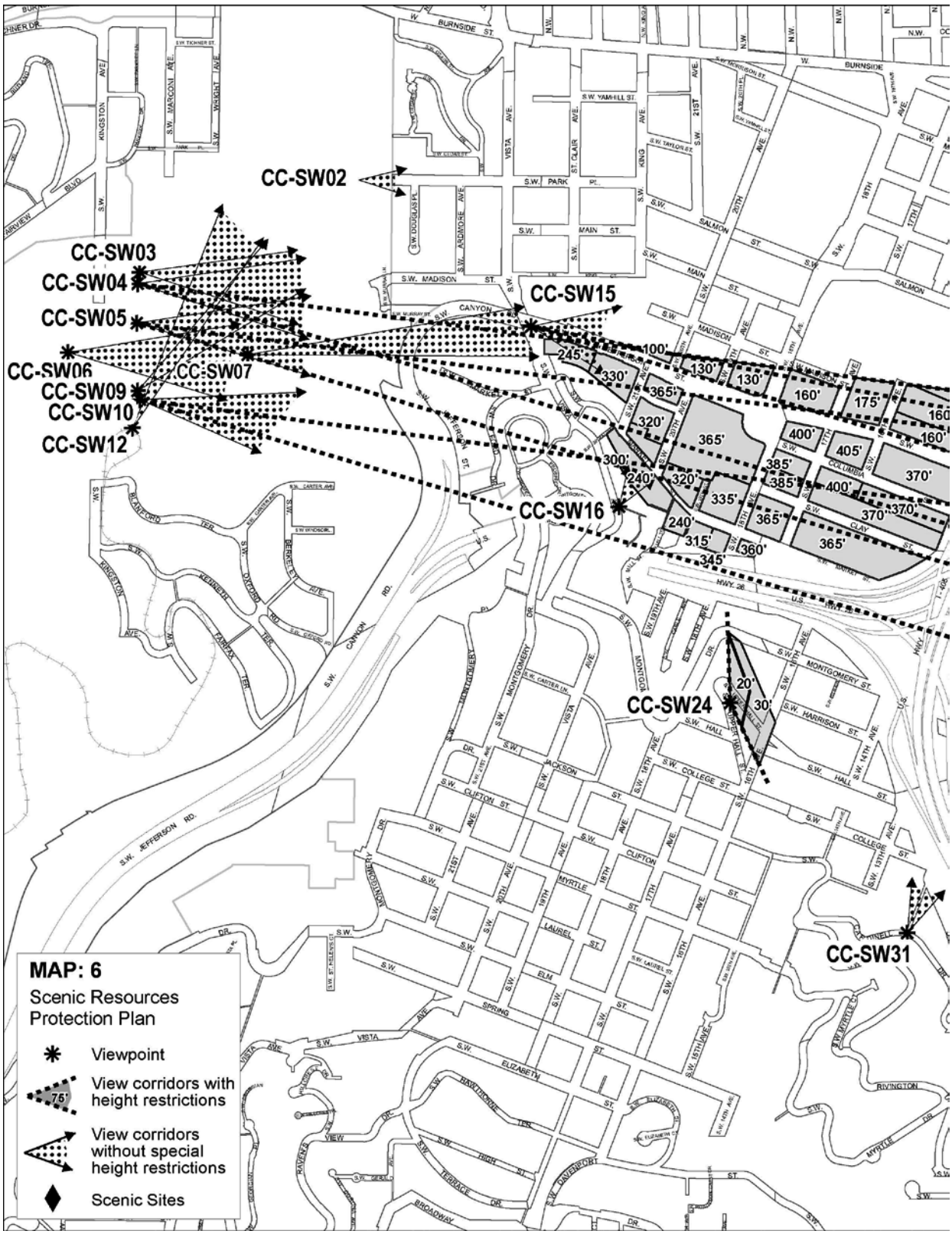

MAP: 2b
Scenic Resources Protection Plan
Viewpoint
View corridors with height restrictions
View corridors without special height restrictions
Scenic Sites
VM 23-23
Mt Calvary Cemetery
Willamette Stone State Park
City of Portland, Bureau of Planning and Sustainability, November 2015


MAP: 3
Scenic Resources Protection Plan
Viewpoint
View corridors with height restrictions
75'
View corridors without special height restrictions
Scenic Sites
VC 17-07
VB 17-05
CC-NW02
25'
25'
50'
50'
150'
140'
140'
135'
135'
130'
115'
WILLAMETTE RIVER
Fremont Bridge
Overlook Park
N. FREMONT ST.
GREELEY AVE.
N. INTERSTATE AVE.
INTERSTATE
FAILING ST.
OVERLOOK BLVD.
OVERLOOK
BLVD.
MASS
MILROSE PL
N. MISSOURI AVE.
MICHIGAN AVE.
FREMONT
REVERE ST.
N. MISSISSIPPI
N. MONROE
U.S. HWY. I-5
N. GRAHAM
N. KNOTT
N. BRENDLE AVE.
N. LARRABEE AVE.
N. RUSSELL
N. MISSISSIPPI AVE.
N. INTERSTATE AVE.
N. HAMILTON
N. HOUGHTON
N. NEBRASKA AVE.
N. MISSISSIPPI
LORING
RANDOLPH
HARDING
N. CLARK
RAILROAD
LEWIS
ALBINA
RIVER
ST.
N.W. FRONT
N.W. 17TH AVE.
N.W. 19TH AVE.
VAUGHN ST.
W. UPSHUR ST.
N.W. NAITO PKWY.
N.W. BLOCK AVE.
US HWY. I-405
HWY. I-405
City of Portland, Bureau of Planning and Sustainability, November 2015


MAP: 4
Scenic Resources Protection Plan
Viewpoint
View corridors with height restrictions
View corridors without special height restrictions
Scenic Sites
CC-N02
CC-N04
CC-N14
CC-NW16
CC-NE04
CC-NE06
CC-NE08
Lillis-Albina Park
Memorial Coliseum
Rose Garden
Oregon Convention Center
Broadway Bridge
Steel Bridge
WILLAMETTE RIVER
City of Portland, Bureau of Planning and Sustainability, November 2015



Discussion Draft Central City 2035 Plan
Chapter 33.480, Scenic Resource Zones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CC-SW09
CC-SW10
CC-SW12
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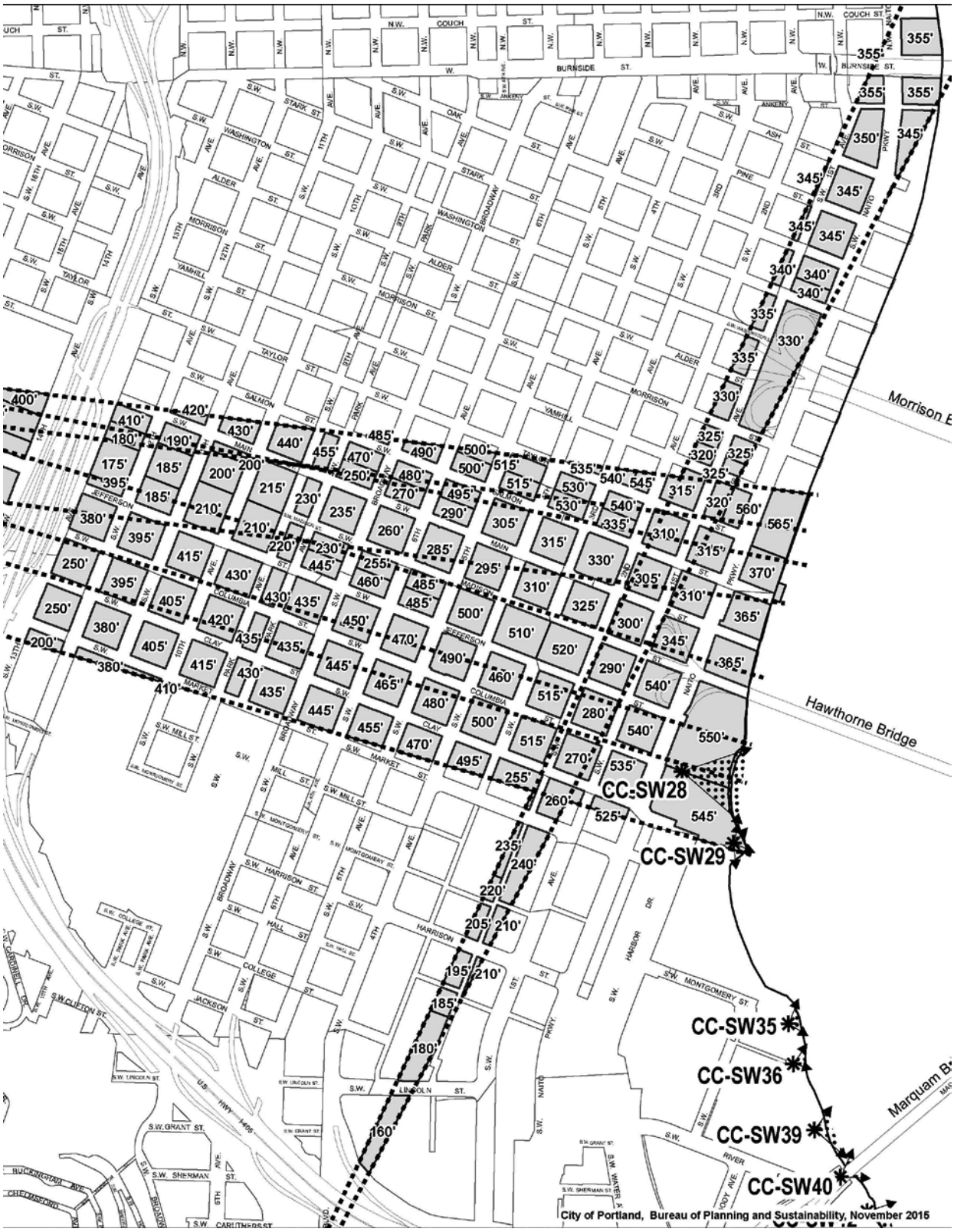
CC-SW16
CC-SW24
CC-SW31
MAP: 6
Scenic Resources Protection Plan
Viewpoint
View corridors with height restrictions
View corridors without special height restrictions
Scenic Sites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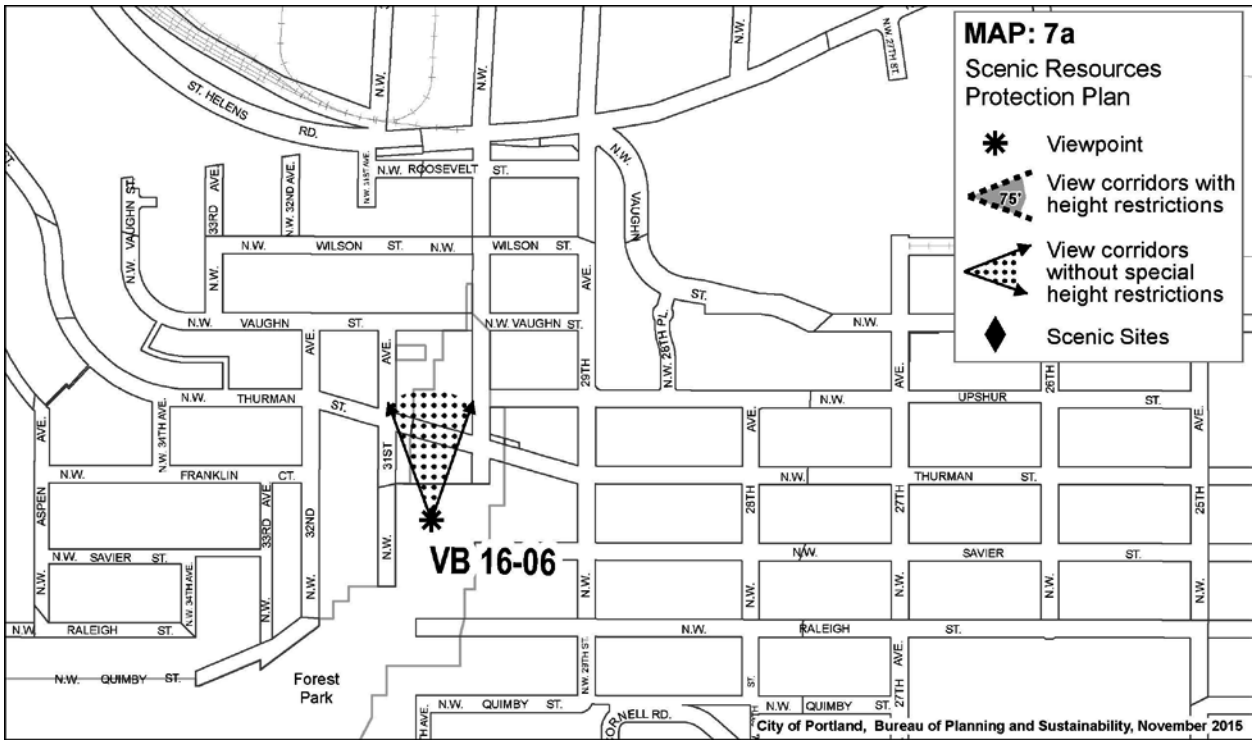
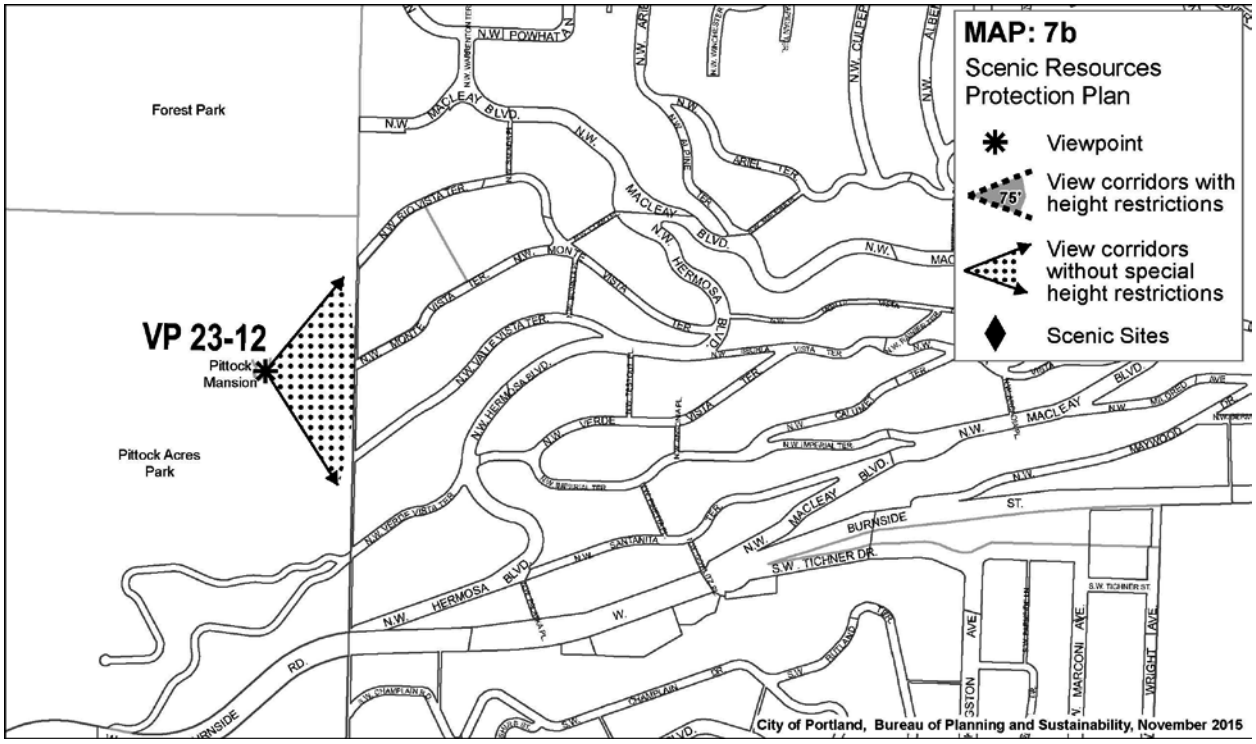
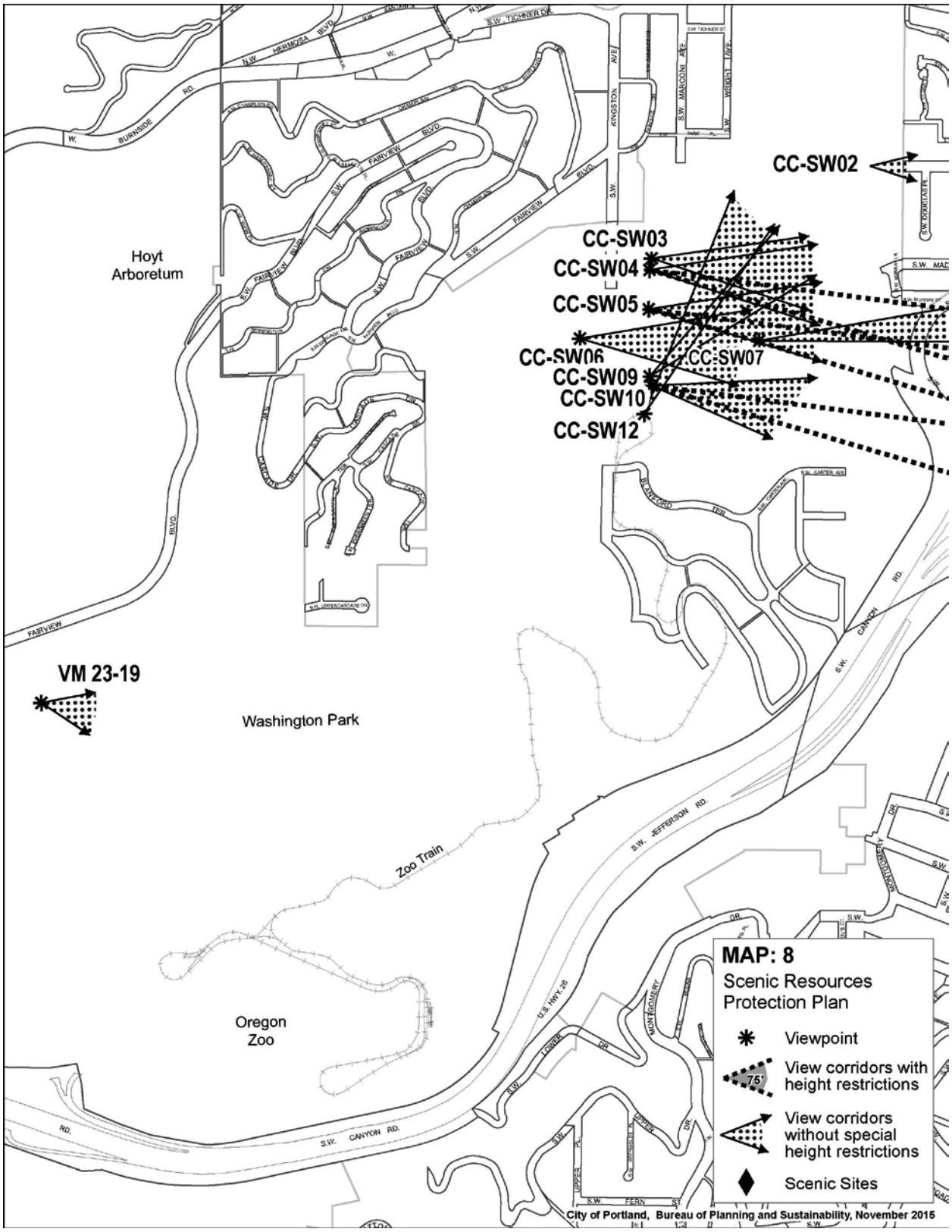
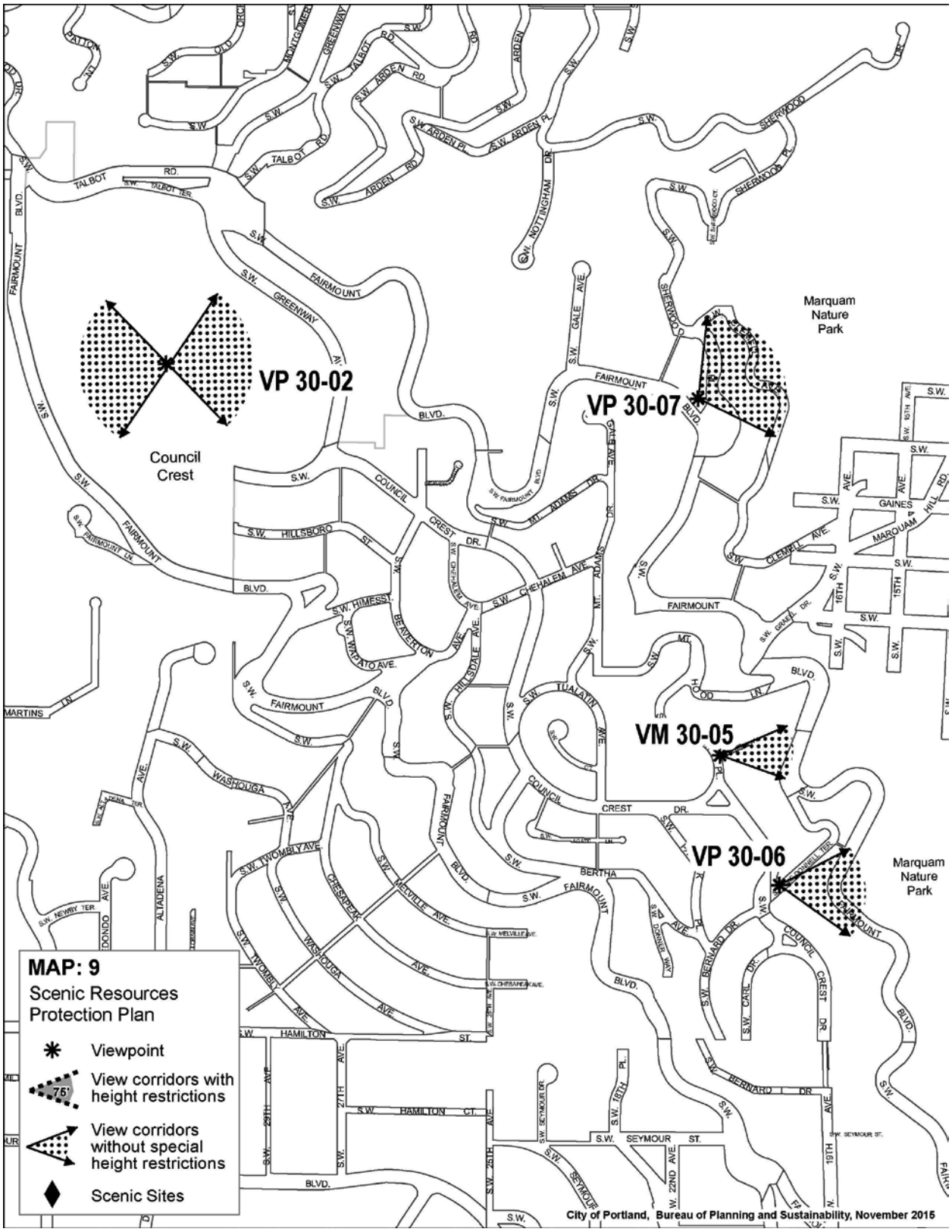
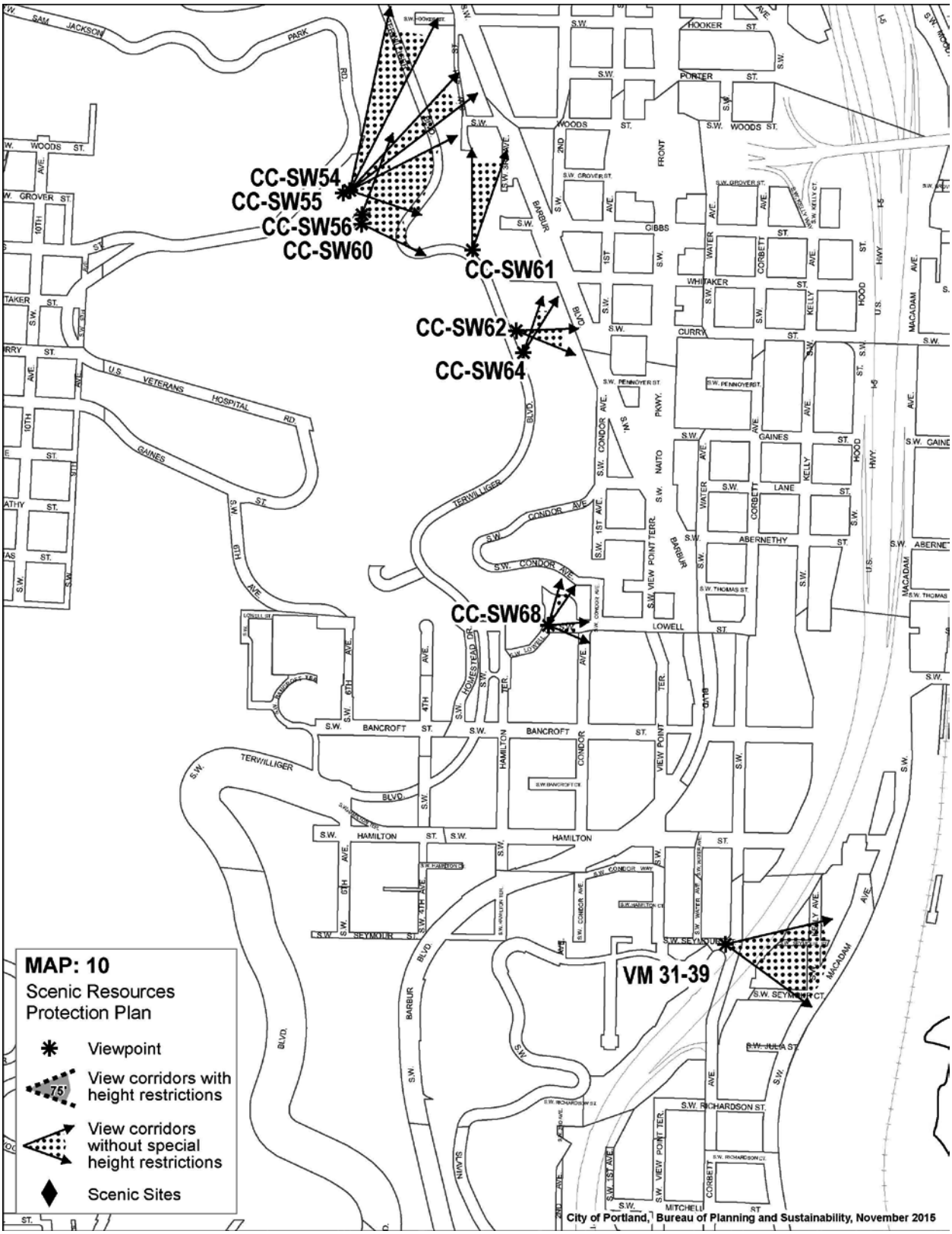
CC-SW29
CC-SW35
CC-SW36
CC-SW39
CC-SW40
Morrison B
Hawthorne Bridge
Marquam B
City of Portland, Bureau of Planning and Sustainability, November 2015

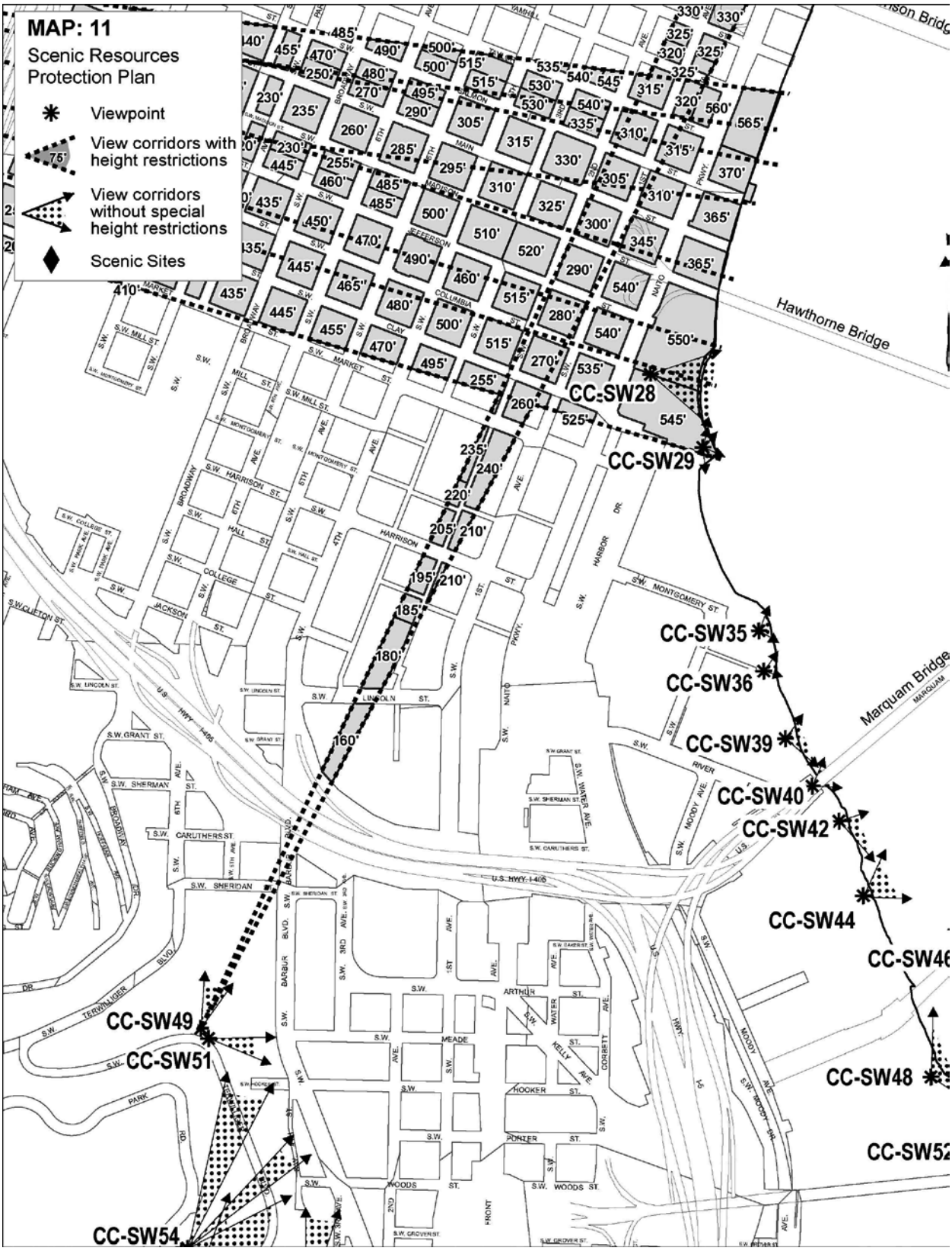

MAP: 7a
Scenic Resources Protection Plan
Viewpoint
75'
View corridors with height restrictions
View corridors without special height restrictions
Scenic Sites
VB 16-06
Forest Park
City of Portland, Bureau of Planning and Sustainability, November 2015


MAP: 7b
Scenic Resources Protection Plan
Viewpoint
75'
View corridors with height restrictions
View corridors without special height restrictions
Scenic Sites
VP 23-12
Pittock Mansion
Forest Park
Pittock Acres Park
City of Portland, Bureau of Planning and Sustainability, November 2015

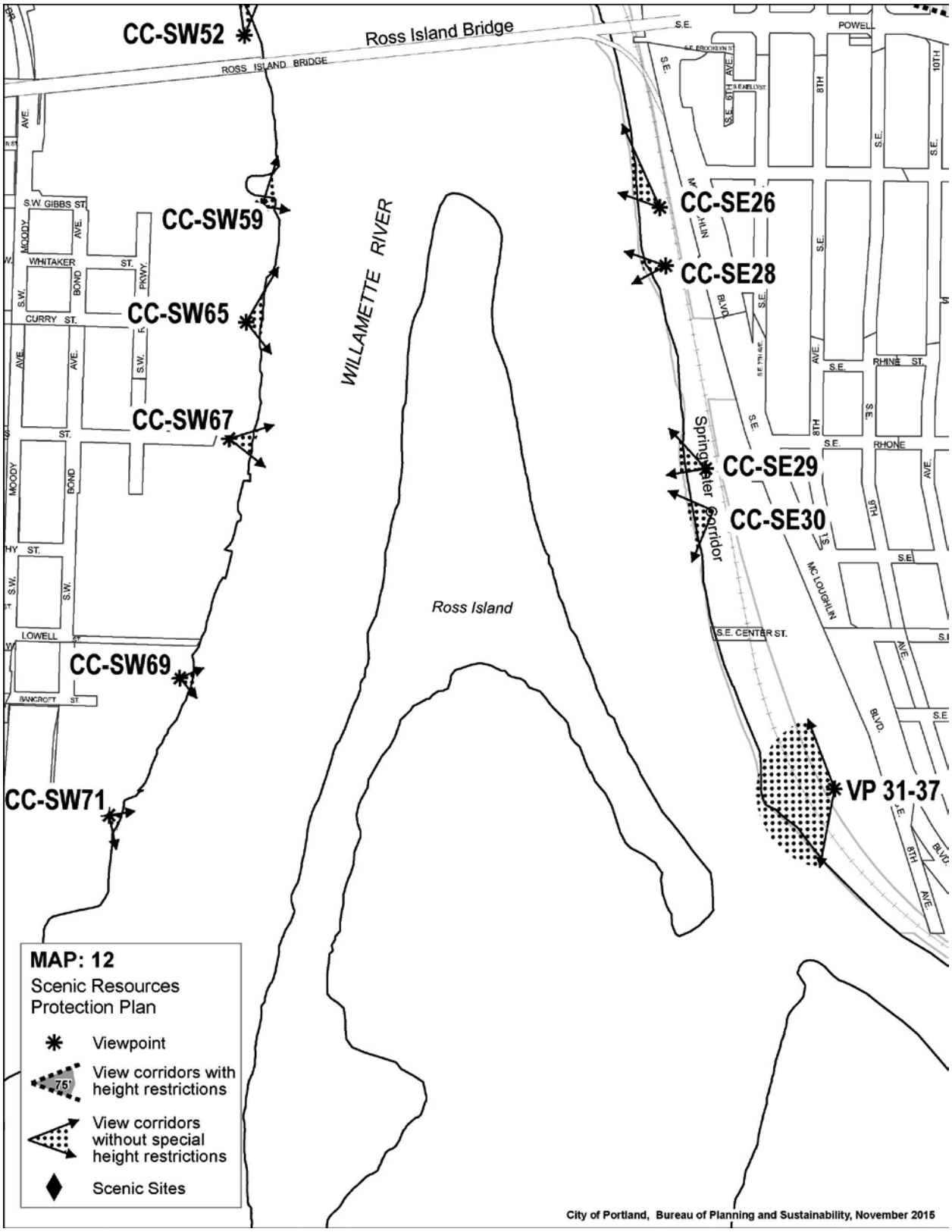

CC-SW02
CC-SW03
CC-SW04
CC-SW05
CC-SW06
CC-SW07
CC-SW09
CC-SW10
CC-SW12
VM 23-19
Hoyt Arboretum
Washington Park
Zoo Train
Oregon Zoo
S.W. CANYON RD.
S.W. JEFFERSON RD.
MAP: 8
Scenic Resources Protection Plan
Viewpoint
75'
View corridors with height restrictions
View corridors without special height restrictions
Scenic Sites
City of Portland, Bureau of Planning and Sustainability, November 2015

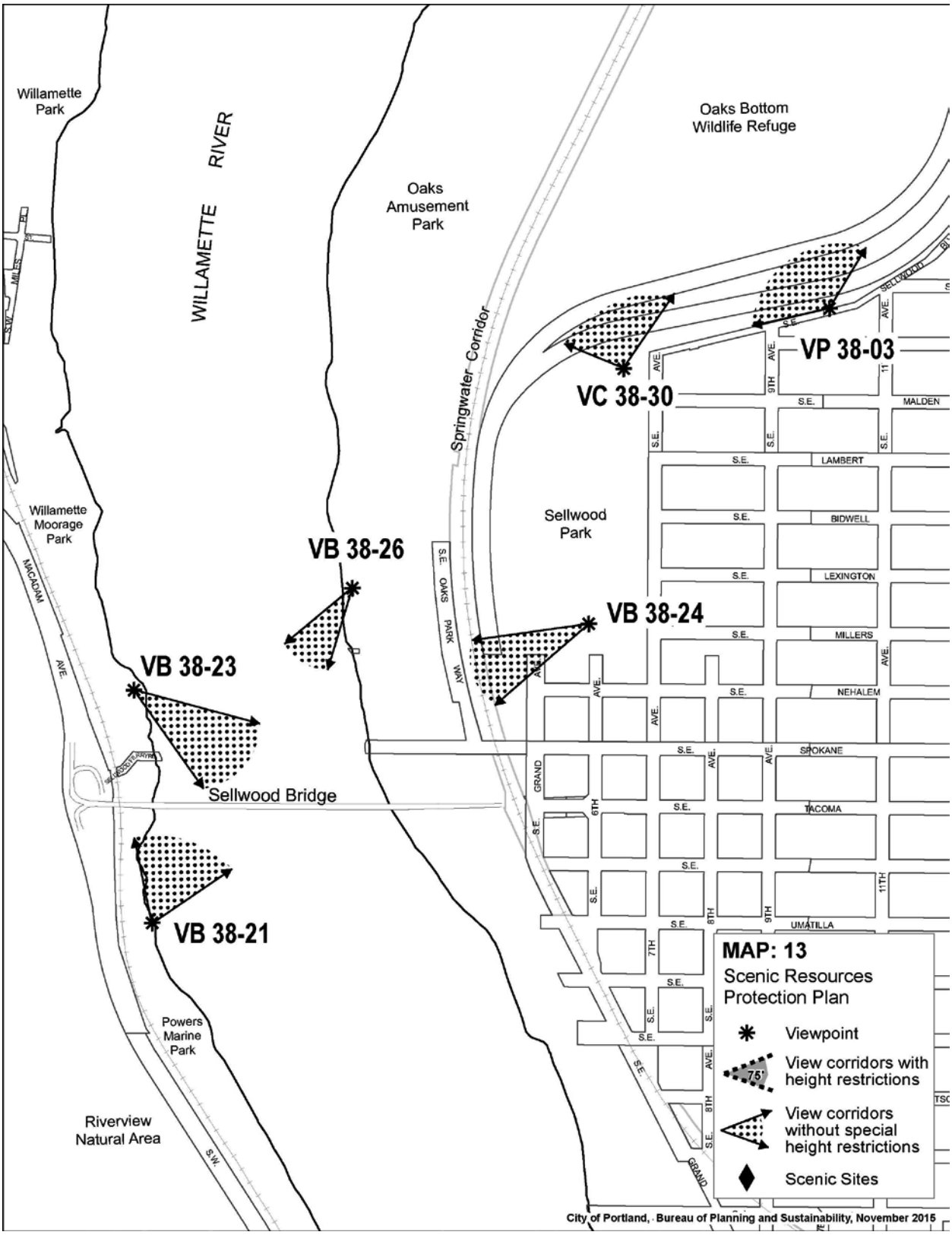

VP 30-02
VP 30-07
VM 30-05
VP 30-06
Council Crest
Marquam Nature Park
Marquam Nature Park
MAP: 9
Scenic Resources Protection Plan
Viewpoint
View corridors with height restrictions
75'
View corridors without special height restrictions
Scenic Sites
City of Portland, Bureau of Planning and Sustainability, November 2015

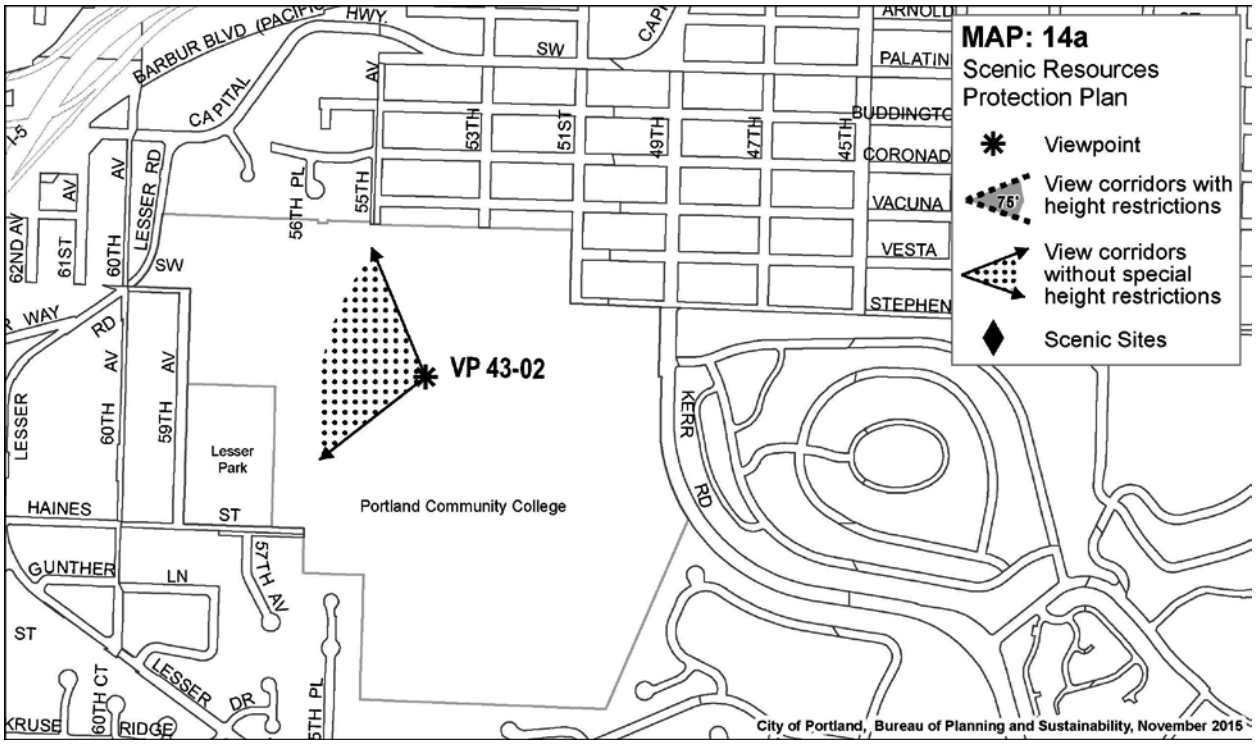

CC-SW54
CC-SW55
CC-SW56
CC-SW60
CC-SW61
CC-SW62
CC-SW64
CC-SW68
VM 31-39
MAP: 10
Scenic Resources Protection Plan
Viewpoint
75'
View corridors with height restrictions
View corridors without special height restrictions
Scenic Sites
City of Portland, Bureau of Planning and Sustainability, November 2015

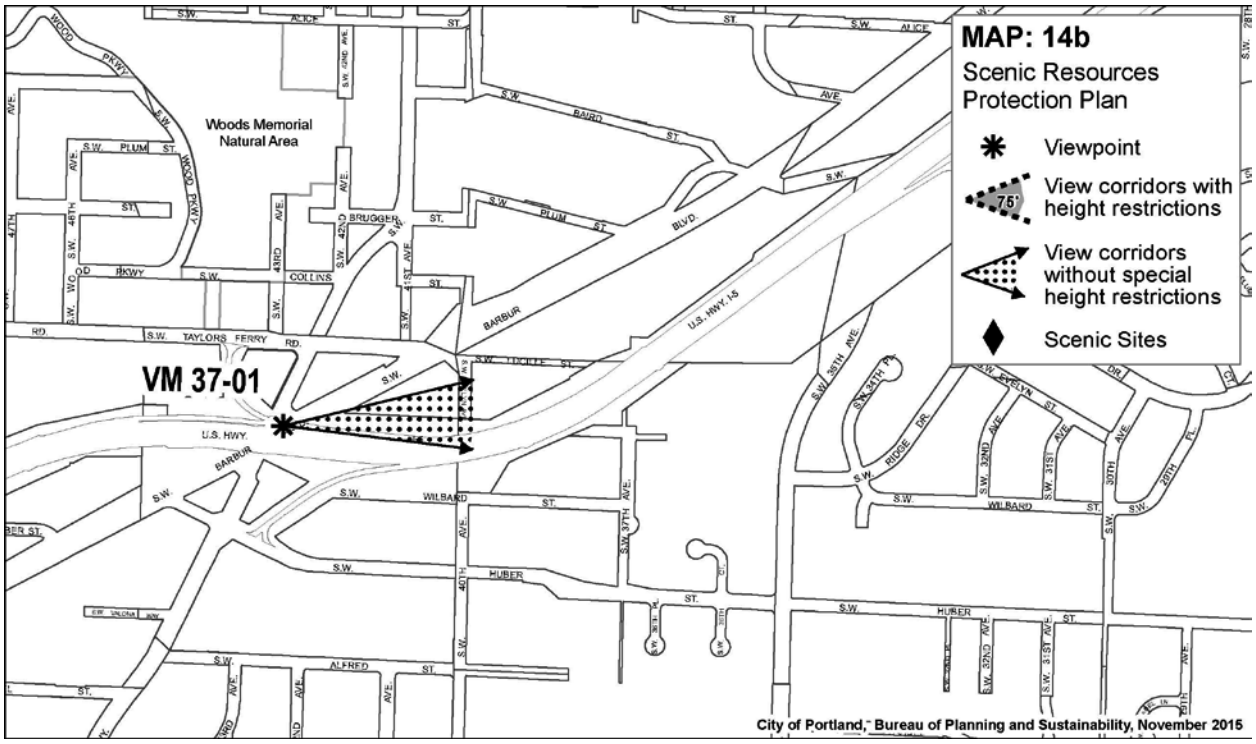

MAP: 11
Scenic Resources Protection Plan
Viewpoint
View corridors with height restrictions
View corridors without special height restrictions
Scenic Sites
CC-SW28
CC-SW29
CC-SW35
CC-SW36
CC-SW39
CC-SW40
CC-SW42
CC-SW44
CC-SW46
CC-SW48
CC-SW49
CC-SW51
CC-SW54
Hawthorne Bridge
Marquam Bridge

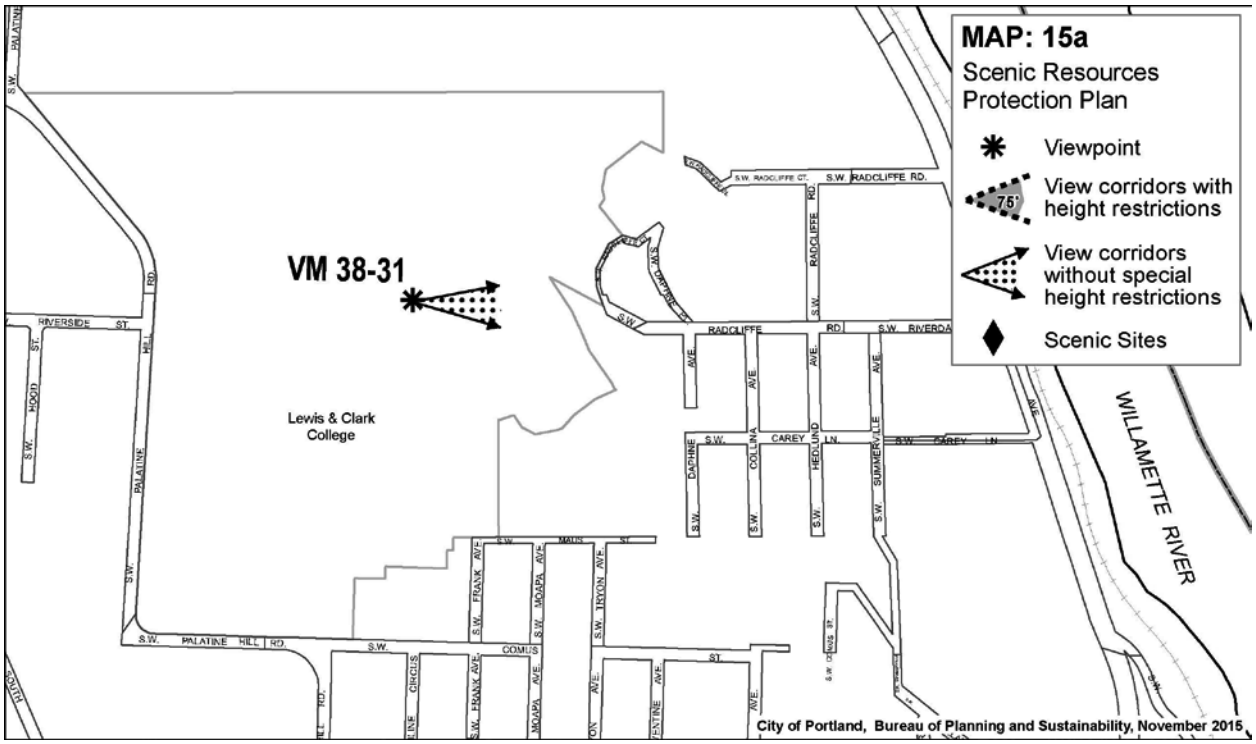

CC-SE05
CC-SE08
CC-SE09
CC-SE10
CC-SE12
CC-SE13
CC-SE17
CC-SE19
CC-SE22
Ross Island Bridge
60'
55'
55'
45'
75'
80'
90'
75'
85'
95'
65'
80'
90'
95'
100'
100'
110'
110'
120'
City of Portland, Bureau of Planning and Sustainability, November 2015

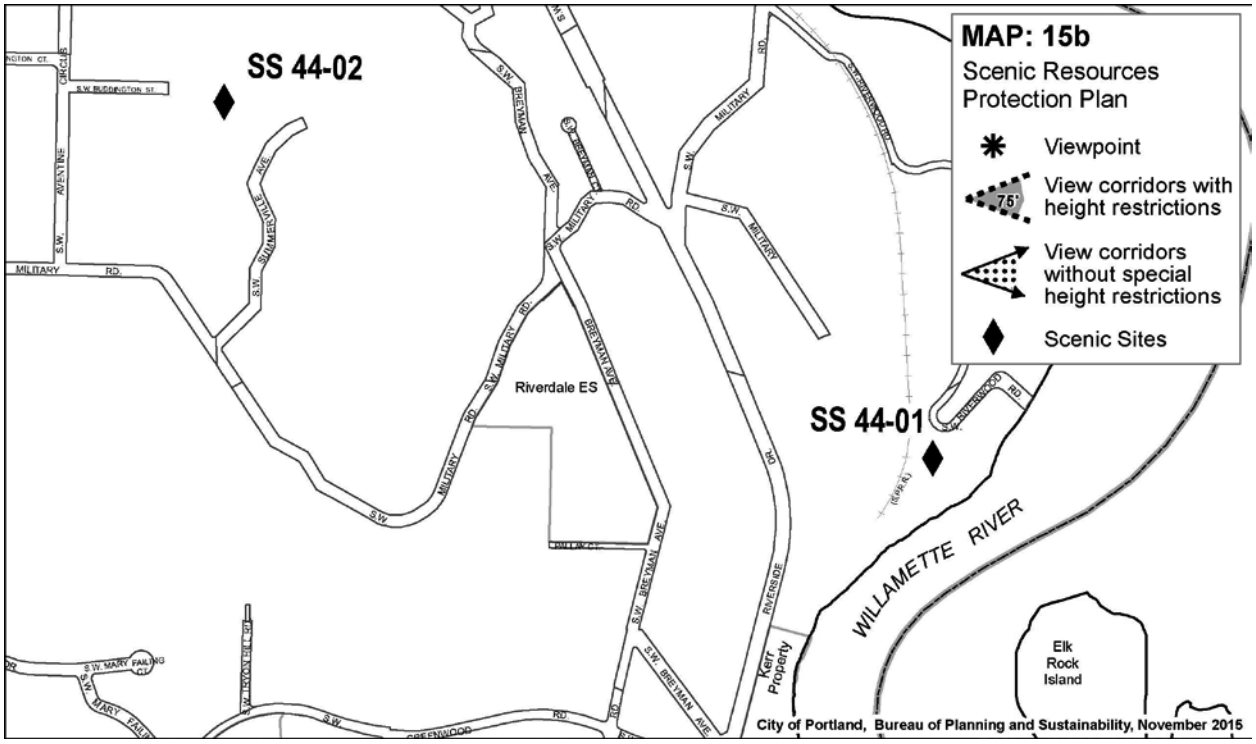

CC-SW52
Ross Island Bridge
ROSS ISLAND BRIDGE
CC-SW59
CC-SW65
CC-SW67
CC-SW69
CC-SW71
WILLAMETTE RIVER
Ross Island
CC-SE26
CC-SE28
CC-SE29
CC-SE30
Springwater Corridor
VP 31-37
S.W. GIBBS ST.
WHITAKER ST.
CURRY ST.
LOWELL
BANCROFT ST.
S.E. CENTER ST.
RHINE ST.
POWELL
MC LOUGHLIN BLVD.
MAP: 12
Scenic Resources Protection Plan
Viewpoint
75'
View corridors with height restrictions
View corridors without special height restrictions
Scenic Sites
City of Portland, Bureau of Planning and Sustainability, November 2015

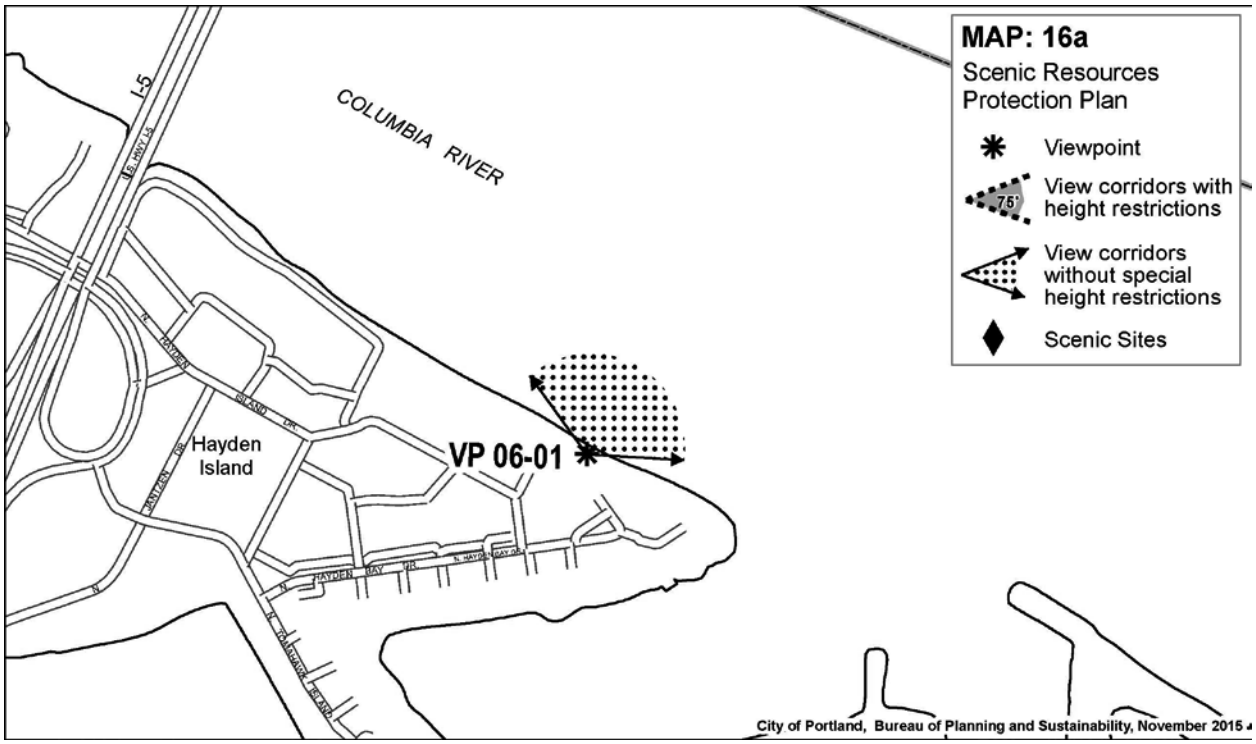

Willamette Park
WILLAMETTE RIVER
Oaks Amusement Park
Oaks Bottom Wildlife Refuge
Springwater Corridor
VP 38-03
VC 38-30
Willamette Moorage Park
Sellwood Park
VB 38-26
VB 38-24
VB 38-23
Sellwood Bridge
VB 38-21
Powers Marine Park
Riverview Natural Area
MACADAM AVE
S.E. OAKS PARK WAY
SELLWOOD
MALDEN
LAMBERT
BIDWELL
LEXINGTON
MILLERS
NEHALEM
SPOKANE
TACOMA
UMATILLA
GRAND
9TH
11TH
MAP: 13
Scenic Resources Protection Plan
Viewpoint
View corridors with height restrictions
75'
View corridors without special height restrictions
Scenic Sites
City of Portland, Bureau of Planning and Sustainability, November 2015

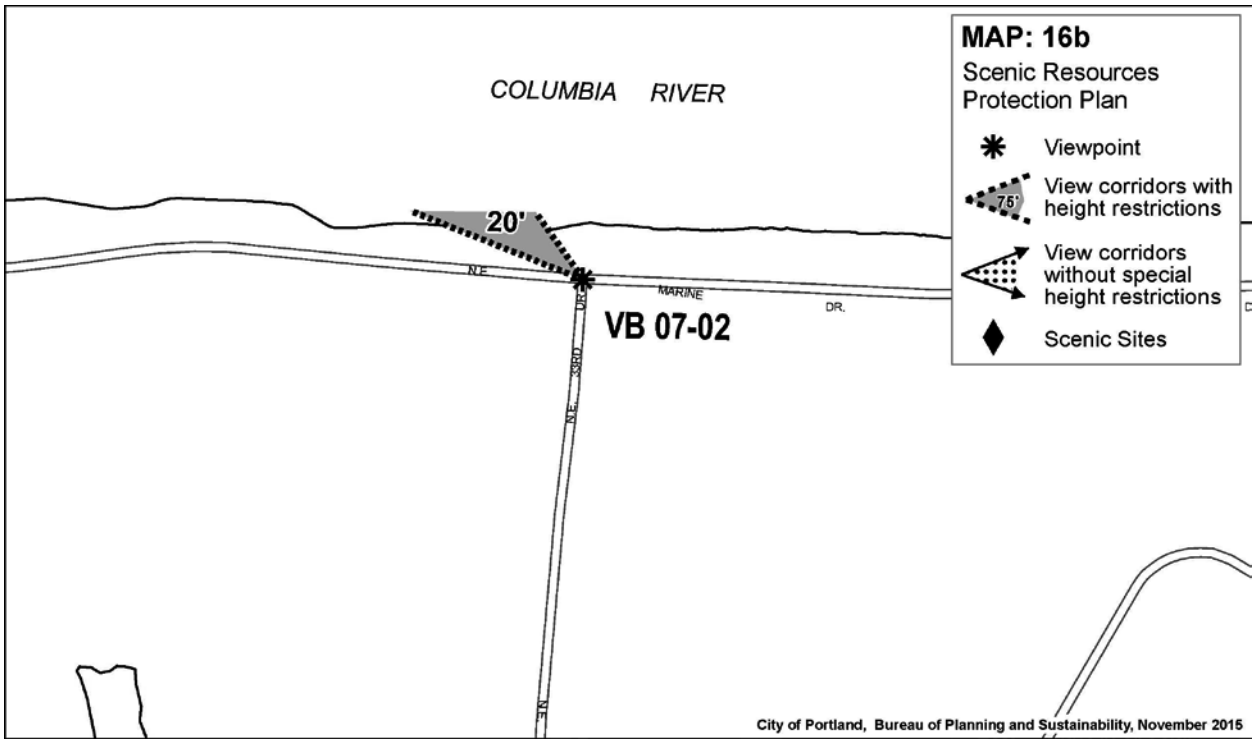

MAP: 14a
Scenic Resources Protection Plan
Viewpoint
75'
View corridors with height restrictions
View corridors without special height restrictions
Scenic Sites
VP 43-02
Portland Community College
Lesser Park
City of Portland, Bureau of Planning and Sustainability, November 2015

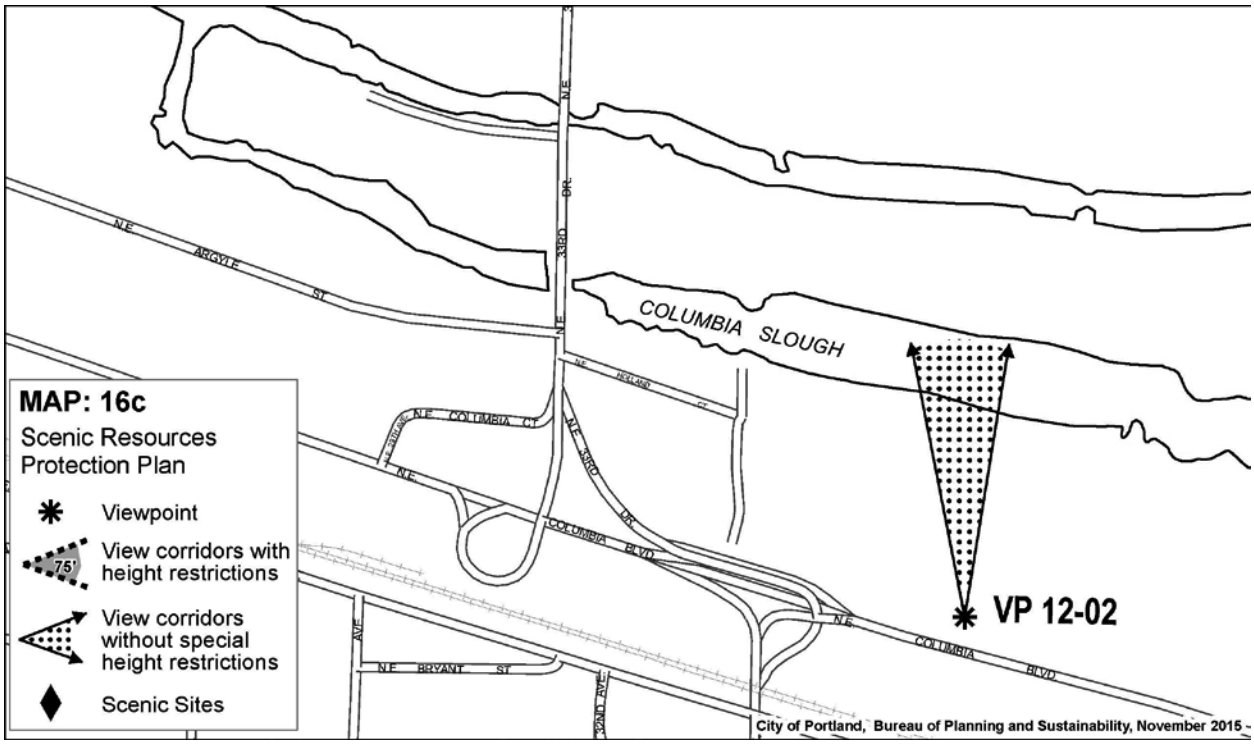

MAP: 14b
Scenic Resources Protection Plan
Viewpoint
75'
View corridors with height restrictions
View corridors without special height restrictions
Scenic Sites
VM 37-01
Woods Memorial Natural Area
City of Portland, Bureau of Planning and Sustainability, November 2015

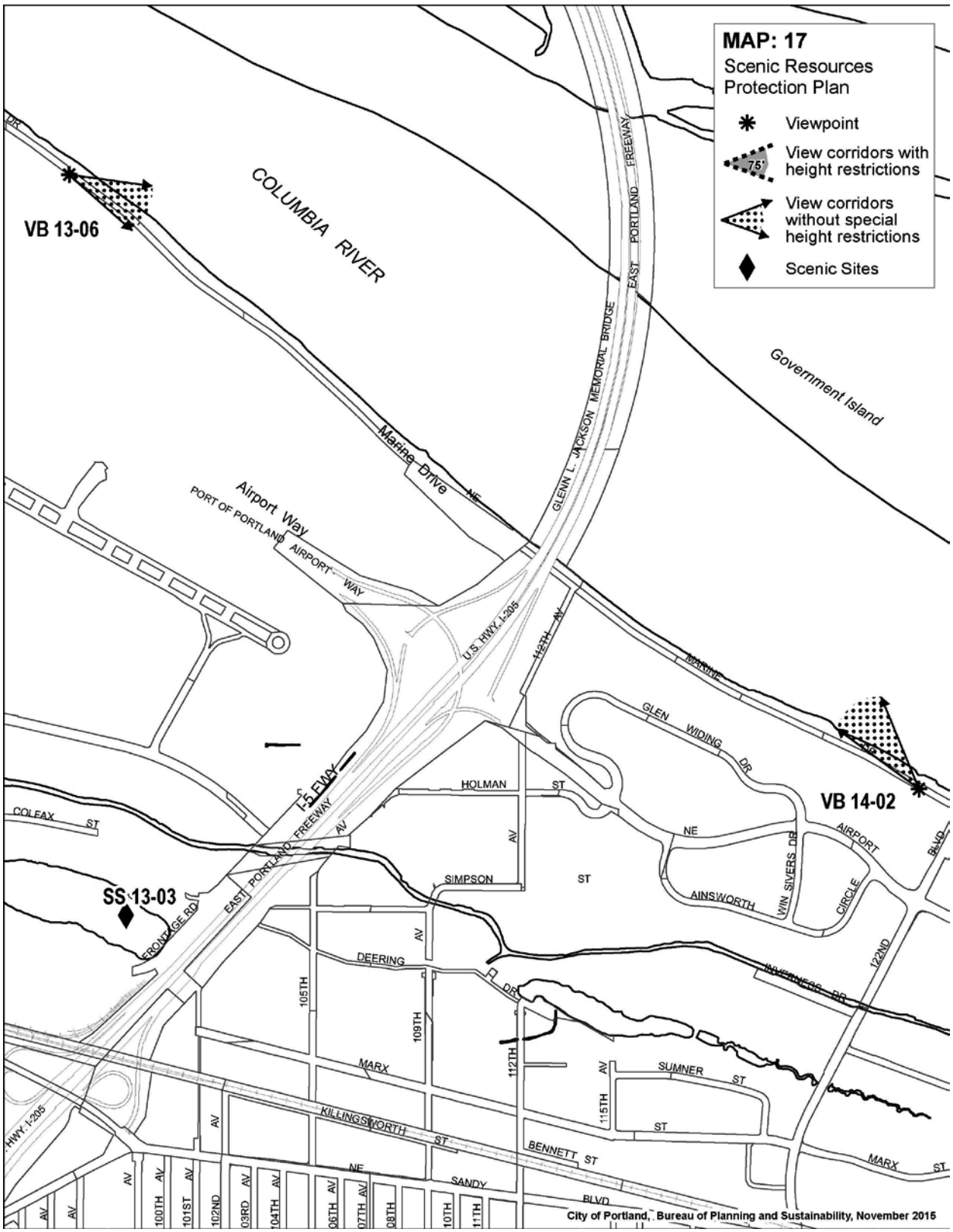

MAP: 15a
Scenic Resources Protection Plan
Viewpoint
75'
View corridors with height restrictions
View corridors without special height restrictions
Scenic Sites
VM 38-31
Lewis & Clark College
WILLAMETTE RIVER
City of Portland, Bureau of Planning and Sustainability, November 2015


MAP: 15b
Scenic Resources Protection Plan
Viewpoint
75'
View corridors with height restrictions
View corridors without special height restrictions
Scenic Sites
SS 44-02
SS 44-01
Riverdale ES
WILLAMETTE RIVER
Elk Rock Island
Kerr Property
City of Portland, Bureau of Planning and Sustainability, November 2015

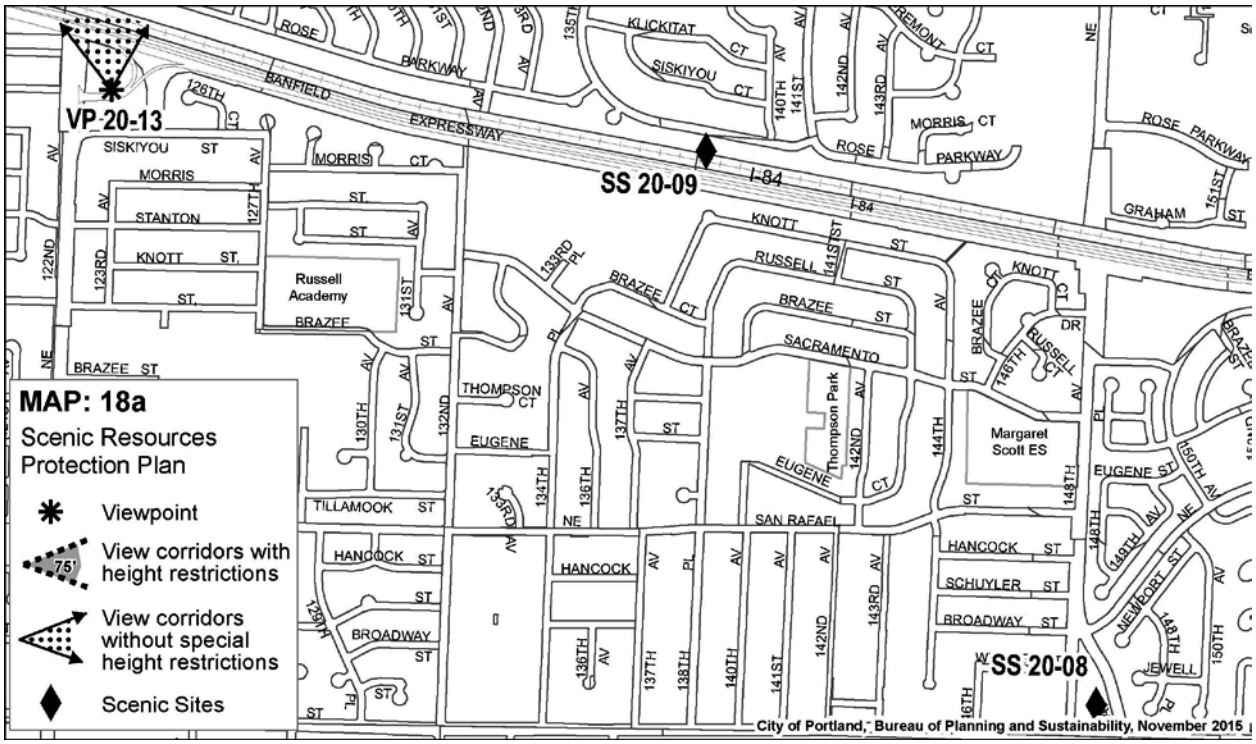

MAP: 16a
Scenic Resources Protection Plan
Viewpoint
75'
View corridors with height restrictions
View corridors without special height restrictions
Scenic Sites
COLUMBIA RIVER
I-5
Hayden Island
VP 06-01
City of Portland, Bureau of Planning and Sustainability, November 2015

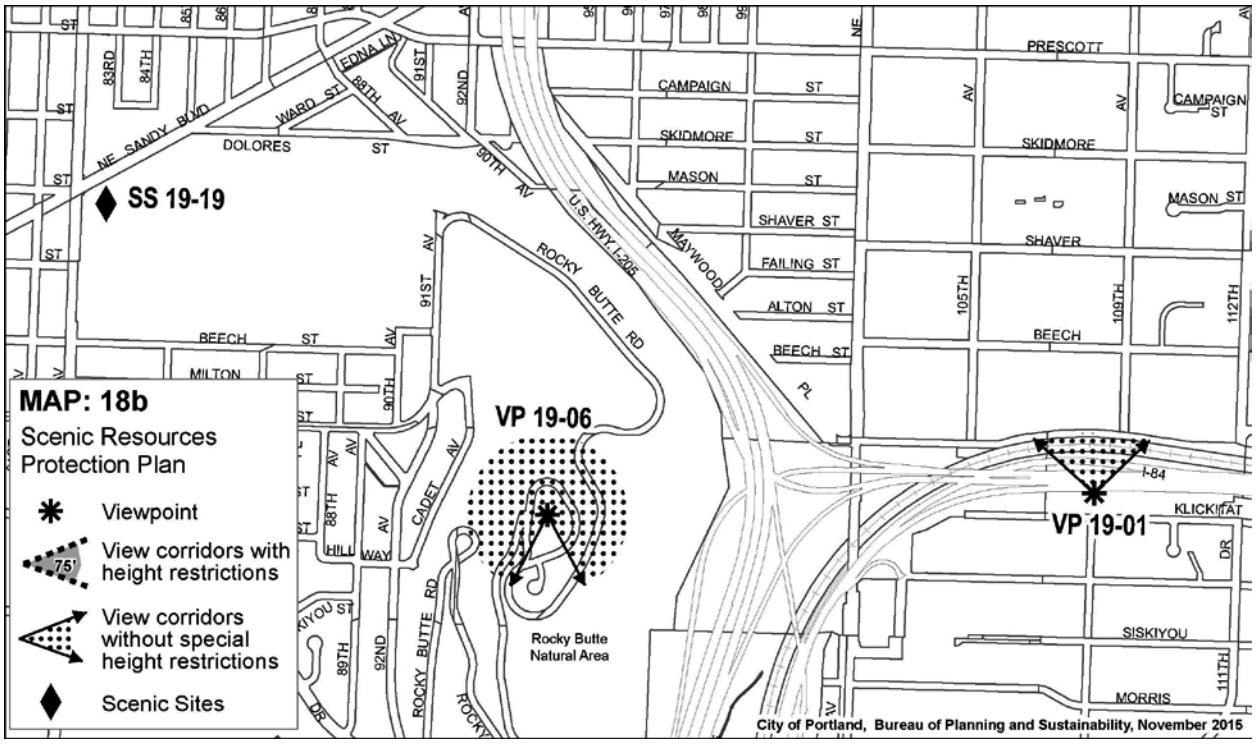

MAP: 16b
Scenic Resources Protection Plan
Viewpoint
75'
View corridors with height restrictions
View corridors without special height restrictions
Scenic Sites
COLUMBIA RIVER
20'
VB 07-02
MARINE
DR.
City of Portland, Bureau of Planning and Sustainability, November 2015

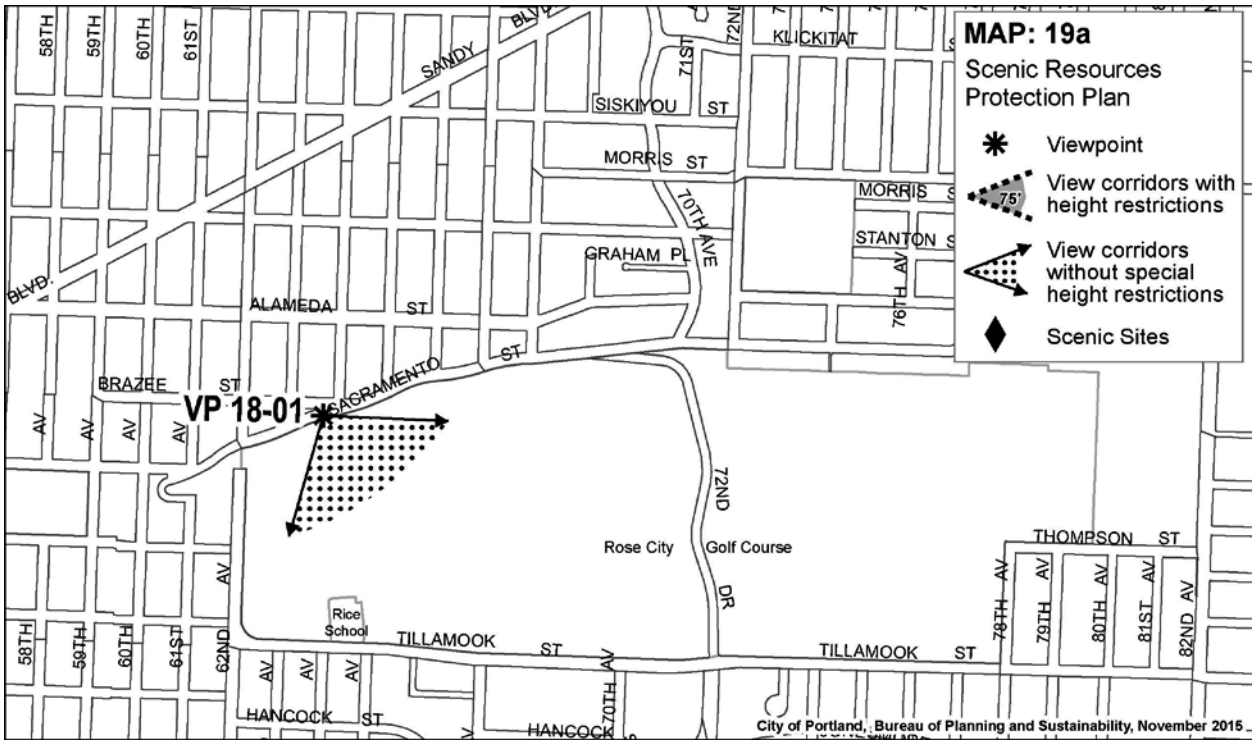

MAP: 16c
Scenic Resources Protection Plan
Viewpoint
75'
View corridors with height restrictions
View corridors without special height restrictions
Scenic Sites
COLUMBIA SLOUGH
VP 12-02
N.E. ARGYLE ST
N.E. COLUMBIA CT
N.E. COLUMBIA BLVD
N.E. BRYANT ST
City of Portland, Bureau of Planning and Sustainability, November 2015

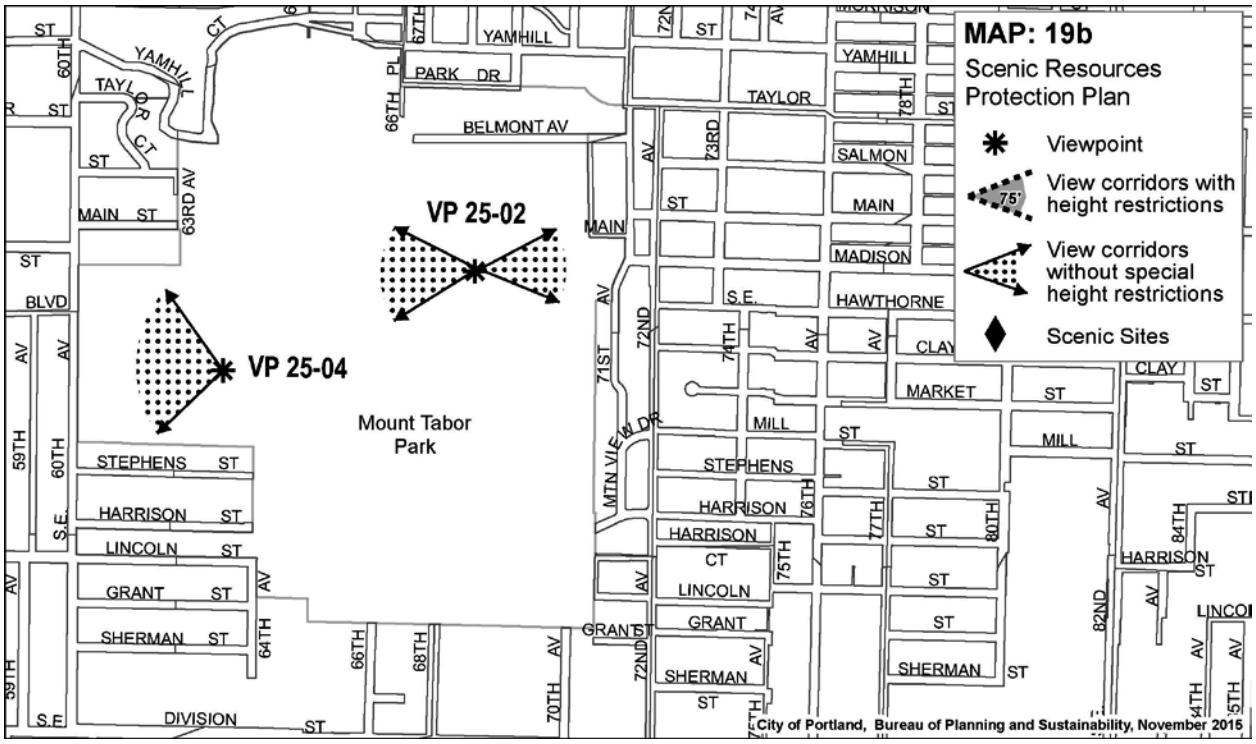


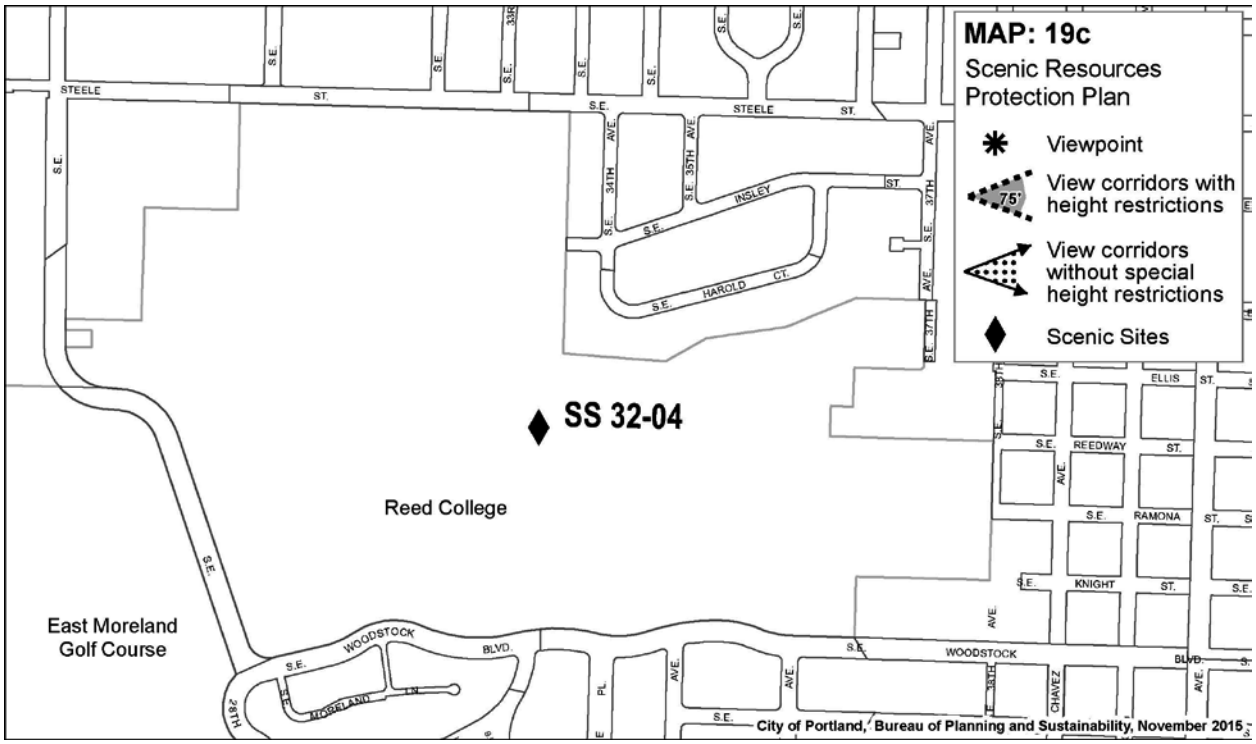
Discussion Draft Central City 2035 Plan
Chapter 33.480, Scenic Resource Zones

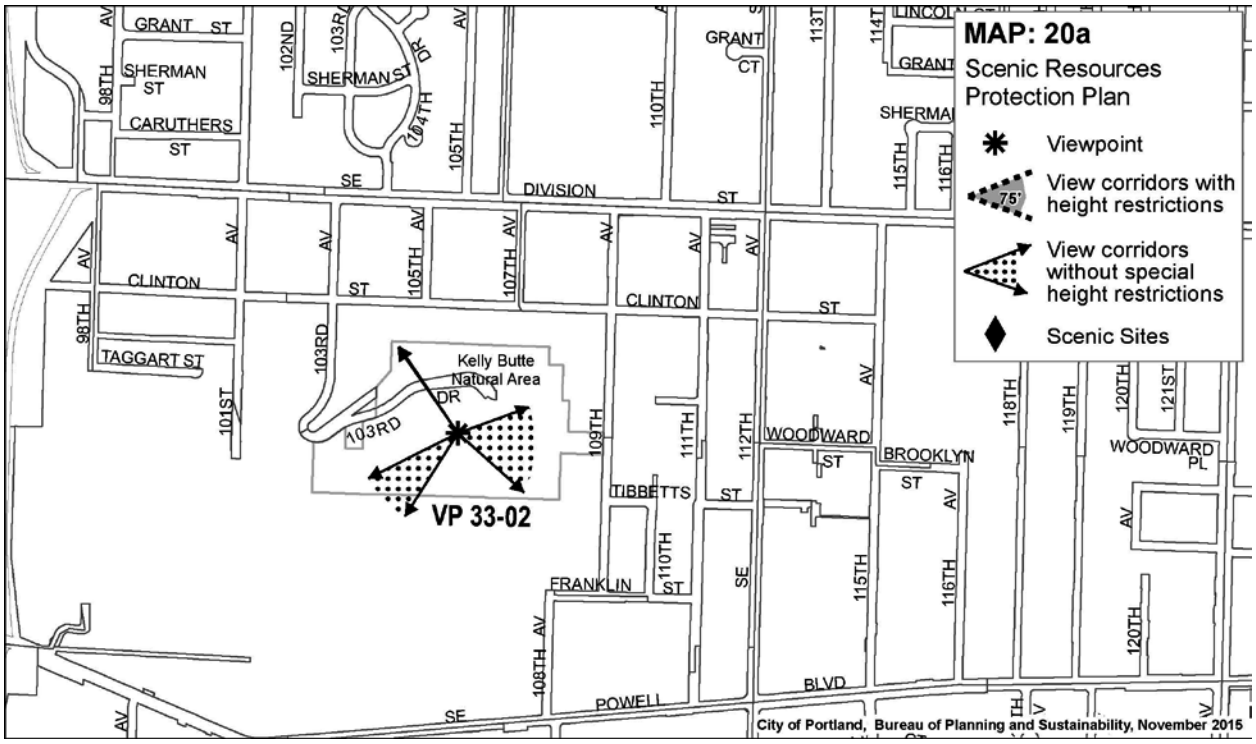

VP 20-13
SS 20-09
SS 20-08
MAP: 18a
Scenic Resources Protection Plan
Viewpoint
View corridors with height restrictions
View corridors without special height restrictions
Scenic Sites
Russell Academy
Margaret Scott ES
Thompson Park
City of Portland, Bureau of Planning and Sustainability, November 2015

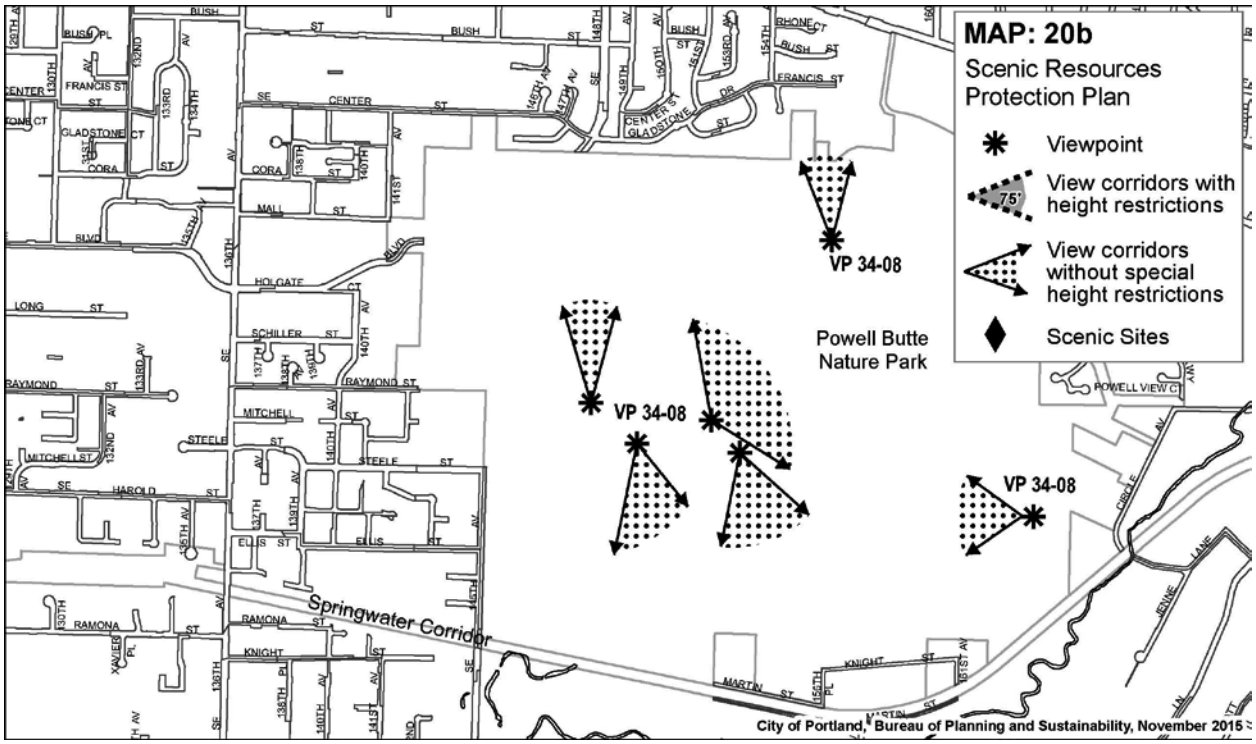

SS 19-19
VP 19-06
VP 19-01
MAP: 18b
Scenic Resources Protection Plan
Viewpoint
View corridors with height restrictions
View corridors without special height restrictions
Scenic Sites
Rocky Butte Natural Area
City of Portland, Bureau of Planning and Sustainability, November 2015

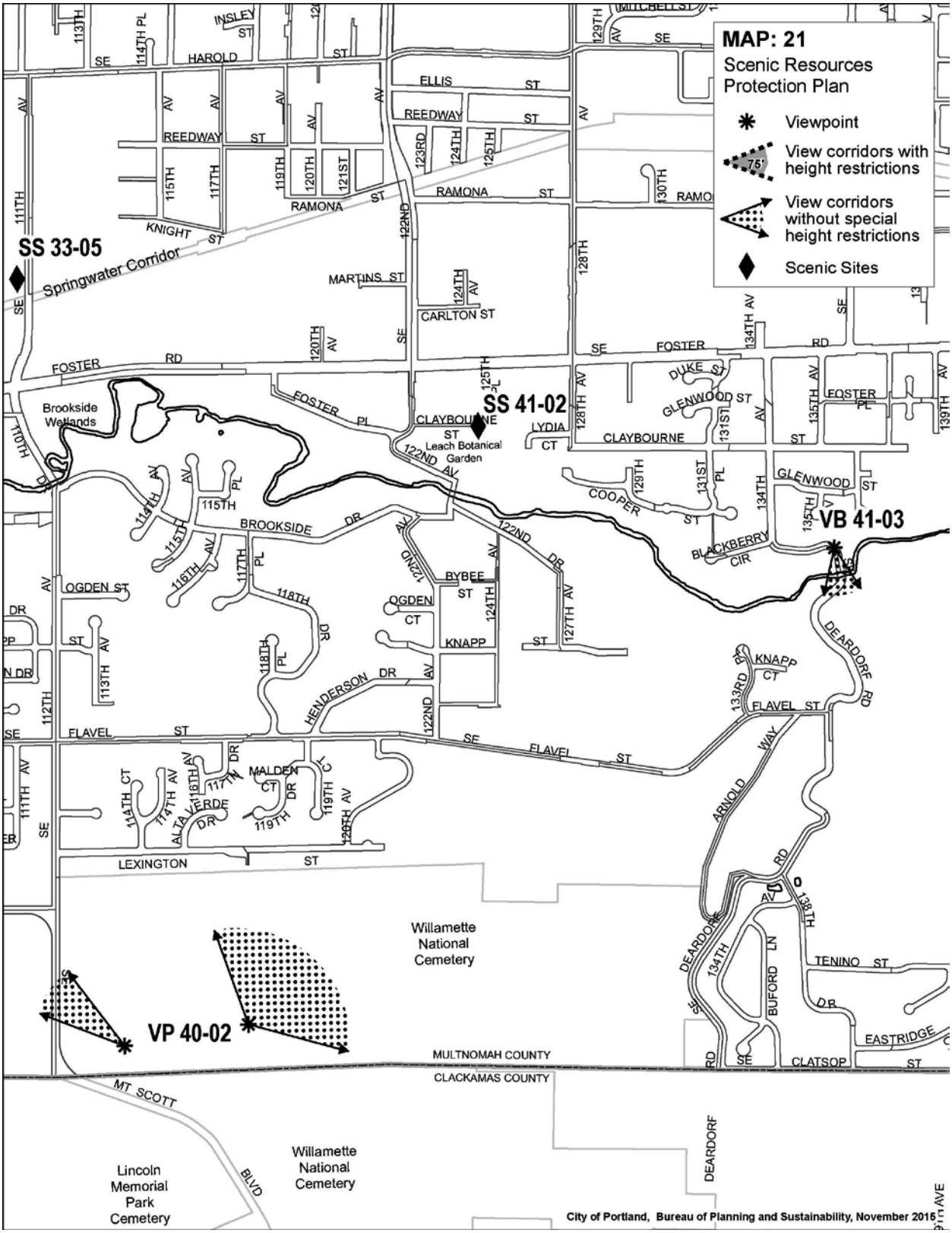

MAP: 19a
Scenic Resources Protection Plan
Viewpoint
View corridors with height restrictions
View corridors without special height restrictions
Scenic Sites
VP 18-01
Rose City Golf Course
Rice School
City of Portland, Bureau of Planning and Sustainability, November 2015

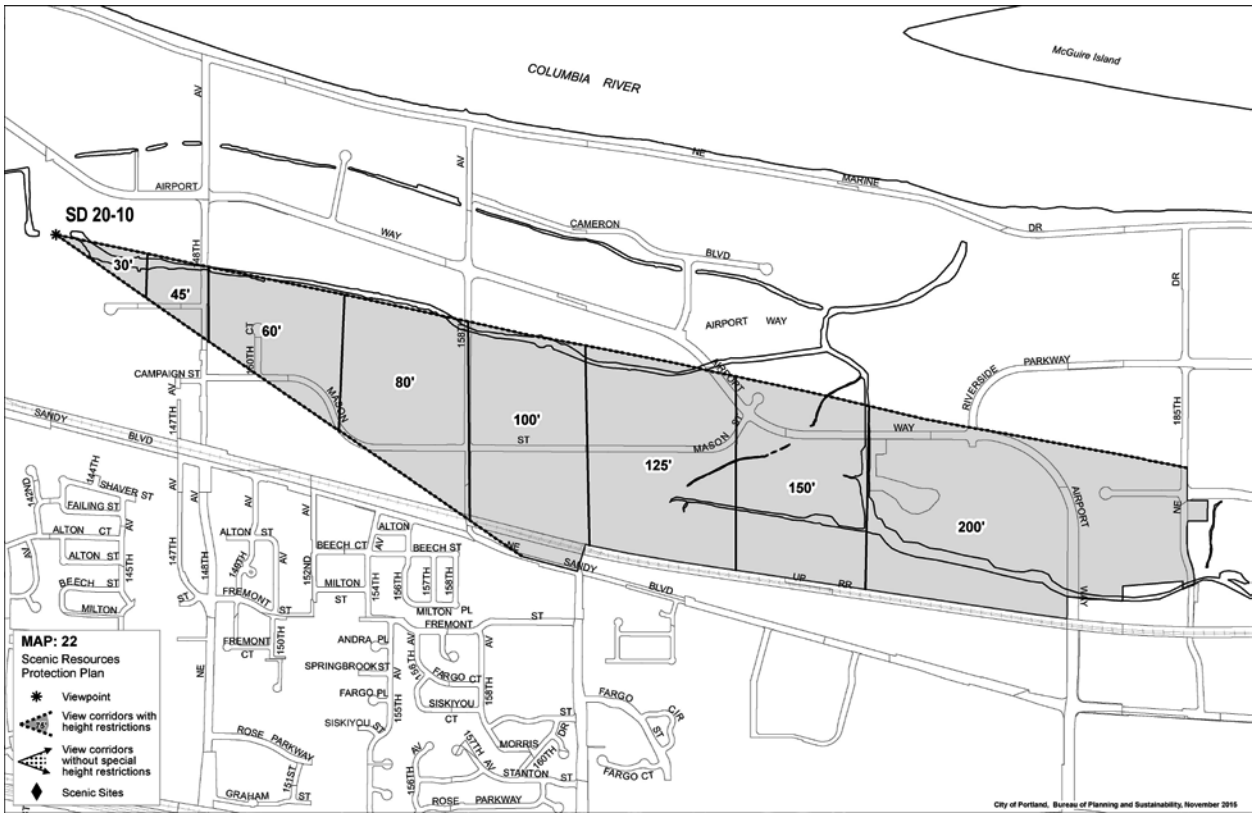

MAP: 19b
Scenic Resources Protection Plan
Viewpoint
View corridors with height restrictions
View corridors without special height restrictions
Scenic Sites
VP 25-02
VP 25-04
Mount Tabor Park
City of Portland, Bureau of Planning and Sustainability, November 2015


MAP: 19c
Scenic Resources Protection Plan
Viewpoint
75'
View corridors with height restrictions
View corridors without special height restrictions
Scenic Sites
SS 32-04
Reed College
East Moreland Golf Course
STEELE ST.
INSLEY ST.
HAROLD CT.
ELLIS ST.
REEDWAY ST.
RAMONA ST.
KNIGHT ST.
WOODSTOCK BLVD.
CHAVEZ
City of Portland, Bureau of Planning and Sustainability, November 2015


MAP: 20a
Scenic Resources Protection Plan
Viewpoint
75'
View corridors with height restrictions
View corridors without special height restrictions
Scenic Sites
VP 33-02
Kelly Butte Natural Area
GRANT ST
SHERMAN ST
CARUTHERS ST
DIVISION ST
CLINTON ST
TAGGART ST
TIBBETTS ST
FRANKLIN ST
WOODWARD ST
BROOKLYN ST
POWELL BLVD
SE
City of Portland, Bureau of Planning and Sustainability, November 2015


MAP: 20b
Scenic Resources Protection Plan
Viewpoint
75'
View corridors with height restrictions
View corridors without special height restrictions
Scenic Sites
VP 34-08
VP 34-08
VP 34-08
Powell Butte Nature Park
Springwater Corridor
City of Portland, Bureau of Planning and Sustainability, November 2015


MAP: 21
Scenic Resources Protection Plan
Viewpoint
View corridors with height restrictions
75°
View corridors without special height restrictions
Scenic Sites
SS 33-05
SS 41-02
VB 41-03
VP 40-02
Springwater Corridor
Brookside Wetlands
Leach Botanical Garden
Willamette National Cemetery
Lincoln Memorial Park Cemetery
MULTNOMAH COUNTY
CLACKAMAS COUNTY
City of Portland, Bureau of Planning and Sustainability, November 2015


COLUMBIA RIVER
McGuire Island
SD 20-10
30'
45'
60'
80'
100'
125'
150'
200'
AIRPORT WAY
CAMERON BLVD
MARINE DR
RIVERSIDE PARKWAY
SANDY BLVD
MASON ST
CAMPAIGN ST
SHAVER ST
FAILING ST
ALTON CT
ALTON ST
BEECH ST
MILTON ST
FREMONT ST
ANDRA PL
SPRINGBROOK ST
FARGO CT
FARGO PL
SISKIYOU CT
SISKIYOU ST
MORRIS ST
STANTON ST
ROSE PARKWAY
GRAHAM ST
MAP: 22
Scenic Resources Protection Plan
Viewpoint
View corridors with height restrictions
View corridors without special height restrictions
Scenic Sites
City of Portland, Bureau of Planning and Sustainability, November 2015

33.865 River Review

865

Sections:

33.865.010 Purpose
33.865.020 When River Review is Required
33.865.030 Procedure
33.865.040 Supplemental Application Requirements
33.865.100 Approval Criteria
33.865.110 Modification of Site-Related Development Standards
33.865.120 Corrections to Violations of the River Environmental Overlay Zone Standards
33.865.200 Use of Performance Guarantees
33.865.210 Special Evaluations by a Trained Professional

33.865.010 Purpose

River Review is intended to:

- Protect, conserve and enhance identified resources and functional values in the River Environmental overlay zone, compensate for unavoidable significant detrimental impact to those resources and functional values, and ensure the success of mitigation and enhancement activities;

- Help the City meet existing and future requirements pursuant to federal and state laws including the Clean Water Act, the Safe Drinking Water Act, the Endangered Species Act, the Migratory Bird Treaty Act, and the National Flood Insurance Act;

- Provide flexibility for unusual situations. River Review allows for evaluation of alternative development scenarios that may have less detrimental impact on protected resources, and allows for the evaluation of off-site mitigation proposals;

- Provide a mechanism for the evaluation of detailed, site-specific information on the location or quality of resources and functional values;

- Provide a mechanism for modifying the location of the River Environmental overlay zone to reflect permitted changes in the location or quality of resources and functional values.

Commentary

Chapter 33.865 is a new chapter is not underlined for ease of reading.

33.865 River Review

This chapter contains the review process, application requirements and approval criteria for River Review. This is a new chapter and it replaces Greenway Review in the Central Reach.

- Provide for the replacement of resources and functional values that are lost through violations of the River Environmental overlay zone standards;

- Provide a mechanism to modify the River Environmental overlay zone standards of Chapter 33.475, River Overlay Zones; and

- Allow for modifications to site-related development standards when modification will result in greater resource protection.

33.865.020 When River Review is Required

River Review is required in the following situations:

A. When an applicant proposes non river-dependent or river-related primary uses within or riverward of the River Setback;

B. When a development or regulated activity in the River Environmental overlay zone is not exempt from the River Environmental overlay zone regulations and either does not meet the standards of subsection 33.475.440 or there are no development standards applicable to the proposal;

C. When River Review is required to correct a violation of the River Environmental overlay zone regulations, as described in subsection 33.475.450;

D. When an applicant wishes to fine tune the boundary of the River Environmental overlay zone based on a detailed environmental study that more accurately identifies the location and quality of resources and functional values. Minor boundary changes are allowed through River Review. Map error corrections are reviewed under 33.855.070, Corrections to the Official Zoning Maps, and removal of the River Environmental overlay zone is processed as a change of overlay zone as stated in 33.855.060, Approval Criteria for Other Changes; or

E. To modify the boundary of River Environmental overlay zone to reflect permitted changes in the location or quality of resources or functional values. The modification of River Environmental overlay zone procedure does not apply to changes caused by violations of subsection 33.475.440.

33.865.030 Procedure

A River Review is processed through a Type IIx procedure, except as described in subsection 33.475.450.B when River Review is required to correct a violation of the River Environmental overlay zone regulations.

Commentary

33.865.040 Supplemental Application Requirements

The supplemental application requirements are substantially the same as those required for the Environmental Overlay Zones.

33.865.040 Supplemental Application Requirements

In addition to the application requirements of Section 33.730.060, the following information is required when the River Review application is for development in the River Environmental overlay zone, or for modification of the River Environmental overlay zone boundary:

A. Supplemental site plan requirements. One copy of each plan must be at a scale of at least one inch to 40 feet. Site plans must show existing conditions, conditions prior to a violation (if applicable), proposed development, and construction management. A mitigation site plan is required when the proposed development will result in unavoidable significant detrimental impact on the resources and functional values ranked high or medium in the *Willamette River Natural Resource Inventory* or when mitigation is proposed in order to meet River Review approval criteria. A remediation action site plan is required when significant detrimental impacts occur in violation of the Code and no permit was applied for. The Director of BDS may waive items listed in this subsection if they are not applicable to the specific review; otherwise they must be included. Additional information such as wetland characteristics or soil type may be requested through the review process.

1. The existing conditions site plan must show the following:

   a. For the entire site:

      (1) Location of any wetlands or water bodies on the site or within 50 feet of the site. Indicate the location of the top of bank, centerline of stream, ordinary high water, or wetland boundary as appropriate;

      (2) 100-year floodplain and floodway boundaries;

      (3) The top of bank of the Willamette River, and the structures and topographic contours referenced to determine the top of bank. The site plan depicting the top of bank must be drawn accurately to scale, and be suitable for reproduction on paper no smaller than 8.5 x 11 inches and no larger than 36 x 48 inches. The scale of the drawing must be between 1 inch = 50 feet, and 1 inch = 10 feet. Ground elevations must be shown by contour lines at 2-foot vertical intervals. See Section 33.910.030, Environmental-Related Definitions, Top of Bank;

      (4) Boundaries of the River Environmental overlay zone. These boundaries may be scaled in relation to property lines from the Official City Zoning Maps;

      (5) Location and boundaries of designated scenic resources. The location of viewpoints, view corridors and scenic corridors must be show in relation to the property lines, existing and proposed public trails and boundaries of the River Environmental overlay zone;

      (6) Topography shown by contour lines at two foot vertical contours in areas of slopes less than ten percent and at five foot vertical contours in areas of slopes ten percent or greater;

Commentary

(7) Drainage patterns, using arrows to indicate the direction of major drainage flow; and

(8) Existing improvements such as structures, buildings, utility lines, fences, etc.

b. Within the River Environmental overlay zone:

(1) Distribution outline of shrubs and ground covers, with a list of most abundant species; and

(2) Trees over 3 inches in diameter identified by species and size, including the location of the trunk and the root protection zone or canopy drip line. In the case of a violation, also identify the trees that were cut or damaged by showing stump diameter and species.

2. A proposed development site plan must show the following:

a. Location of the River Environmental overlay zone;

b. Location of all proposed development;

c. Location of proposed utility lines and connections, stormwater systems and septic or sewer facilities;

d. Location of protected view corridors;

e. Proposed final contour lines at 2-foot vertical intervals in areas of slopes less than ten percent and at 5-foot vertical contours in areas of slopes ten percent or greater;

f. Delineated areas of ground disturbance and vegetation removal;

g. Balanced cut and fill calculation for any grading in the 100-year floodplain; and

h. Location and species of existing tree, shrubs and ground covers to remain;

3. A construction management site plan must show the following:

a. Location of the River Environmental overlay zone;

b. Delineated areas of ground disturbance and vegetation removal, including equipment maneuvering areas;

c. Proposed grading plan with existing and proposed contours. The grading plan must show proposed alteration of the ground at 2-foot vertical contours in areas of slopes less than ten percent and at 5-foot vertical contours in areas of slopes ten percent or greater;

Commentary

d. Location of excavation and fill and total quantities of each;

e. Areas where existing topography and vegetation will not be affected by the development proposal;

f. Identification of trees to be removed using a bold X and the location of trees to remain including the required root protection zone;

g. Location of site access and egress;

h. Equipment and material staging and stockpile areas;

i. Erosion control measures; and

j. Measures to protect trees and vegetation in accordance with Title 11.

4. An on-site or off-site mitigation or remediation site plan must show the following

a. Location of the River Environmental overlay zone in relation to the mitigation site;

b. Distribution outline, species composition, and percent cover of ground covers to be seeded or planted using standard landscape graphics;

c. Location, species, and size of each shrub and tree to be planted;

d. A planting table listing all trees, shrubs, groundcover or seeds to be installed including the ratio of seeds to area to be planted, species name (common and scientific), number, size and spacing;

e. The area of the mitigation site in square feet in relation to the project impact area;

f. The location of the mitigation site in relation to existing, proposed or anticipated future development on the site;

f. Stormwater management features, including retention, infiltration, detention, discharges, and outfalls;

h. Location of protected view corridors;

i. Water bodies to be created, including depth;

j. Water sources to be used, including volumes;

k. Information showing compliance with Section 33.248.090, Mitigation and Restoration Plantings.

Commentary

B. Supplemental narrative. The following is required:

1. **Impact evaluation**. An impact evaluation is required to determine compliance with the approval criteria, and to evaluate practicable development alternatives for a particular site. The alternatives must be evaluated on the basis of their impact on identified resources and functional values. Significant resources and functional values are identified in the *Willamette River North Reach Natural Resources Inventory: Riparian Corridors and Wildlife Habitat (2008)*, and a supplemental environmental assessment can be provided to more accurately identify resources and functional values on the site. In the case of a violation, the impact evaluation is used to determine the nature and scope of the significant detrimental impacts.

   a. An impact evaluation includes:

      (1) Identification, by characteristic and quantity, of the natural resources and their functional values found on the site. The *Willamette River North Reach Natural Resources Inventory: Riparian Corridors and Wildlife Habitat (2008)* provides site-specific information on natural resource features including:

      - open water;
      - shallow water (river depth 0-20 feet);
      - beach;
      - riparian vegetation;
      - upland and bottomland forest;
      - grassland;
      - flood area and floodplain;
      - wetlands, streams and ponds; and
      - special habitat area.

      The *Willamette River/Central Reach Natural Resources Inventory (2015)* provides site-specific information on the functional values provided by the various natural resource features including:

      - Microclimate and shade;
      - Stream flow moderation and water storage;
      - Bank function, and sediment, pollution and nutrient control;
      - Large wood and channel dynamics;
      - Organic inputs, food web and nutrient cycling;
      - Fish and wildlife habitat;
      - Habitat connectivity/movement corridor;

Commentary

(2) Chapter 33.480, Scenic Resources, says that adjustments and modifications to the standards can be made through Environmental or River Review. Map 480-1 includes the location of Scenic (s) overlay zones and view corridors with special height limitations.

The Willamette River/Central Reach Natural Resources Inventory (2015) also provides information on wildlife and plant special status species that are known or reasonably expected to occur within or use a site. The application must contain current information regarding any special status species known or expected to occur on the site;

(2) Identification of the scenic resources on the site. The *Central City Scenic Resources Protection Plan* (2015) provides site-specific information on the scenic resources. The application must contain current information regarding the scenic resources.

(3) Identification of significant unavoidable detrimental impacts on identified natural and scenic resources and functional values. Actions that could cause detrimental impacts and should be identified include:

- excavation and fill both in the water and above the ordinary high water mark. The quality and source of fill material is an important factor to be considered;
- clearing and grading;
- construction;
- vegetation removal;
- tree planting;
- altering bathymetry;
- altering a vegetated riparian corridor or upland vegetated area;
- altering the floodplain;
- altering the temperature of the river especially the altering of existing cold water sources;

(3) Evaluation of practicable alternative locations, design modifications, or alternative methods of development that both achieve the project purpose, taking into account cost and technology, and minimize significant detrimental impacts on identified natural and scenic resources and functional values; and

(4) Determination of the practicable alternative that best meets the applicable approval criteria.

Commentary

b. An impact evaluation for a violation includes:

(1) Description, by characteristics and quantity, of the natural and scenic resources and functional values on the site prior to the violation; and

(2) Determination of the impact of the violation on the natural and scenic resources and functional values.

2. Biological assessment. A biological assessment developed for the purposes of a federal or state permit may be submitted in place of some or all of the impact evaluation if the biological assessment includes the information described in subparagraph B.1, above. In the event that the applicant submits a biological assessment in place of some or all of the impact evaluation, the applicant must identify which aspects of the impact evaluation are covered by the biological assessment and, if necessary, identify which pieces of information will be included in the impact evaluation.

3. Supplemental environmental site assessment. A site-specific environmental assessment, prepared by a qualified consultant, to more precisely determine the existence, location, type, extent, and quality of the natural resources and functions on the site can be provided as part of the supplemental narrative. The assessment may verify, supplement, or challenge the information in the City's inventory for the purpose of informing the impact evaluation and identifying mitigation obligations;

4. Construction management plan. Identify measures that will be taken during construction or remediation to protect the remaining natural and scenic resources and functional values at and near the construction site and provide a description of how areas that are not affected by the construction will be protected. For example, describe how trees will be protected, erosion controlled, construction equipment controlled, and the timing of construction; and

5. Mitigation or remediation plan. The purpose of a mitigation or remediation plan is to compensate for unavoidable significant detrimental impacts on identified natural and scenic resources and functional values that result from the chosen development alternative or violation. A mitigation or remediation plan includes:

a. Natural or scenic resources and functional values to be restored, created, or enhanced within mitigation or remediation area. If credits will be purchased from a City certified mitigation bank, the mitigation plan must identify the total number and the type of credits being purchased;

b. Documentation of coordination with appropriate local, regional, special district, state, and federal regulatory agencies;

Commentary

33.865.100.B Development within the River Environmental Overlay Zone
The approval criteria for development within the River Environmental overlay zone are intended to protect and conserve the natural resources and functional values that exist in the overlay zone. The approval criteria are modeled on the environmental conservation overlay zone approval criteria and will allow development to occur as long as the applicant can show that all other practicable alternatives to locating development in the resource area have been explored and are not practicable within the context of project purpose. In cases where development will occur and resource values will be diminished, mitigation is required to compensate for the loss of function due to the development.

c. Construction timetables;

d. Operation and a long-term maintenance plan;

e. Monitoring and evaluation procedures that include periodic reporting;

f. Remedial actions for unsuccessful mitigation;

g. Information showing compliance with Section 33.248.090, Mitigation and Restoration Plantings; and

h. If off-site mitigation is proposed, demonstration that on-site mitigation is not practicable or ecologically beneficial.

33.865.100 Approval Criteria.

Requests for a River Review will be approved if the review body finds that the applicant has shown that all applicable approval criteria have been met.

A. Development within the River Environmental overlay zone. The applicant's supplemental narrative must demonstrate that all of the following are met:

1. Resource enhancement projects:

   a. There will be no net loss of total resource area; and

   b. There will be a significant improvement of at least one functional value.

2. All other proposals in the River Environmental overlay zone:

   a. Proposed development minimizes the loss of identified natural or scenic resources and functional values consistent with the uses that are generally permitted or allowed in the base zone without a land use review, or permitted or allowed by an approved conditional use review;

   b. Proposed development locations, designs, and construction methods are less detrimental to identified natural and scenic resources and functional values than practicable and significantly different alternatives, including alternatives on the same site but outside of the River Environmental overlay zone;

Commentary

33.865.100.A.2.d Mitigation
Mitigation for unavoidable impacts from development will be required for every River Review.

(3) The applicant will be required to show that the proposed mitigation compensates for all significant detrimental impacts to identified natural resources and functional values including the interim loss of resource area and functionality. Lost resource features and functions on the site will have to be fully replaced with in-kind resources, and any interim loss of functionality that will happen between the time the impacts occur and the time the mitigation site is mature will have to be addressed.

Through previous mitigation project, staff determined a mitigation ratio of 1.2:1 is the minimum to account for time lag and that ratio is associated with mitigation for grassland habitat. Shrublands, woodlands and forests will take longer to be established. Therefore, a 1.5:1 ratio of project impact area to mitigation area is the least amount mitigation that may be proposed. This is also the mitigation ratio required by the standard 33.475.430.K, Mitigation.

During review it is possible that a higher mitigation ratio will be required due to the factors listed in 3.a-d. The applicant's response to 3.a, uniqueness of the features and functions, should include consideration of how rare the habitat or fish/wildlife are in the local area or region and if any species listed in the Natural Resources Inventory as *at-risk* are impacted, including Endangered Species Act listed species. The applicant's response to distance between the impact area and mitigation area should address the species being impacted and how well the mitigation area will serve those species that will have to relocate.

Item 3.d address the time for plants to grow and fully the replace the lost functions. The City or applicant may proposed a different mitigation ratio that better accounts for the time lag between impacts and a fully functioning mitigation site. Time lag is dependent on the plant and fish/wildlife species impacted and the time it takes for those functions to be replaced. An old growth bottomland hardwood forest can take more than 50 years to be replaced, where a grassland may take only a few years.

(4) On-site mitigation opportunities must be explored before off-site mitigation can be approved. On-site mitigation is a priority in cases where there is adequate space to mitigate based on the mitigation ratio, and appropriate conditions exist to support successful mitigation. An adequate on-site mitigation area should be able to sustain on-going resource functionality and habitat connectivity without being negatively impacted by surrounding development. On-site opportunities will be evaluated within the context of existing, proposed and future development on the site.

c. There will be no significant detrimental impact on areas of the site reserved for mitigation, areas within the River Environmental overlay zone not proposed for development at this time, downstream river habitat within the Central Reach, or other sites in the Central Reach where environmental restoration is in progress or complete;

d. Mitigation:

(1) The mitigation plan must demonstrate that all significant detrimental impacts on identified scenic and natural resources and functional values, and the interim loss of functional value will be compensated for.

(2) To the extent practicable, the natural and scenic resources and functional values restored or enhanced as mitigation must be the same kind of resource, performing the same functional value as the lost resource.

(3) The amount of natural resource mitigation due as compensation will be based on the amount and relative condition of the resources and functional values impacted by the proposal. The amount of natural resource mitigation required will be no less than 1.5:1 of mitigation area to project impact area, but may be more to address the following:

- the uniqueness of the resources and functional values impacted;
- the relative condition of the mitigation area;
- the distance between the impact area and mitigation area; and
- the time lag between when the resources and functional values are lost due to the impacts and the point when the mitigation site will achieve full functions.

(4) Mitigation must occur on-site when practicable, and ecologically beneficial. Factors to be considered when evaluating this criterion include:

- The potential for the long-term success of the restored resources and functional values in the mitigation area;

Commentary

33.865.100.A.2.d.5 Mitigation

There are two options for off-site mitigation:

A higher ratio of mitigation to impacts is applied to off-site mitigation because there are natural resources functions lost permanently when resources are removed at one location and mitigated for at a different location. A higher ratio ensures that compensation for moving the resources is accounted for. The mitigation can be completed outside of the River Environmental Overlay Zone provided that it is contiguous to the River Environmental Overlay Zone.

A fee-in-lieu option is under development.

1. Fee use and administration. The fee would be collected by BDS and administered by the Bureau of Environmental Services. The fees collected would be used for environmental enhancement or restoration projects on public or private property within the same watershed as the site.

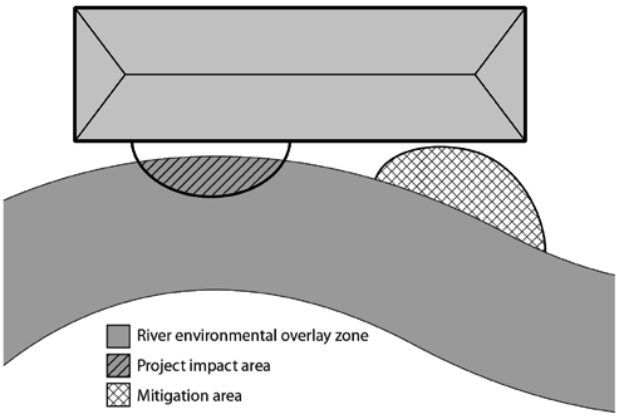
2. Calculation of required fee contributions. The calculation to determine cost is under development. The cost would be based on current market prices for materials, labor, site-preparation, installation and on-going maintenance. It would be adjusted to meet the minimum 3:1 ratio of mitigation area to project impact area.

- The amount, size, shape, and connectivity potential of on-site mitigation areas;
- The location of the mitigation area in relation to existing, proposed or future development on the site, and the impact development may have on the mitigation area;
- Contamination; and
- Any other site specific issue or constraint.

(5) If on-site mitigation is not practicable or ecologically beneficial, the applicant may perform mitigation off-site. The off-site mitigation must meet 33.865.100.A.2.d.1-4 and the following:

- Mitigation must occur at a minimum 3:1 ratio of mitigation area to project impact area;
- The mitigation area must be located within the Willamette River Central Reach;
- The applicant must own the property or have an easement or deed that ensures the mitigation area will not be developed;
- Mitigation must occur in the River Environmental Overlay Zone or in an area that is contiguous to the River Environmental Overlay Zone, see Figure 865-1.

Figure 865-1
Mitigation Area Contiguous to River Environmental Overlay Zone



Commentary

33.865.100.A.2.d.6

It is possible that the DSL or USACE may require mitigation based on a narrower set of criteria than the City. For example, the DSL or USACE may require mitigation for impacts to Endangered Species Act listed species but not require mitigation for impacts to other fish or wildlife species. The City may require additional mitigation for impacts to fish or wildlife species or habitat that were not addressed by the agencies.

33.865.100.A.2.e Other Regulatory Approvals

This approval criterion is intended improve regulatory efficiency and reduce instances when a City land use review decision or recommendation is at odds with or duplicative of decisions that are rendered by the Oregon Department of State Lands (DSL or the United States Army Corps of Engineers (USACE). That said, this approval criterion is not intended to obligate the City to render synonymous decisions, but the City must ensure that its decisions and recommendations do not undermine the decisions and recommendations of DSL or the USACE. In most cases, meeting this approval criterion will require coordination with the state and federal agencies.

(6) In cases where the proposal is subject to mitigation as the result of obtaining permits from the Oregon Department of State Lands or the U.S. Army Corps of Engineers, the mitigation required for those permits can count toward meeting this mitigation requirement as long as that mitigation is found to adequately compensate for impacts to the identified natural resources and functional values.

e. If other regulatory approvals have been obtained from the Oregon Department of State Lands or the U.S. Army Corps of Engineers, the conditions of approval for this River Review must not circumvent or otherwise undermine decisions made by those agencies.

Commentary

33.865.100.B Modifications to zone boundaries
These approval criteria are the same criteria used for modifications of Environmental Overlay zone boundaries and the boundary of the Pleasant Valley Natural Resource Overlay zone.

3. Additional, more detailed data may be provided that results in a remapping of the River Environmental overlay zone on a site. For example, a survey of the top of bank of a river, stream or drainageway may be provided. The City may need to perform a site visit to verify the data.

Modifications to the location of the River Environmental overlay zone based on more site specific data should be reviewed to determine if any natural resource features or functions have been altered in a way that constitutes a violation to 33.475. Natural resource features and functions change naturally over time due to weather changes, growth of new plants, flooding, etc. Natural changes can result in the features and functions moving on the site and thus the River Environmental overlay zone may need to change accordingly. However, if natural resource features or functions are altered by humans in a way that does not meet the exemptions or standards of 33.475, and have not been reviewed through 33.865, then the location of the River Environmental Overlay zone should not be changed.

3.a. The applicant may use the more detailed feature data (e.g., location of top of bank, flood area, tree canopy, etc.) and apply the adopted methodology of the Natural Resources Inventory to determine the revised location of high and medium ranked resources. This should be verified by the City using the Natural Resources Inventory GIS models.

33.865.110 Modification of Site-Related Development Standards
This approval criterion allows adjustments to site-related development standards to be considered and approved as part of a River Review. The applicant must show that granting the adjustment will result in greater protection of the resources and functional values on the site and that the proposal is consistent with the purpose of the standard that is being adjusted. This approval criterion is the same as a criterion used in Environmental Overlay zones and the Pleasant Valley Natural Resource Overlay zone.

B. Modification of River Environmental overlay zone boundaries. Modifications of River Environmental overlay zone boundaries that reflect permitted changes in the location or quality of resource areas will be approved upon finding that the applicant's statement demonstrates that either Paragraph B.1 or B.2 are met. Modification of environmental zone boundaries based on a more detailed site specific environmental study that confirms the location of natural resource features identified in the adopted Natural Resources Inventory, the applicant's impact evaluation must demonstrate that Paragraph B.3, below, is met:

1. Successful mitigation. An approved mitigation plan has been successful and a new, restored, or enhanced resource exists which should be included in the River Environmental overlay zone; or

2. Approved loss of resource area. All of the following must be met:

   a. All approved development in a resource area has been completed;

   b. All mitigation required of this development has been successful; and

   c. The identified resources and functional values at the developed site no longer exist, or have been subject to a significant detrimental impact.

3. Modification of River Environmental overlay zone boundaries based on a more detailed site-specific environmental study. The River Environmental overlay zone line location may be modified to more accurately reflect the location of natural resources and functional values on the site. All of the following must be met:

   a. The modified River Environmental overlay zone boundary must include all natural resource features that receive a high or medium rank using the methodology adopted in the adopted Natural Resources Inventory; and

   b. The modified River Environmental overlay zone boundary must be located no closer than 50 feet from the top of bank of a river, stream, drainageway, wetland or other water body.

33.865.110 Modifications of Site-Related Development Standards

The review body may consider modifications to site-related development standards as part of the River Review process. These modifications are done as part of the River 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 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.

Commentary

33.865.120 Corrections to Violations of the River Environmental Overlay Zone Standards

These approval criteria are the same criteria that are used for violations of the Environmental Overlay zones and for violations of the Pleasant Valley Natural Resource Overlay zone.

33.865.120 Corrections to violations of the River Environmental Overlay Zone Standards

For corrections to violations of the River Environmental development standards the application must meet all applicable approval criteria stated in Subsection 33.865.100.B, above, and Subsection A, and Paragraphs B.2 and B.3, below. If these criteria cannot be met, then the applicant's remediation plan must demonstrate that all of the following are met:

A. The remediation is done in the same area as the violation; and

B. The remediation plan demonstrates that after its implementation there will be:

1. No permanent loss of any type of resource or functional value;
2. A significant improvement of a least one functional value; and
3. There will be minimal loss of resources and functional values during remediation until the full remediation program is established.

33.865.200 Performance Guarantees

The Director of BDS may require performance guarantees as a condition of approval to ensure mitigation or remediation. See Section 33.700.050, Performance Guarantees.

33.865.210 Special Evaluation by a Professional

A professional consultant may be hired to evaluate proposals and make recommendations if the Director of BDS finds that outside expertise is needed due to exceptional circumstances. The professional will have expertise in the specific resource or functional value or in the potential adverse impacts on the resource or functional value. A fee for these services will be charged to the applicant in addition to the application fee.

33.900s General Terms

900s

Sections Amended:

33.900.010 List of Terms

33.910 Definitions

Commentary

33.900.010 List of Terms and 33.910 Definitions

Both the List of Terms and Definitions and have been updated to include the following:

Bulkhead: This term is not defined in the Zoning Code.

Dredge Material: This term is not defined in the Zoning Code.

Ordinary High Water Mark: This term is used in several chapters of the Zoning Code and currently the code does not provide a definition. There are several different understandings of how to identify this mark. The definition included here is the definition that the U.S. Army Corps of Engineers uses and requires that the location of the mark be determined in the field.

Top of Bank: The existing definition of top of bank is problematic when the shoreline is variable. The definition has been clarified and a section has been added to 33.930 describing how to measure top of bank. This new definition would apply water bodies throughout the city. The change from degrees to percent slope makes this language more consistent with other code chapters, which refer to percent slope.

The definition is intended to identify the plateau of the river/stream bank. If the slope of the bank decreases by 10% and then decreases by 15%, where it stays steady, then the location at which the slope decreased by 15% is the top of bank. If the slope of the bank decreases by 5% and then by 10%, where it stays steady, then the location at which the slope decreases by 10% is the top of bank. If there is no decrease in slope 10% or greater within 50 feet of the ordinary high water mark, then a default top of bank is applied.

Other existing terms and definitions are not shown.

Please also review minor amendments to 33.930 Measurements.

33. 900.010 List of Terms
The following terms are defined in Chapter 33.910, Definitions, unless indicated otherwise.

Bulkhead

Dredge Material

Ordinary High Water Mark

33. 910.030 Definitions

Bulkhead. A retaining wall along a waterfront

Dredge Material. Rock, gravel, sand, silt and other inorganic substances removed from waters of the state.

Ordinary High Water Mark. The line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas.[3]

Top of Bank. The largest decrease in slope that is 10 percent or greater~~first major change in the slope of the incline from~~between the ordinary high water mark~~level~~ of a water body and a point 50 feet landward from the ordinary high water mark. See Section 33.930.150, Measuring Top of Bank. ~~A major change is a change of ten degrees or more.~~ If there is no decrease in slope that is 10 percent or greater~~major change~~ within a distance of 50 feet from the ordinary high water mark~~level~~, then the top of bank will be the default location described in Section 33.930.150, Measuring Top of Bank~~elevation 2 feet above the ordinary high water level~~.

Minor Amendments

Language to be added is underlined. Language to be deleted is shown in ~~strikethrough~~. Shading indicates blocks of text with no substantive changes.

The minor code amendments are to:

33.10 Legal Framework and Relationships
33.140 Employment and Industrial Zones
33.248 Mitigation Restoration Plantings
33.258 Nonconforming Development
33.272 Public ~~Recreational~~ Trails
33.465.230 Pleasant Valley Natural Resources Overlay Zone
33.508.290 Cascade Station/Portland International Center Plan District
33.515 Columbia South Shore Plan District
33.580 South Auditorium Plan District
33.700.110 Prior Conditions of Approval
33.808 Central City Parking Review
33.815 Conditional Uses
33.825.025 Review Procedures, Building Models
33.840 Greenway Goal Exception (new chapter)
33.846.080 Demolition Review
33.920 Descriptions of the Use Categories
33.930 Measurements

Commentary

33.10.130.B.1 Clarification for rights-of-way
The amendment in this paragraph clarifies that land within public rights-of-way that are also within one of the City's environment-related overlay zones is regulated by Title 33.

33.10.130.C Clarification for water bodies
The amendment in this subsection eliminates dredging from the list of activities on or in water bodies that Title 33 does not regulate. Staff recommends that dredging in the Central Reach be regulated by Title 33 when the dredging will occur outside of the federal navigation channel in water that is less than 35 feet deep. The land use review will ensure that the dredging has the least detrimental impact to shallow water and other aquatic habitats as practicable, and that mitigation is conducted to offset any unavoidable impacts to aquatic habitat.

33.10 Legal Framework and Relationships

33.10.030 When the Zoning Code Applies

A. All land and water. The zoning code applies to all land and water within the City of Portland except as provided in Subsections B., C., and D. below. All land divisions, uses and development must comply with all of the requirements specified in the zoning code for that location.

B. Clarification for rights-of-way. Land within private rights-of-way, including rail rights-of-way and utility rights-of-way, is regulated by Title 33. Land within public rights-of-way is regulated by Title 17, Public Improvements, and not by Title 33, except in the following situations where both Titles apply:

1. Rights-of-way in the greenway, river environmental, environmental conservation, environmental protection, pleasant valley natural resource, and scenic resource overlay zones, including the creation of new rights-of-way and the expansion or vacation of existing rights-of-way;
2. The act of creating or dedicating public rights-of-way through a land division;
3. Development within design districts when specified in Chapter 33.420, Design Overlay Zone;
4. Structures that project from private property over rights-of way, such as oriel windows; and
5. Proposals for park-and-ride facilities for mass transit.

C. Clarification for waterbodies. The siting of fills or structures on or over waterbodies is subject to the zoning code provisions. The zoning code does not regulate shipping, ~~dredging~~, boating, and other similar uses on or in water bodies.

D. Private rights-of-way. The creation of private rights-of-way is regulated by Title 33, Planning and Zoning. Street improvements in private rights-of-way are allowed by right in all zones.

Commentary

33.10.050.*A* Official Zoning Maps

This minor code amendment updates trail terminology to recognize that public trails are used for multiple purposes including transportation corridors for pedestrians and bicyclists.

33.10.050 Official Zoning Maps

A. All Content of the Official Zoning Maps. The boundaries of the base zones, overlay zones, and plan districts are shown on the Official Zoning Maps of the City of Portland. The maps also show the location of historical landmarks, special street setbacks, and existing and planned public ~~recreational~~ trails. The Official Zoning Maps are a part of the zoning code, but are published separately. Maps that delineate areas subject to additional zoning regulations may be included in the zoning code, attached to the adopting ordinance, or adopted by reference. The Bureau of Planning and Sustainability maintains the Official Zoning Maps.

B.-C. No change

33.140 Employment and Industrial Zones

140

Sections Amended:

33.140.230 Ground Floor Windows in the EX Zones

33.140.245 Exterior Display, Storage and Work Activities

Commentary

33.140.230 Ground Floor Windows in the EX Zones

Ground floor window requirements are being increased Citywide through the Mixed Use Zoning project. The CX zone in the Central City will be subject to the new base zone 40% coverage requirement proposed by the Mixed Use Zoning project, or, in certain mapped areas, by the 60% coverage requirement in proposed amendments to 33.510.220.

Similarly, the EX zone in the Central City will be subject to a new base zone 40% coverage requirement proposed by this amendment. Some mapped EX zoned areas will be subject the 60% coverage requirement in proposed amendments to 33.510.220.

The language of this amendment has been taken from the proposed ground floor window requirements of the Mixed Use Zoning project.

Note: The provisions of this amendment as well as parallel amendments of the Mixed Use Zoning project include requirements that are beyond strictly ground floor windows, including the requirement for "flexible ground floor design," front setbacks and raised ground floors.

33.140.230 Ground Floor Windows in the EX Zone

A. **Purpose.** In the EX 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 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 or a publicly-accessible plaza, park, open space or trail. 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 a parking structure 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.

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 of nonresidential spaces must be no more than 4 feet above the finished grade.

Commentary

C. **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 33.130.230.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.

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.

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

Commentary

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. *(Note: these standards and their location in the Zoning Code are under development.)*

~~**B. Required amounts of window area.** In the EX zone, all exterior walls on the ground level which are 20 feet or closer to a street lot line, sidewalk, plaza, or other public open space or right-of-way must have windows. The windows must be at least 50 percent of the length and 25 percent of the ground level wall area. Ground level wall areas include all exterior wall areas up to 9 feet above the finished grade. The requirement does not apply to the walls of residential units, and does not apply to the walls of parking structures when set back at least 5 feet and landscaped to at least the L2 standard.~~

~~**C. Qualifying window features.** Required window areas must be either windows that allow views into working areas or lobbies, pedestrian entrances, or display windows set into the wall. Display cases attached to the outside wall do not qualify. The bottom of the windows must be no more than 4 feet above the adjacent exterior grade.~~

~~**D. Exceptions for Public Arts.** Outside of the Central City plan district, public art is allowed instead of meeting 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

33.140.245 Exterior Display, Storage, and Work Activities

The City is in the process of adopting comprehensive plan update including early implementation projects required for consistency with the new plan. Two implementing projects the Mixed Use Zoning and the Employment Zoning projects relate to this code section proposal. The Mixed Use Zoning Project changes zoning categories, patterns, and regulations. There will be a significant reduction in the Central Employment (EX) zone in the city. The EX zone will remain in the Central City and in Marquam Hill, where the Oregon Health Sciences University, Doernbecher Childrens' and Shriner's hospitals are located. This project has also updated exterior display regulations for commercial zones in the base zone code chapter, which makes sense to apply to the EX zone.

Staff's proposed amendment to 33.140.245 B applies the commercial zones exterior display code language to the EX zone. In the existing Central City 33.510.223 code section, exterior display and storage was allowed at mapped locations. This proposal replaces the 33.510.223 code section with the base zone section that applies to EX zoned sites. There continues the desire to allow the exterior display of some smaller scale goods that add to the vibrancy of street level activity and meets the daily needs and desires of residents, employees and visitors. This proposal allows some exterior display of goods and does not allow the exterior display of auto-oriented, construction and industrial use category goods. These are not appropriate items to be displayed outdoors in the urban Central City or at the EX zoned institutions in Marquam Hill.

Note: The Exterior Display, Storage and Work Activities code section is being amended through the Employment Zoning Project. It includes addressing the non-allowance of exterior storage in the EX zone, which is desirable in the Central City area. For the purposes of this *CC2035 Plan* amendment, staff is using the Planning and Sustainability Commission recommended code amendment text as the base language for this amendment. BPS staff does not anticipate changes to this section during the upcoming City Council public hearing and decision making on this project. If City Council takes additional action on the code language recommended in the Employment Zoning Project, then the next draft of the *Central City 2035 Plan* will incorporate such changes.

Below as a reference, is the existing code language for subsection 33.140.245.b:

> **B. Exterior display.** Exterior display of goods is 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

33.140.245 Exterior Display, Storage, and Work Activities

F. No change.

G. 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 the EX zone except for the display of motor vehicles, motor vehicle parts and supplies, building materials and uses in the industrial categories.

C.-E. No change.

Commentary

33.248.090.D Landscape Area Preparation

The amendment adds the River Environmental overlay zone to the list of zones where nuisance trees must be removed.

33. 248.090 Mitigation Restoration Plantings

A.-C. No change

D. Landscaped Area Preparation. All new required mitigation areas must be cleared of groundcovers and shrubs listed on the Nuisance Plants Lasts. If the site is within the Environmental Overlay Zone, the Pleasant Valley Natural Resource Overlay Zone, ~~and~~ the River Natural Overlay Zone, ~~and~~ the River Water Quality Overlay Zone, or the River Environmental Overlay Zone ~~in the Greenway Overlay Zone~~, then trees listed on the Nuisance Plants List must be removed from the required mitigation area.

E.-G. No Change

Commentary

33.258.070.D.2.a(6) Nonconforming Development

What is nonconforming development?

Nonconforming development exists where a site met all the regulations at the time it was developed but does not meet the current regulations because of subsequent changes to the Zoning Code. For example, many parking lots were built before Portland required landscaping. Such development is "grandfathered in," meaning that it can remain as long as there are no changes to the site.

What are upgrades to nonconforming development?

Upgrading nonconforming development means bringing it closer to compliance with the current regulations.

When are such upgrades required?

If an owner is making alterations to the site, upgrading nonconforming development may be required. This upgrade is typically required when the alterations cross a certain dollar threshold. Some items are exempt from the threshold, meaning they do not count toward the threshold. These can include improvements that are required by City regulations, such as seismic upgrades, or improvements that contain a substantial public benefit, such as earthquake upgrades or stormwater management facilities.

In keeping with the kinds of exemptions described above, staff proposes exempting actions to remove or remediate hazardous substances from the threshold that triggers nonconforming upgrades, because the cleanup of hazardous substances has substantial public benefit.

33.258.070 Nonconforming Development

A.-C. No change

D. Development that must be brought into conformance.

1. No change

2. Nonconforming development with an existing nonconforming use, allowed use, limited use, or conditional use. Nonconforming development associated with an existing nonconforming use, an allowed use, a limited use, or a conditional use, must meet the requirements stated below. When alterations are made that are over the threshold of Subparagraph D.2.a., below, the site must be brought into conformance with the development standards listed in Subparagraph D.2.b. The value of the alterations is based on the entire project, not individual building permits

   a. Thresholds triggering compliance. The standards of Subparagraph D.2.b., below, must be met when the value of the proposed alterations on the site, as determined by BDS, is more than $153,400. The following alterations and improvements do not count toward the threshold:

      (1) Alterations required by approved fire/life safety agreements;

      (2) Alterations related to the removal of existing architectural barriers, as required by the Americans with Disabilities Act, or as specified in Section 1113 of the Oregon Structural Specialty Code;

      (3) Alterations required by Chapter 24.85, Interim Seismic Design Requirements for Existing Buildings;

      (4) Improvements to on-site stormwater management facilities in conformance with Chapter 17.38, Drainage and Water Quality, and the Stormwater Management Manual; and

      (5) Improvements made to sites in order to comply with Chapter 21.35, Wellfield Protection Program, requirements.

      (6) Energy efficiency or renewal energy improvements that meet the Public Administrator incentive criteria whether or not the project applies for and receives the incentive~~.~~;

      (7) Landscaping required by 33.475.220; and

      (8) Removal or remediation of hazardous substances conducted under ORS 465.200-545 & 900.

33.272 Major Public ~~Recreational~~ Trails

272

Sections:

33. 272.010 Purpose
33.272.020 Where These Regulations Apply
33.272.030~~020~~ Dedication of Public Right-Of-Way or Easement
33.272.040~~030~~ Construction of the Trail
33.272.050 Trail Standards
33.272.060~~040~~ Use of Trail
33.272.070~~050~~ Hours of Use
33.272.080~~060~~ Trespass
33.272.090~~070~~ Trail Maintenance and Liability
33.272.100~~080~~ Standards for City Acceptance of Deeded Land

33. 272.010 Purpose

The major public ~~recreational~~ trail requirements are intended to:

- Increase recreational opportunities within the City of Portland and connect these recreational opportunities with a regional recreational trail system;
- Increase public access to and along the Willamette River and to other significant natural resource areas;
- Provide emergency vehicle access;
- Provide access to increase public safety;
- Assist in flood protection and control;
- Assist in shoreline anchoring;
- Support alternative modes of transportation;
- Provide connections to other transportation systems;
- Implement the City's Comprehensive Plan policies regarding public ~~recreational~~ trails;
- Help create a pleasant, aesthetically pleasing urban environment; and
- Provide consistent standards for trail development.

Commentary

33.272 Major Public Trails

Staff proposes updating the title of this chapter from recreational trail to major public trail. This acknowledges that the Greenway trail and other trails shown with the star symbol on the city's Official Zoning Maps are major public trails in the city. These trails serve bicyclists and pedestrians for recreation and transportation purposes. It is also is consistent with the terminology used in the recently updated *2035 Comprehensive Plan Recommended Draft*.

This chapter has also been reorganized to be more consistent with the formatting of other zoning code chapters.

33.272.020.A Where These Regulations Apply - General

This subsection is being added to address the requirements of the Dolan vs. City of Tigard Supreme Court decision. The results of that case require local governments to find that an exaction is roughly proportional to the impacts of the proposed development before the exaction can be required. The standards of chapter 33.272, Major Public Trails constitutes an exaction for the purpose of construction of the trail. Staff proposes updating the language in this subsection to refer specifically to rough proportionality.

33.272.020.B

The regulations of this chapter will not apply when removal and remediation of hazardous substances is being conducted. The development of the greenway trail should occur when the site is being developed rather than when it is being cleaned up. In addition, the City does not want to add cost and complexity to the removal and remediation of hazardous substances.

33.272.020.C & D

These subsections moved from 33.272.0~~30~~040 to this new section on where the regulations of 33.272 apply. These subsections identify the additional plan district regulations that apply for major public trails in Columbia South Shore and South Waterfront.

33.272.030 Dedication of a Public Right-of-Way or Easement

As in previous code sections, staff also proposes to revise the term recreational trail to major public trail. The language also clarifies that all applicants in a land use review or seeking a building permit on lands designated with the major public trail symbol on the zoning map are required to grant an easement that is recorded with the County Recorder/Auditor's Office, prior to obtaining a final certificate of occupancy. Portland Parks and Recreation often receives easements as part of a land use decision, rather than at the time of development.

33.272.020 Where These Regulations Apply

A. General. The regulations of this chapter apply to all sites that have the major public trail symbol designation shown on the Official Zoning Maps. The regulations of this chapter apply when a development will increase the use of the trail system or will contribute to the need for additional trail facilities and application of the regulations is determined to be logically related and roughly proportional to the impacts of the proposed development. A determination that the regulations of this chapter do not apply does not preclude acquisition and construction of a public trail through other legal means.

B. Exception. The regulations of this chapter do not apply when the proposal is for the removal or remediation of hazardous substances and the actions are conducted under ORS.465.200 through .545 and 465.900.

C. Columbia South Shore Plan District. Sites in the Columbia South Shore Slough Trail area and Cross-Levee Trail area must also comply with the regulations of 33.515.260. These areas are shown on Map 515-4.

D. South Waterfront subdistrict of the Central City Plan District. Sites in the South Waterfront subdistrict of the Central City Plan District must also comply with the regulations of 33.510.253. The regulations of that section specify when major public trails must be constructed within the South Waterfront subdistrict.

33. 272.030~~020~~ Dedication of a Public Right-Of-Way or Easement

All applicants for a land use review or for building permits on lands designated with a major ~~recreational~~ public trail symbol on the zoning map are required to grant an easement for the ~~recreational~~ major public trail. The easement must be recorded with the County Recorder/Auditor's Office ~~done as part of recording a land use review~~ and finalized prior to obtaining a final certificate of occupancy. The land may be donated to the City instead of granting an easement when the standards of Section 33.272.~~080~~100 are met. Trails shown adjacent to public rights-of-way may be constructed in the public right-of-way, subject to approval from the Office of Transportation.

Commentary

33.272.040 Construction of Trails

This zoning code section states the requirements for trail construction.

Note: staff acknowledges that other federal and state legislation might determine trail location on particular lands. An example is where a development is subject to the Maritime Transportation Security Act and must develop and adhere to a Maritime Security Plan that limits public access across the site to protect homeland security. In this case, there is/will be flexibility in where the trail is located, and it may be located somewhere else on the site. Each site has unique conditions and characteristics that will affect how this section is implemented.

33. 272.040~~030~~ Construction of Trails

A. Single-dwelling zones. The construction of the ~~recreational~~ major public trail in single-dwelling residential zones is only required for Land Divisions ~~subdivisions~~ and Planned Developments ~~PUDs that involve the creation of a street~~. Construction of the trail is not required as part of development on an e~~E~~xisting single-dwelling lot~~. s are not required to construct the trail.~~

~~**B. Columbia South Shore Plan District**. Sites in the Columbia South Shore Slough Trail area and Cross-Levee Trail area must also comply with the regulations of Section 33.515.260. These areas are shown on Map 515-4. Other trails in the Columbia South Shore Plan District must comply only with the regulations of this chapter.~~

~~**C. South Waterfront subdistrict of the Central City plan district.** Sites in the South Waterfront subdistrict must comply with the regulations of Section 33.510.253. The regulations of that section specify when recreational trails must be constructed within the South Waterfront subdistrict.~~

B.~~D.~~ All other zones. Construction of the ~~recreational~~ major public trail is required on lands designated with a ~~recreational~~ major-public trail symbol on the zoning maps in any of the following situations listed below.

1. When there is new development;
2. When exterior alterations to existing development are 35 percent or greater of the assessed improvement value of the total improvements on the site; or
3. When there is a Land Division or Planned Development. ~~When streets are constructed in a subdivision, industrial park, or PUD.~~

C.~~E.~~ Prior to certificate of occupancy. The trail must be constructed prior to the issuance of a certificate of occupancy, unless the site is eligible for the trust fund provisions of 33.515.260.B, or the special timing provisions of ~~Paragraph~~ 33.510.253.D.4.

33. 272.050 Trail Standards

~~**F. Trail standards.** A major public recreational trail must comply with the standards of Portland Parks and Recreation for recreational trails or, where the trail is located in a public right-of-way, it must comply with the standards of the Portland Office of Transportation.~~

~~**G. Environmental review.** If the trail is located within the Environmental zones, the trail must comply with the requirements of Chapter 33.430.~~

Commentary

33. 272.060~~040~~ Use of Trail
Public use and conduct on the ~~recreational~~ major public trail are subject to the regulations in Chapter 12, Prohibited Conduct, of Title 20, Parks and Recreation; and Chapter 50, Columbia South Shore Slough Trail of Title 20 except as otherwise limited by the terms of an easement between the applicant and the City.

33. 272.070~~050~~ Hours of Use
The ~~recreational~~ major public trail and access paths must be open to the public between the hours of 5 a.m. and 10 p.m., except as otherwise limited by the terms of an easement between the applicant and the City.

33. 272.080~~060~~ Trespass
Nothing in this chapter is intended to authorize public use of private property. Public use of private property is a trespass unless appropriate easements and access have been acquired.

33. 272.090~~070~~ Trail Maintenance and Liability

A. City maintenance. The City will accept maintenance and liability, similar to its responsibilities for City-owned park property, for a ~~recreational~~ major public trail segment if the City Engineer or the Director of Portland Parks and Recreation finds all of the following:

1. The applicant requests that the City assume the responsibilities;
2. The trail lies within an easement or right-of-way granted to the City for trail purposes;
3. The trail has been constructed to City standards;
4. The trail is physically continuous for at least 1/4-mile along the designated route. This requirement will be waived if the trail has not been made part of a physically continuous segment of at least 1/4-mile within 2 years after completion of the segment under consideration; and
5. If the applicant desires to use a private security force to patrol the trail area, the owner has signed an agreement holding the City harmless from all claims, suits, or actions of any nature, caused or arising out of the actions of the private security force, its subcontractors, agents, or employees.

B. [No change]

33. 272.100~~080~~ Standards for City Acceptance of Deeded Land.
The land may be donated to the City instead of granting an easement if the following standards are met:

A. The trail is constructed and meets the City's trail construction standards or the trust fund option described under Subsection 33.515.260.B. has been applied.

B. The property owner meets the hazardous substances standards in the City's standard trail easement agreement.

Commentary

33.465 Pleasant Valley Natural Resources Overlay Zone

465

Sections Amended:

33.465.230 Procedure

Commentary

33.465.230 Procedure

This minor code amendment updates trail terminology to recognize that public trails are used for multiple purposes including transportation corridors for pedestrians and bicyclists. This change is also consistent with terminology in the *2035 Comprehensive Plan* Recommended Draft.

33.465.230 Procedure

Pleasant Valley Resource reviews are processed through the following procedures:

A. Resource enhancement activities are process through the Type lx procedure

B. The following are processed through the Type II procedure:

1. Roads, driveways, walkways, stormwater disposal, and buried connections to existing utility lines;
2. Major ~~P~~public ~~recreational~~ trails;
3. Public safety facilities;
4. Mitigation;
5. Pleasant Valley natural Resources overlay zone boundary modifications; and
6. All other uses and development in the Pleasant Valley Natural Resources overlay zone.

33.508 Cascade Station/Portland International Center Plan District

508

Sections Amended:

33.508.290 Open Space Plan

Commentary

33.508.290 Open Space Plan

This minor code amendment updates trail terminology to recognize that public trails are used for multiple purposes including transportation corridors for pedestrians and bicyclists.

33.508.290 Open Space Plan

B. Pedestrian and bicycle circulation system.

1. Purpose. The Columbia Slough Trail, shown on Figure 508-13, is a significant open space resource as well as a means of pedestrian and bicycle access. Trails in this area run along the Columbia Slough and provide an inviting environment to run, walk, or bike. Bike routes (bike lanes and signed routes) must work in an integrated way with this existing resource to form an extended network of trails.

2. Public ~~recreational~~ trail requirements. All sites designated on Figure 508-13 as off-road public ~~recreational~~ trails must meet the requirements of this subsection and Chapter 33.272. Figure 508-13 illustrates the general location of the CS/PIC Bicycle and Pedestrian system, which provides for additional off-road trails and connections to the Columbia Slough Trail.

   If the trail is located within an Environmental Overlay zone, the trail must also comply with the requirements in Sections 33.508.300 through .340.

3. No change

33.515 Columbia South Shore Plan District

515

Sections:

General

33.515.010-33.515.025 No Change

Use Regulations

33.515.110-33.515.130 No Change

Development Standards

33.515.200-33.515.257 No Change

33.515.260 Major Public ~~Recreational~~ Trails

33.515.262 No Change

Environmental Zones

33.515.265-33.515.280 No Change

Commentary

33.515.260

This minor code amendment updates trail terminology to recognize that major public trails that are shown on the zoning map are used for multiple purposes including transportation corridors for pedestrians and bicyclists. This term is also used in the *2035 Comprehensive Plan* Recommended Draft.

33.515.260 Major Public ~~Recreational~~ Trails

A. Major p ~~P~~ublic ~~recreational~~ trail requirements. All sites with a major public ~~recreational~~ trail symbol shown on the Official Zoning Maps must comply with the requirements of Chapter 33.272, Major Public ~~Recreational~~ Trails, except those in the Columbia South Shore Slough Trail area or Cross-Levee Trail area. Sites in these areas, shown on Map 515-4, must also comply with the regulations of this section. If the trail is located within the Environmental zones, the trail must also comply with those requirements.

B.-D. No change

33.580 South Auditorium Plan District

580

Sections Amended:

Map 580-2 South Auditorium Plan District FAR

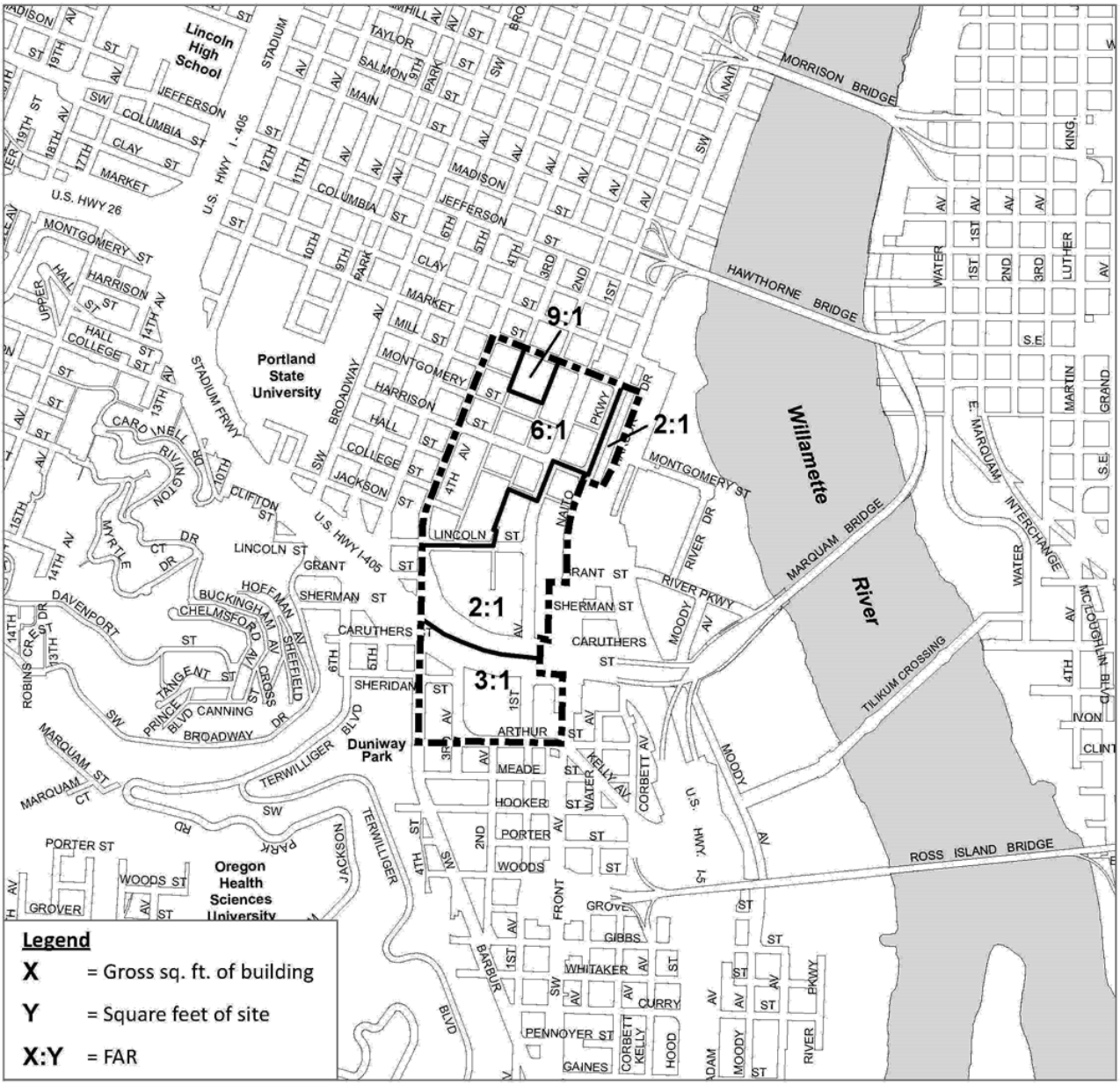
Existing Map 580-2 South Auditorium Plan District: FAR

This section contains existing and proposed changes to floor area ratio entitlements in the South Auditorium Plan District to maintain consistency with Map 510-2 Maximum Floor Area Ratios. This is the existing floor area ratio (FAR) map for the plan district.

South Auditorium
Plan District: FAR
Maximum Floor Area Ratios

Map 580-2

Map Revised January 1, 2015



Plan District Boundary

NORTH

0 900 1,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

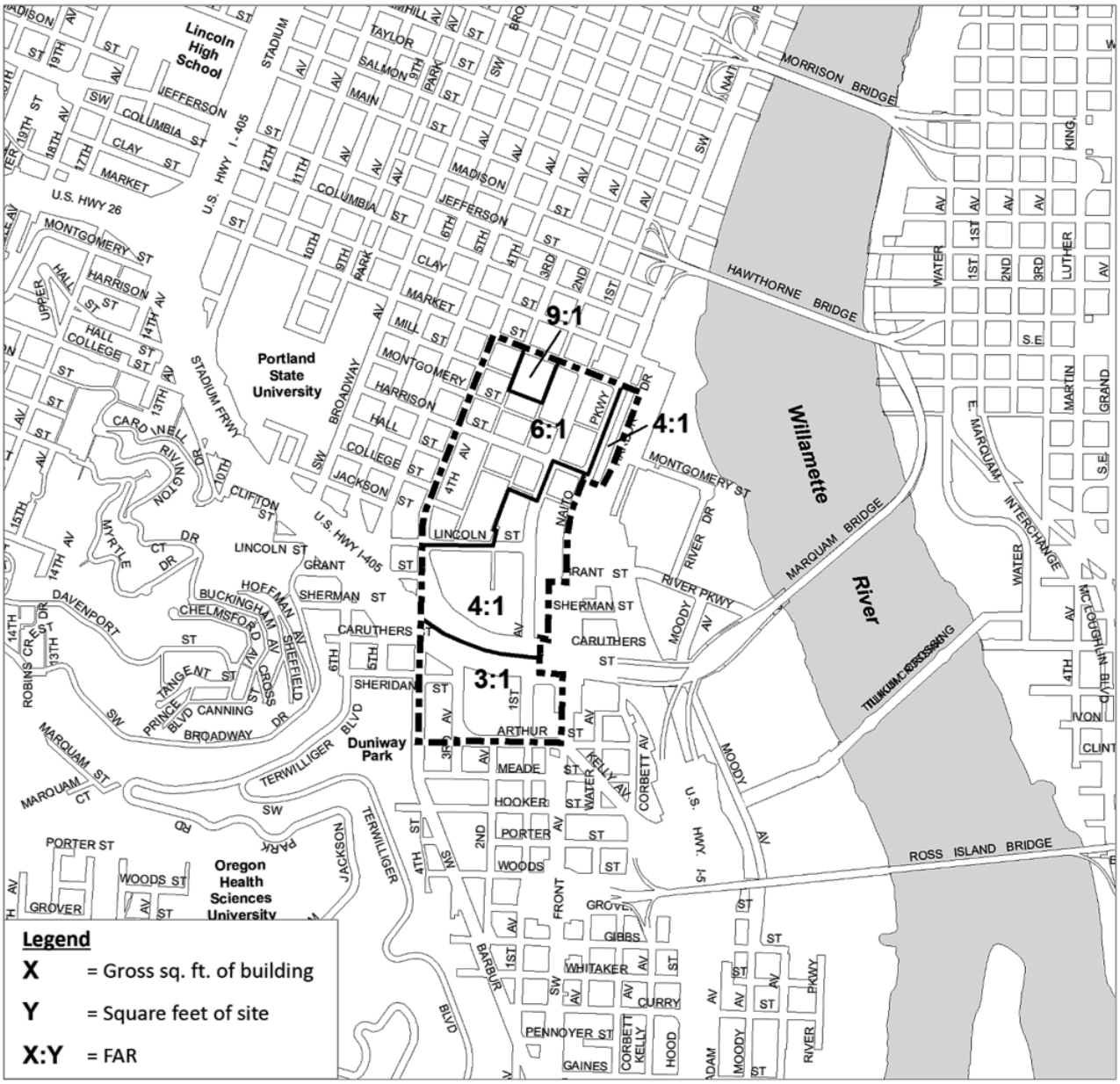
Proposed Map 580-2 South Auditorium Plan District: FAR
This map has been updated with areas of the South Auditorium Plan District going from 2:1 to 4:1 FAR to reflect input from the West Quadrant Plan. This change can also be seen on Map 510-2 Maximum Floor Area Ratios.

South Auditorium
Plan District: FAR
Draft Maximum Floor Area Ratios

Map 580-2

Code reference: 33.580.100

Map Revised xxxx, 201x



Plan District Boundary

Maximum FAR area boundary

NORTH

0 900 1,800

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

33.700 Administration and Procedures

700

Sections Amended:

33.700.110 Prior Conditions of Approval

Commentary

33.700.110 Prior Conditions of Approval

According to current code, conditions of approval for a greenway review will no longer apply in the Central Reach after the River Plan is adopted because greenway review will no longer be in effect in the Central Reach. While technically greenway review will no longer be in effect, Design and River reviews will replace greenway review, and the approval criteria are similar in nature and purpose to greenway review approval criteria. In adopting the *Central City 2035 Plan* that includes the River Plan for the Central Reach, the City is not retreating from the policies implemented through a greenway review, instead the City is merely utilizing an existing review and renaming the greenway review. Therefore, this section will be amended to ensure that the conditions of approval for a greenway review continue to apply after this plan is adopted.

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. (No Change)

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.-3. (No Change)

4. Greenway review. If a use or development is subject to conditions under a greenway review, the conditions continue to apply.

~~4~~.5. 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

Under the original Central City Transportation Management Plan and zoning code, surface parking lots were required to go through a renewal process via CCPR every 5 years. This requirement was eliminated in 2002, but Chapter 808 was never updated to reflect that. So references to conversion of surface parking lots is proposed to be deleted.

Currently, Central City Parking Review is generally only required when the zoning code does not provide a maximum parking entitlement to a particular site, or when the use is residential. The proposed changes to this section require Preservation Parking, Visitor Parking, and Growth Parking for non-office uses to go through CCPR. In addition, changes to conditions of approval for existing parking and increases in the number of parking spaces for existing parking require a CCPR.

33.808 Central City Parking Review

808

Sections:

33.808.010 Purpose
33.808.020 Organization Of This Chapter
~~33.808.030 Automatic Central City Parking Review Status~~
33.808.040 Review Procedures
33.808.050 Loss of Central City Parking Review Status
33.808.100 General Approval Criteria for Central City Parking Review
33.808.300 Conversion of Surface Parking Lots

33.808.010 Purpose

The purpose of Central City Parking Review is to allow for parking that supports Central City development, and is consistent with the goals and policies of the Central City 2035 Plan ~~and Central City Transportation Management Plan~~. The approval criteria ensure that the demand for parking will be managed, and the negative effects of parking minimized, while still providing sufficient parking to meet the goals of the City for the Plan District.

33.808.020 Organization Of This Chapter

This chapter contains approval criteria for all Central City Parking Reviews (CCPR). The criteria in Section 33.808.100 apply to all CCPRs ~~except Conversion of Surface Parking Lots, which is addressed in Section 33.808.300~~.

~~33.808.030 Automatic Central City Parking Review Status~~

~~**A. Purpose.** With adoption of the Central City 2035Transportation Management Plan in 19952017, the regulations for parking in the Central City Plan District were significantly revised. To simplify and streamline regulations for parking that existed when the regulations changed, most parking in the plan district is automatically given Central City Parking Review (CCPR) status. Some surface lots have to apply to convert to CCPR status.~~

~~**B. Parking that automatically receives Central City Parking Review Status**. Parking in the Central City plan district that was legally operating on January 8, 1996 or on the date when the site became part of the Central City plan district, whichever is later, is considered an approved CCPR, and may continue to operate, subject to the regulations of Sections 33.510.261 through .267.~~

~~However, parking in the Core Area of the plan district in a surface lot that received a revocable permit or a conditional use that required periodic reapplication, and was operating on January 8, 1996 must apply for Central City Parking Review: See Subsection 33.510.263.K.~~

Commentary

One main goal of these code revisions is to streamline and simplify the regulations. Preservation Parking is propose to be processed through a Type 1x procedure. The type 1x review is necessary to track which buildings are using their Preservation Parking entitlement and where that entitlement is being built. Visitor Parking and changes to existing parking are proposed to be processed through a Type 2 Procedure.

The current zoning code language regulated Preservation Parking differently if it was built off-site vs. on-site. The new proposed code does not make this distinction.

The "CCTMP hot spot area map" references parts of downtown that had frequent carbon monoxide violations. The last violation was August 31, 1987, so this requirement is proposed to be deleted.

33.808.040 Review Procedures

A. Type II~~III~~. Except as specified in Subsection B., requests for Central City Parking Review are processed through a Type II~~III~~ procedure.

B. Type Ix~~II~~. ~~In the South Waterfront subdistrict, r~~Requests for Preservation Parking ~~supplemental growth parking as specified in 33.510.267.A.3.b.~~ are processed through a Type Ix~~II~~ procedure.

33.808.050 Loss of Central City Parking Review Status

If the site of a Central City Parking Review is not used for parking for 3 continuous years, the Central City Parking Review rights are lost. Any new parking on the site will be subject to current regulations, and will be reviewed as a new use. Parking spaces in surface parking lots occupied by vending carts are still considered to be parking spaces.

33.808.100 ~~General~~ Approval Criteria for Central City Parking Review

The request will be approved if the review body finds that the applicant has shown that all of the following approval criteria are met:

A. The proposal will not by itself, or in combination with other parking facilities in the area, significantly lessen the overall desired character of the area. The desired character of the area is determined by City-adopted area, neighborhood, or development plans; by Comprehensive Plan designations and zoning, and by allowed densities.

~~**B.** The transportation system is capable of safely supporting the proposed facility in addition to the existing uses in the area. Evaluation is based on the transportation impact analysis and includes factors such as street capacity and level of service, on-street parking impacts, access requirements, impacts on transit operations and movement, impacts on the immediate and adjacent neighborhoods, and pedestrian and bicycle safety.~~

~~**C.** The parking facility is in conformance with the street classifications of the Central City Plan District and the Central City Transportation Management System Plan.~~

~~**D.** If the proposal will generate more than 100 vehicle trips during the peak hour commute; and is Growth Parking or is Preservation Parking where the parking area is created through internal conversion of a building, by excavating under the building, or by adding gross building area to the building: The Transportation Management Plan includes measures to increase the number of trips taken by alternatives to the single-occupant vehicle during the peak hour commute.~~

~~**E.** If the site is in the RX zone, the parking will not by itself or in combination with other nearby parking, decrease the desirability of the area for the retention of existing housing or the development of new housing.~~

~~**F.** If the site is within the areas shown on the "CCTMP Hot Spot Area Map," the carbon monoxide hot spot analysis meets Federal air quality standards, as determined by the Portland Office of Transportation and Oregon Department of Environmental Quality. The map is maintained by the Parking Manager.~~

Commentary

B. These requirements are intended to ensure that the parking is available for the buildings that have the entitlement.

C. These requirements are intended to ensure that Visitor Parking is use primarily for short-term parking needs.

BG. If the proposal is for Preservation Parking, and the parking is not under the same ownership as the buildings for which the parking is provided, criteria BG.1 through ~~and~~ B.3~~G.2~~, below, apply. If the proposal is to convert Visitor Parking to Preservation Parking, criteria BG.1 through B.4~~G.3~~, below, apply.

1. The agreements between the garage operator and the owners of the buildings for which the parking is provided are for at least 10 years; and

2. For initial approval, the agreements cover 100 percent of the Preservation Parking.

3. There must be a Parking Management Plan that includes measures to ensure that:

   a. The parking is used primarily for commitments of at least 10 years to buildings that have fewer than 0.7 parking spaces per 1,000 square feet of net building area for commercial uses, 0.5 spaces per dwelling unit for residential uses, and 0.5 spaces per hotel room for hotel uses. All parking available to each building approved through previous Preservation Parking agreements are counted toward this total.

   b. Other uses of the parking will occur only when the spaces are not used by the contracted parkers.

4~~3~~. The parking demand analysis shows there is not a need for Visitor Parking at this location.

CH. If the proposal is for Visitor Parking, the parking demand analysis shows a need for this parking at this location. The analysis must show the following criteria are met:

1. At least 65 percent of the short term parking demand is from uses within 750 feet of the parking structure or lot; and

2. At least one of the following is met:

   a. There is a cumulative increase in short-term parking demand due to an overall increase in activity associated with existing or new retail or other visitor-related uses; or

   b. The parking will serve major new attractions or retail development, or

   c. There has been a significant loss of on-street parking due to recent public works projects, or

   d. There has been a significant loss of short-term parking spaces.

3. There must be a parking management plan that includes measures to ensure that the parking will be primarily used for short-term parking.

4~~3~~. If the site is in an I zone, all of the following are met:

   a. The parking will primarily serve industrial firms;

   b. The parking facility will not have significant adverse effects on nearby industrial firms; and

Commentary

The current code regulates Preservation Parking in the core area differently than outside. The new code does not make that distinction. The new code also eliminates the Preservation Pool/Reserve and prohibits Preservation and Visitor Parking on surface lots.

c. The parking facility 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.

5. The transportation system is capable of safely supporting the proposed facility in addition to the existing uses in the area. Evaluation is based on the transportation impact analysis and includes factors such as street capacity and level of service, on-street parking impacts, access requirements, impacts on transit operations and movement, impacts on the immediate and adjacent neighborhoods, and pedestrian and bicycle safety.

6. The parking facility is in conformance with the street classifications of the Central City Plan District and the Central City Transportation Management System Plan.

~~**I.** If the site is in the Core Area:~~

~~1. If the proposal is for Growth, Visitor, or Residential/Hotel Parking: The parking management plan supports alternatives to the single-occupant commuting vehicle through accommodations for carpooling, short-term parking, and other demand management measures appropriate to the type, size, and location of the parking facility, and consistent with the Central City Transportation Management Plan. If the proposal is for Visitor Parking, the parking management plan ensures that the parking will be primarily used for short-term parking.~~

~~2. If the proposal is for Preservation Parking:~~

~~a. There are adequate spaces in the Replacement Reserve or Pool, which are administered by the Parking Manager; and~~

~~b. The Parking Management Plan includes measures to ensure that:~~

~~(1) The parking is used primarily for commitments of at least 10 years to buildings that have less than 0.7 parking spaces per 1,000 square feet of net building area and~~

~~(2) Other uses of the parking will occur only when the spaces are not used by the contracted parkers.~~

~~3. If the proposal is for Growth or Visitor Parking on a surface parking lot:~~

~~a. It will be an interim use only, as documented by the phased development plan;~~

~~b. The phased development plan ensures that the later phases of development are realistically feasible, taking into account such factors as location of buildings on the site and zoning of the site; and~~

~~c. The first phase of development in the phased development plan includes creation of gross building area, and uses other than parking.~~

~~4. If the proposal is for Residential/Hotel Parking on a surface parking lot, and the parking will serve a residential use, either I.4.a or I.4.b, below, apply.~~

Commentary

5. This section is being removed because the proposal to eliminate parking access CCPR requirements. The parking code (33.510.261) has been updated to identify streets where parking access and loading is prohibited and streets where an adjustment is required.

The language in section 5 has been used to create a new purpose statement in 33.510.261 I.6 Parking and Loading acess restricted streets.

J. The current code regulates Preservation Parking in the core area differently than outside. The new proposed code does not make that distinction.

a. If the total surface parking area on the site is 40,000 square feet or less and the parking is an interim use, the criteria of Paragraph I.3, above, are met; or

b. If the total surface parking area on the site is more than 40,000 square feet or the parking is not an interim use, the Parking Management Plan includes measures to ensure that the surface parking is serving only the residential uses.

5. If the proposal is for new access for motor vehicles within 75 feet of a Light Rail Alignment, but not on the alignment itself, criteria I.5.a through I.5.c, below, apply. If the proposal is for new access for motor vehicles on a Light Rail Alignment, criteria I.5.a through I.5.e, below, apply.

   a. There will not be a significant adverse impact on transit operations;

   b. There will not be a significant adverse impact on operation and safety of vehicle and bicycle circulation;

   c. There will not be a significant adverse impact on the overall pedestrian, bicycle, and transit environment and safety. A driveway is not automatically considered such an impact. On blocks where stations are located, the pedestrian environment on both sides of the streets will be considered and protected;

   d. Motor vehicles can enter and exit the parking facility without being required to cross the tracks of a light rail alignment;

   e. The development includes at least 0.8 FAR of retail, office, hotel or residential development in the same structure and on the same block as the parking. The retail, office, hotel or residential development must be on multiple levels. For purposes of this paragraph, net building area will be counted towards this requirement if any portion of the floor to be counted is at or above any adjacent grade.

6. If the proposal is for a parking structure—a building where parking occupies more than 50 percent of the gross building area—within 100 feet of Fifth and Sixth Avenues between NW Glisan and SW Mill Streets:

   a. There will not be a significant adverse impact on the overall pedestrian environment and safety;

   b. There will not be a significant adverse impact on vehicle operation and safety, and

   c. The development includes at least 0.8 FAR of retail, office, hotel or residential development in the same structure and on the same block as the parking. The retail, office, hotel or residential development must be on multiple levels. For purposes of this paragraph, net building area will be counted towards this requirement if any portion of the floor to be counted is at or above any adjacent grade.

J. If the site is outside the Core Area:

Commentary

1. If the proposal is for Growth or Visitor Parking: The parking management plan supports alternatives to the single-occupant commuting vehicle through accommodations for carpooling, short-term parking, and other demand management measures appropriate to the type, size, and location of the parking facility, and consistent with the Central City Transportation Management Plan. If the proposal is for Visitor Parking, the parking management plan ensures that the parking will be primarily used for short-term parking.

2. If the proposal is for new access for motor vehicles within 75 feet of a Light Rail Alignment, but not on the alignment itself, criteria J.2.a through J.2.c, below, apply. If the proposal is for new access for motor vehicles on a Light Rail Alignment, criteria J.2.a through J.2.d, below, apply.

   a. There will not be a significant adverse impact on transit operations;

   b. There will not be a significant adverse impact on operation and safety of vehicle and bicycle circulation;

   c. There will not be a significant adverse impact on the overall pedestrian, bicycle, and transit environment and safety. A driveway is not automatically considered such an impact. On blocks where stations are located, the pedestrian environment on both sides of the streets will be considered and protected; and

   d. Motor vehicles can enter and exit the parking facility without being required to cross the tracks of a light rail alignment.

K. If the site is in the Lloyd District Subdistrict, Goose Hollow Subdistrict, Central Eastside Subdistrict, Lower Albina Subdistrict or River District Sectors 1 or 2:

1. If the proposal is for Growth or Visitor Parking: The parking management plan supports alternatives to the single-occupant commuting vehicle through accommodations for carpooling, short-term parking, and other demand management measures appropriate to the type, size, and location of the parking facility, and consistent with the Central City Transportation Management Plan. In addition:

   a. If the proposal is for Visitor Parking, the parking management plan ensures that the parking will be primarily used for short-term parking; and

   b. If the proposal is for Growth Parking to serve office uses, and there are more than 60 spaces included that will serve non-office uses: The parking management plan ensures that there is operational or physical separation of the office and non-office parking, so that the office users do not have access to the non-office parking.

2. If the proposal is for Preservation Parking, the parking management plan includes measures to ensure that:

   a. If the parking will serve office uses, the parking is used primarily for buildings that have less than the maximum ratio allowed for the parking sector, and

Commentary

b. If the parking will serve both office and non-office uses, and there are more than 60 spaces included that will serve non-office uses: The parking management plan ensures that there is operational or physical separation of the office and non-office parking, so that the office users do not have access to the non-office parking; and

c. Other uses of the parking will occur only when the building contracting for the parking does not need the spaces.

3. If the proposal is for Growth or Preservation Parking for non-office uses, and there will be more than 60 spaces on the site:

a. There will not be a significant adverse impact on transit operations;

b. There will not be a significant adverse impact on operation and safety of vehicle and bicycle circulation; and

c. There will not be a significant adverse impact on the overall pedestrian, bicycle, and transit environment and safety. A driveway is not automatically considered such an impact.

4. If:

a. The site is in a C, E, OS, or R zone;

b. The proposal is for Growth, Preservation, Visitor, or Residential/Hotel Parking; and

c. The site is in the Lloyd District Subdistrict, Goose Hollow Subdistrict, or Central Eastside Sectors 2 or 3, and the proposal is for a surface parking lot where the total surface parking area on the site is larger than 40,000 square feet in area; or

d. The site is in the Lower Albina Subdistrict; Central Eastside Sectors 1, 4, 5, or 6; or River District Sectors 1 or 2; and the total surface parking area on the site is larger than 40,000 square feet in area, or the parking area covers more than 30 percent of the site, whichever is larger;

The following must be met:

e. The amount of parking area larger than 40,000 square feet will be an interim use only, as documented by the phased development plan;

f. The phased development plan ensures that the later phases of development are realistically feasible, taking into account such factors as location of buildings on the site and zoning of the site; and

g. The first phase of development in the phased development plan includes creation of gross building area, and uses other than parking.

L. If the site is in the Lloyd District, and the proposal is for Preservation Parking: There are adequate spaces in the Replacement Reserve, which is administered by the Parking Manager.

Commentary

M. If the site is in the Goose Hollow Subdistrict, and the proposal is for Undedicated General Parking:

1. The facility will provide parking primarily to those whose destination or residence is within the boundaries of the Goose Hollow Neighborhood, as shown on the most recent Neighborhood Boundaries Map published by the Office of Neighborhood Involvement. Long-term parking by others is prohibited. Short-term parking may be made available to others if it is coupled with a mechanism to ensure it is short-term parking. A parking management plan will be submitted to document how this criterion will be met;

2. The number of spaces provided is the same or less than the number of parking spaces being removed by the light rail construction;

3. The transportation system is capable of safely supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street capacity and level of service, access to arterials, access requirements, and neighborhood impacts;

4. The proposal will not by itself, or in combination with other parking facilities in the area, significantly affect the character of the area by discouraging housing and commercial uses which are compatible with a growing community;

5. If the proposal is for a surface parking lot, the proposed parking area will meet or exceed the landscaping and screening standards applicable to the site and for parking areas;

6. Design of the facility will provide for a safe and attractive pedestrian environment. Evaluation factors include the following: number and location of curb cuts; visibility at curb cuts; and adequate separation, landscaping, and screening between the sidewalk and surface parking areas to reduce the impact on adjacent public and private spaces; and

7. If the proposed access to the facility is within 75 of a light rail alignment, the access should be as far as possible from the light rail alignment. Access will be onto the right-of-way proposed for or containing the light rail alignment only if no other access is feasible.

N. If the site is in the South Waterfront subdistrict and the proposal is for surface parking:

1. If the proposal is for parking on a surface lot where the total surface parking area on the site exceeds the threshold of Paragraph N.3., below, criteria N.4.a. through N.4.c., below, apply. If the site is in an R, C, E, or OS zone; and is for Growth, Preservation, Visitor, or Residential/Hotel Parking; and is not created in conjunction with a regional attractor, criteria N.4.d. through N.4.f., below, also apply.

2. If the proposal is for Growth or Preservation parking on a surface lot, and if the proposal includes supplemental parking as specified in Subparagraph 33.510.267.A.3.b., criteria N.4.a. through N.4.f., below, apply.

Commentary

3. Threshold: The amount of surface parking area on the site is larger than 40,000 square feet, or the parking area covers more than 30 percent of the site, whichever is larger.

4. Approval criteria.

a. There will not be a significant adverse impact on transit operations;

b. There will not be a significant adverse impact on operation and safety of vehicle and bicycle circulation;

c. There will not be a significant adverse impact on the overall pedestrian, bicycle, and transit environment and safety. A driveway is not automatically considered such an impact;

d. Interim use.

(1) If the amount of parking area exceeds the threshold in Paragraph N.3, above, the amount of parking area that exceeds the threshold will be an interim use only, as documented by the phased development plan; and

(2) If the proposal includes supplemental parking as specified in Subparagraph 33.510.267.A.3.b., the supplemental parking will be an interim use only, as documented by the phased development plan;

e. The first phase of development in the phased development plan includes creation of gross building area, and uses other than parking; and

f. The phased development plan ensures:

(1) That the later phases of development are realistically feasible, taking into account such factors as location of buildings on the site and zoning of the site; and

(2) After the final phase is built, the threshold in Paragraph N.3, above, will not be exceeded.

O. If the site is in the South Waterfront subdistrict and the proposal is for residential parking that will be operated as commercial parking, the proposal must meet the approval criteria for Visitor Parking in the South Waterfront subdistrict.

33.808.300 Conversion of Surface Parking Lots

These approval criteria ensure that surface parking lots will be converted in a manner consistent with the Central City Transportation Management Plan. The review focuses more on physical improvements than operational elements, and encourages better urban design and mitigation of negative impacts. The request will be approved if the review body finds that the applicant has shown that the surface parking lot is in compliance with all of the regulations in Subsection 33.510.263.H through L of the Zoning Code.

33.815 Conditional Uses

815

Sections Amended:

33.800.122 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
33.815.304 Retail Sales And Service Uses on Specified Sites in the South Waterfront and the River District Subdistricts

Commentary

33.815.122 Nonresidential Uses on Specified Sites located in the RX Zone within the Central City Plan District

This section is proposed for deletion because Section 33.510.118 and Map 510-14 to which these approval criteria apply are proposed for deletion.

33.815.125 Specified Uses in Industrial Zones

The applicability provisions have been amended to specify that the criteria of 33.815.126 are now an option only in Lower Albina, because amendments to Chapter 510 have deleted options for conditional use approval of office uses in the Central Eastside. The reference 33.815.132 has been removed because that section is proposed for deletion by the Employment Zoning Project.

~~**33.815.122 Nonresidential Uses on Specified Sites located in the RX Zone within the Central City Plan District.**~~

~~These approval criteria apply to certain proposals that include nonresidential uses on RX zoned sites in the area shown on Map 510-14. The proposals that are subject to these approval criteria are specified in Section 33.510.118, Use Regulations for Specified Sites in the West End Subarea. The approval criteria are:~~

- ~~**A. Minimized negative impacts on the desirability of future residential development.** The location and amount of nonresidential uses in the project will not by itself or in combination with nearby developments decrease the desirability of the area for the retention of existing housing or the development of new housing.~~
- ~~**B. Small businesses.** The proposal increases opportunities for small businesses. A high percentage of the ground floor is suitable for occupancy by small businesses.~~
- ~~**C. Public services.** Existing infrastructure is sufficient to support the proposed development. Examples of factors to be considered include whether:~~
  1. ~~The proposed use is in conformance with the Central City Transportation Management Plan;~~
  2. ~~The transportation system is capable of safely supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street capacity and level of service, access to arterials, transit availability, parking impacts, access requirements, neighborhood impacts, and pedestrian safety.~~

33.815.125 Specified Uses in Industrial Zones

These approval criteria apply for uses in the following categories in the industrial zones: Retail Sales And Service, Office, Commercial Outdoor Recreation, Commercial Parking Facilities, Community Service, and Daycare uses. Office uses in the IG1 zone in the Lower Albina Subdistrict of the Central City Plan District may use the approval criteria listed in 33.815.126: Office Uses in the IG1 Zone in the Lower Albina Subdistrict~~Central City Plan District~~, if they contain characteristics of manufacturing businesses. Office uses in individually listed structures on the National Register of Historic Places and structures identified as contributing to the historic significance of a Historic District or a Conservation District in the I zones in the Central City Plan District may use the criteria listed in 33.815.129, Office Uses in Specified Historic Resources in the Industrial Zones in the Central City Plan District. ~~Office uses in the IG1 zone in the Employment Opportunity Subarea in the Central City Plan District may use the approval criteria listed in 33.815.132, Office Uses in the IG1 Zone in the Employment Opportunity Subarea in the Central City Plan District.~~ These approval criteria promote preservation of land for industry while allowing other uses when they are supportive of the industrial area or not detrimental to the character of the industrial area. The approval criteria are:

[A-E No Change]

Commentary

33.815.126 Office Uses in the IG1 Zone in the Central City Plan District
The title has been amended to indicate that the criteria of this section are now applicable only in Lower Albina. The amendments to chapter 510 have removed all options for conditional use approval for office uses in the Central Eastside, so these criteria will only apply in Lower Albina.

The reference 33.815.132 has been removed because that section is proposed for deletion through the Employment Zoning Project.

33.815.304 Retail Sales And Service Uses on Specified Sites in the South Waterfront and the River District Subdistricts
The title and text reference to the River District has been amended to reflect the division of the River District into the Pearl District and Old Town/Chinatown subdistricts. The area where Retail Sales And Service uses are limited is shown on Map 510-12.

33.815.126 Office Uses in the IG1 Zone in the Lower Albina Subdistrict ~~Central City Plan District~~

These approval criteria promote preservation of land for industry while providing opportunity for businesses that contain both an office and a manufacturing or production component. Office uses that do not meet the criteria below may apply for conditional use status through the criteria listed in 33.815.125, Specified Uses in the Industrial Zones. Office uses in individually listed structures on the National Register of Historic Places and structures identified as contributing to the historic significance of a Historic District or a Conservation District in the IG1 zone in the Central City Plan District may use the criteria listed in 33.815.129, Office Uses in Specified Historic Resources in the Industrial Zones in the Central City Plan District. ~~Office uses in the IG1 zone in the Employment Opportunity Subarea may use the approval criteria listed in 33.815.132, Office Uses in the IG1 Zone in the Employment Opportunity Subarea in the Central City Plan District.~~ The approval criteria are:

[A-E No Change]

33.815.304 Retail Sales And Service Uses on Specified Sites in the South Waterfront and the ~~River~~ Pearl District Subdistricts

For Retail Sales And Service uses in the South Waterfront subdistrict of the Central City plan district with more than 40,000 square feet of net building area, all approval criteria apply. For Retail Sales And Service uses in the Pearl~~River~~ District subdistrict of the Central City plan district with more than 40,000 square feet of net building area, approval criteria A, B and D apply.

[A-D: No Change]

Sections Amended:

33.825.025.A.4 Review Procedures, Models of proposals in the Central City plan district

Commentary

33.825.025.A.4 Review Procedures, models of proposals in the Central City plan district

This section is revised to require applicants to submit a digital model of proposed new developments and redevelopments that change an existing building's mass. These models will be added to the City's existing 3D digital model of the Central City and help keep that model up-to-date. This model has been helpful not only to the City for planning projects but also to the development community, architects and urban designers.

BPS will develop 3D model submittal guidelines to assist applicants but this requirement will not be a significant burden on developers, as the data for the 3D model will already have been developed by project architects during the building design process.

Map 825-1 will need to be deleted and the rest of the 33.825 series of maps and references thereto in the code will need to be renumbered.

33.825.025 Review Procedures

A.4. Models of proposals in the Central City plan district. For proposals located in the ~~area of the~~ Central City plan district shown on Map ~~825-1~~ 510-1, a three dimensional ~~cardboard~~ digital model of the proposal is required with an application for Design Review. This requirement applies only to new developments or changes in the bulk of existing buildings. ~~The scale of the model must be 1 inch equals 50 feet~~.

Before a building permit is issued, a three dimensional ~~wooden~~ digital model of the proposal as approved must be submitted to the Bureau of Planning and Sustainability. ~~be placed in the City's downtown model. The scale of the model must be 1 inch equals 50 feet.~~ The model requirements will be waived if the application does not involve a change in the bulk of buildings on a site for which the City possesses an accurate ~~wooden~~ digital model.

33.840 Greenway Goal Exception

840

Sections

33.840.010 Purpose
33.840.020 When a Greenway Goal Exception is Required
33.840.040 Procedure
33.840.100 Application Requirements
33.840.200 Approval Criteria

Commentary

This is a new chapter. For ease of readability, the text is not underlined.

33.840 Greenway Goal Exception

Statewide Planning Goal 15 requires that development be separated from the river. In order to meet this requirement the City of Portland implements a greenway setback that requires that development that is non-river-dependent and non-river-related set back a certain distance from the top of bank. In the South Waterfront subdistrict, the setback is 100 feet. Staff is recommending requiring a 50 foot river setback as measured from the top of bank in certain areas of the Central Reach. The bulk of the greenway boundary area outside of the Central Reach has 25 foot setback.

A greenway goal exception is currently required in situations where an applicant proposes to place development that is not river-dependent or river-related within or riverward of the greenway/river setback.

33.840.010 Purpose
Statewide Planning Goal 15 requires that structures be set back from the river to protect, maintain, preserve, and enhance the natural, scenic, historic, and recreational qualities of the Willamette River Greenway. This requirement is carried out by a setback standards in the Greenway and River overlay zones that limits development within or riverward of the setback to development that is river-dependent or river-related. A Greenway Goal Exception is required to establish development that is not river-dependent or river-related within or riverward of the setback. The regulations in this chapter describe the review procedure and approval criteria for a Greenway Goal Exception.

33.840.020 When A Greenway Goal Exception is Required
Approval of an exception to Statewide Planning Goal 15 - Willamette Greenway, is required to locate a development or right-of-way that is not river-dependent or river-related within or riverward of the greenway or river setback. A greenway goal exception is not required to add revetments to a riverbank.

33.840.040 Procedure
A greenway goal exception is processed through a Type III procedure.

33.840.200 Approval Criteria
Requests for a greenway goal exception will be approved if the review body finds that the applicant has shown that all of the following approval criteria are met:

- **A.** The proposed use is allowed in the base zone by right, with limitations, or as a conditional use;
- **B.** The proposal will not have a significant adverse effect on identified natural resources and functional values of the site or on abutting sites or water areas;
- **C.** The proposal will not significantly reduce lands available for river-dependent or river-related uses within the City;
- **D.** The proposal will provide a significant public benefit;
- **E.** The intensification of existing uses or change in use must be limited, to the greatest possible degree, so that such lands will remain compatible with the preservation of the natural, scenic, historical, and recreational qualities of such lands;
- **F.** The proposal cannot reasonably be accommodated in a location that does not require a goal exception;
- **G.** Of all other potential locations within the greenway that require a goal exception, there are none with significantly better long-term environmental, economic, social, and energy consequences after mitigation measures;
- **H.** The proposal is compatible with other adjacent uses, or will be so rendered through measures designed to reduce adverse impacts; and
- **I.** Development and fills riverward of the river setback must show that there are no practical on-site alternatives that achieve the same level of public benefit.

Sections Amended:

33.846.080 Demolition Review

Commentary

33.846.080 Demolition Review

This is a clean-up edit; contributing structures in Conservation Districts are not subject to demolition review unless they have a preservation agreement.

33.846.080 Demolition Review

A. Purpose. Demolition review protects resources that have been individually listed in the National Register of Historic Places or are identified as contributing to the historic significance of a Historic District ~~or a Conservation District~~. It also protects Historic Landmarks and Conservation Landmarks that have taken advantage of an incentive for historic preservation and historic resources that have a preservation agreement. Demolition review recognizes that historic resources are irreplaceable assets that preserve our heritage, beautify the city, enhance civic identity, and promote economic vitality.

33.920 Descriptions of the Use Categories

920

Sections Amended:

33.920.240 Office

33.920.510 Aviation and Surface Passenger Terminals

Commentary

33.920.240 Office

The Southeast Quadrant Plan proposed expanding entitlements similar to those associated with the Employment Opportunity Subarea (EOS) provision to all IG1 zoned properties in the Central Eastside subdistrict and expanding the amount of Industrial Office allowed per site from 60,000 square feet to three times the site area (3:1 FAR). The subarea is proposed for removal, and these entitlements are instead part of the Employment Zones Project proposals for amending 33.510.113 Retail Sales and Service and Office Uses in the IG1 Zone.

Concurrent with this expansion of potential Industrial Office uses, staff were asked to strengthen the definition for Industrial Office to improve the tool and make it easier for BDS staff and clients to determine what use category they belong in.

In addition to BDS and public input, staff have utilized the 2012 version of the North American Industry Classification System (NAICS) to clarify the Examples section of the Use Category definition. NAICS is the standard used by Federal statistical agencies in classifying business establishments for the purpose of collecting, analyzing, and publishing statistical data related to the U.S. business economy.

33.920.240 Office

A. Characteristics. Office uses are characterized by activities conducted in an office setting that focus on the provision of goods and services, usually by professionals.

1. Traditional Office: Uses are characterized by activities that generally focus on business, government, professional, medical, or financial services. Customer and client visits to the site may be a regular and necessary component of these uses.

2. Industrial Office: Uses are characterized by activities that, while conducted in an office-like setting, are more compatible with industrial activities, businesses, and districts. Their operations ~~are less service-oriented than Traditional Office uses and~~ focus on ~~the~~ research, development, testing, ~~and~~or production~~, processing, packaging, or assembly~~ of digital or physical goods. ~~and products, which may include digital products such as internet home pages, media content, designs and specifications, computer software, advertising materials, and others.~~ They primarily provide products and services to other businesses. They do not require customers or clients to visit the site; any such visits are infrequent and incidental.

B. Accessory uses. Accessory uses may include cafeterias, health facilities, parking, or other amenities primarily for the use of employees in the firm or building. Accessory uses may also include food membership distribution.

C. Examples. Examples include uses from the two subgroups listed below:

1. Traditional Office: Professional services such as lawyers or accountants; financial businesses such as lenders, brokerage houses, bank headquarters, or real estate agents; sales offices; government offices and public utility offices; medical and dental clinics, and blood collection facilities.

2. Industrial Office: ~~Software and internet content development and publishing; computer systems design and programming; graphic and industrial design; engineers; architects; telecommunication service providers; data processing; television, video, radio, and internet studios and broadcasting; scientific and technical services; and medical and dental labs.~~ Architectural, engineering and related services including landscape architects, drafting services, building inspection services, and geophysical surveying and mapping services; environmental consulting services; scientific and technical consulting services for fields such as agriculture, motion pictures, biology, physics, chemistry, radio, economics, safety, energy and security; scientific research and development supporting services for fields such as physical sciences, engineering, life sciences, and biotechnology; medical, dental, and veterinary labs primarily engaged in providing testing services to practitioners; sound recording and broadcasting; commercial photography but not portrait photography studios; specialized design services such as interior, industrial, and graphic design; computer systems design and related services including establishments primarily engaged in planning and designing computer systems, and writing, modifying, testing and supporting custom software, and providing on-site management and operation of systems; software and internet content development and publishing; data processing, hosting and related services.

D. Exceptions.

1. Offices that are part of and are located with a firm in another category are considered accessory to the firm's primary activity. Headquarters offices, when in

Commentary

conjunction with or adjacent to a primary use in another category, are considered part of the other category.

2. Contractors and others who perform services off-site are included in the Office category if equipment and materials are not stored on the site and fabrication, services, or similar work is not carried on at the site.

Commentary

33.920.510.D.2 Exceptions

Bureau of Development Services staff requested a clarification under the use terminology exceptions for Aviation and Surface Passenger Terminals. The proposed language makes clearer that certain uses are accessory to adjacent uses not facilities.

33. 920.510 Aviation and Surface Passenger Terminals

A.-C. No change

D. Exceptions.

1. No change.

2. Marine passenger docks for subregional marine travel such as Columbia River cruise ships, water taxis, or recreational boating; and other marine tie ups (such as the seawall between the Broadway bridge and the Hawthorne bridge) are not included in this category and are classified as accessory to their adjacent ~~facilities~~ uses. Marine passenger terminals that are accessory to marine freight terminals are classified as accessory facilities in the Warehouse And Freight Movement category.

3. No change.

33.930 Measurements

930

Sections:

33.930.010-140 No change

33.930.150 Measuring Top of Bank

Commentary

33.930.150 Measuring Top of Bank:
This more specific description of how to measure top of bank supplements the definition. See section 33.910.030 for the definition of top of bank.

This staff proposed measurement language responds to several common points of confusion identified by the Bureau of Development Services. The section provides prescriptive standards that must be followed in order to locate the top of bank and determine compliance with development standards that refer to the location of top of bank. Examples and graphics are used in describing how to measure top of bank. It should be recognized that all possible scenarios cannot be anticipated. In situations where the measurement does not provide a clear determination, the purpose and intent of the development standard in question and its relationship to other regulations and situations must be consulted. Common surveying practices may be taken into consideration when applying this measurement standard as well.

The Bureau of Planning and Sustainability has used LIDAR mapping technology to establish a top of bank map for the Central Reach.

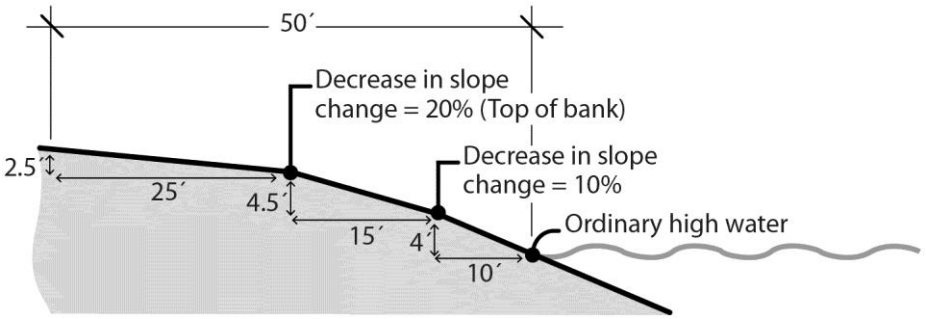
33.930.150 Measuring Top of Bank

See Section 33.910.030, Environmental-Related Definitions, Top of Bank.

A. Using Percent Slope. Percent slope is determined by dividing the vertical rise by the horizontal run, and converting that decimal to a percentage. For example, a slope section that rises 1 foot over a distance of 4 feet is a 25 percent slope.

B. Identifying a Decrease in Slope. A decrease in slope is a change in percent slope from a steeper to a less steep grade. For example, a change from 40 percent slope to 30 percent slope is a decrease in slope of 10 percent. A change from 35 percent slope to 15 percent slope is a decrease in slope of 20 percent. To identify the decrease in slope, the slope must be sampled every 3 feet between the ordinary high water mark and a point 50 feet from the ordinary high water mark. See Figure 930-20.

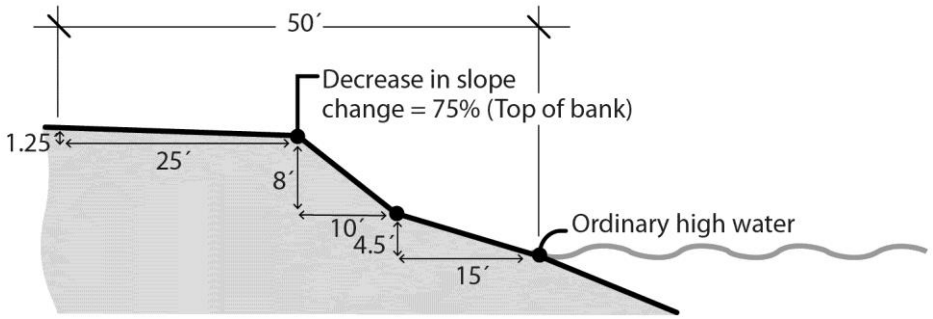
Figure 930-20a
Example 1: Identifying a Decrease in Slope



Commentary

33.930.150.C Default Top of Bank

For smaller streams, the existing definition has been difficult to apply consistently, especially in areas where a stream is in a deep ravine, or where the stream is within a relatively level plain. The recommended 50 foot and 15 foot default locations would create greater certainty, and reduce the number of instances where a survey is necessary to determine the top of bank.



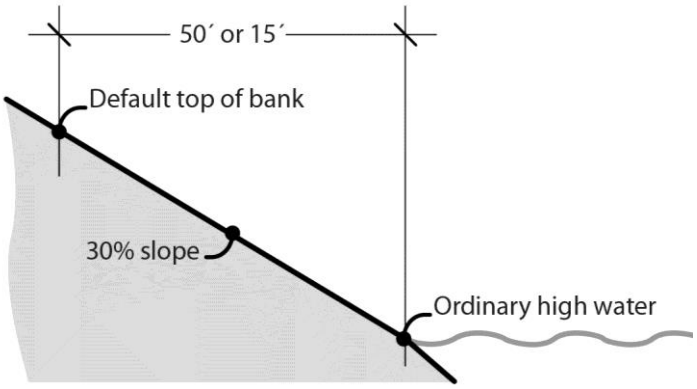
C. Default Top of Bank. If no slope decrease of 10 percent or more is found within 50 feet (measured horizontally) of the ordinary high water mark, then the top of bank will be one of the following default locations, see Figure 930-21:

1. For the Willamette and Columbia Rivers, the default top of bank is 50 feet (measured horizontally) from the ordinary high water mark. See Figure 930-21.

2. For perennial streams, seeps and wetlands the default top of bank is 15 feet (measured horizontally) from the ordinary high water mark.

3. For intermittent and ephemeral streams, the default top of bank is 15 feet (measured horizontally) from the centerline of the stream.

Figure 930-21
Measuring Default Top of Bank



Commentary

33.930.150.D Relationship to Other Structures

The graphic below provides some examples of how the measurement of top of bank is influenced by structures located on or near the river bank. As mentioned previously, not all situations can be anticipated. In situations where the measurement standard does not provide a clear determination, the purpose and intent of the development standard in question and its relationship to other regulations and situations must be consulted. Common surveying practices may be taken into consideration when applying this measurement standard as well.

D. Relationship to Other Structures.

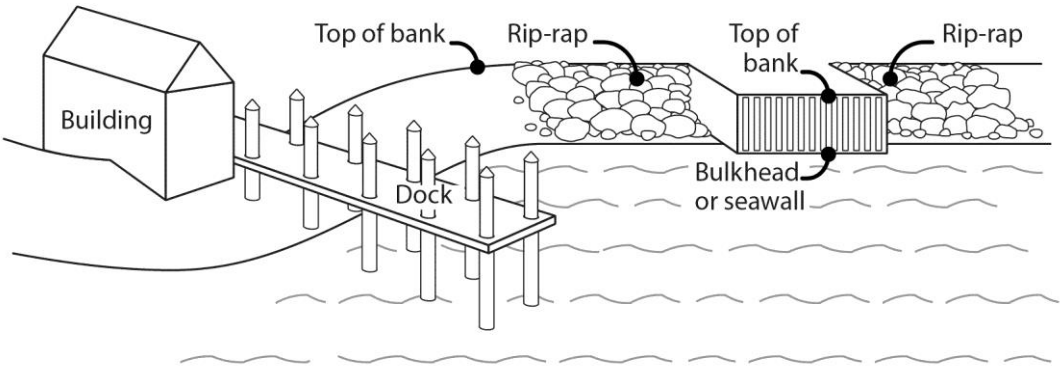
1. Where a structure straddles the top of bank, the top of bank line is drawn as a straight line through the structure, connecting the top of bank line on either side.

2. Where there is a vertical bulkhead or seawall, the top of bank is the point at the top of the bulkhead that is closest to the river.

3. Docks, pilings, slips, wharves and other similar structures built over the water are not factored into the determination of top of bank. Where there is a dock, wharf or other structure on the bank, measurements of slope are taken on the underlying dry land.

4. Where the bank itself is a structure, such as a rip-rap slope at the edge of reclaimed land, the top of bank line is based on the predominant slope of that structure, rather than the slope of individual boulders or structural elements.

Figure 930-22



Proposed Zoning and Comprehensive Plan Maps

This section includes the following existing and proposed maps for the Central City Plan District:

- Base zones
- Overlay zones
- Comprehensive Plan designations

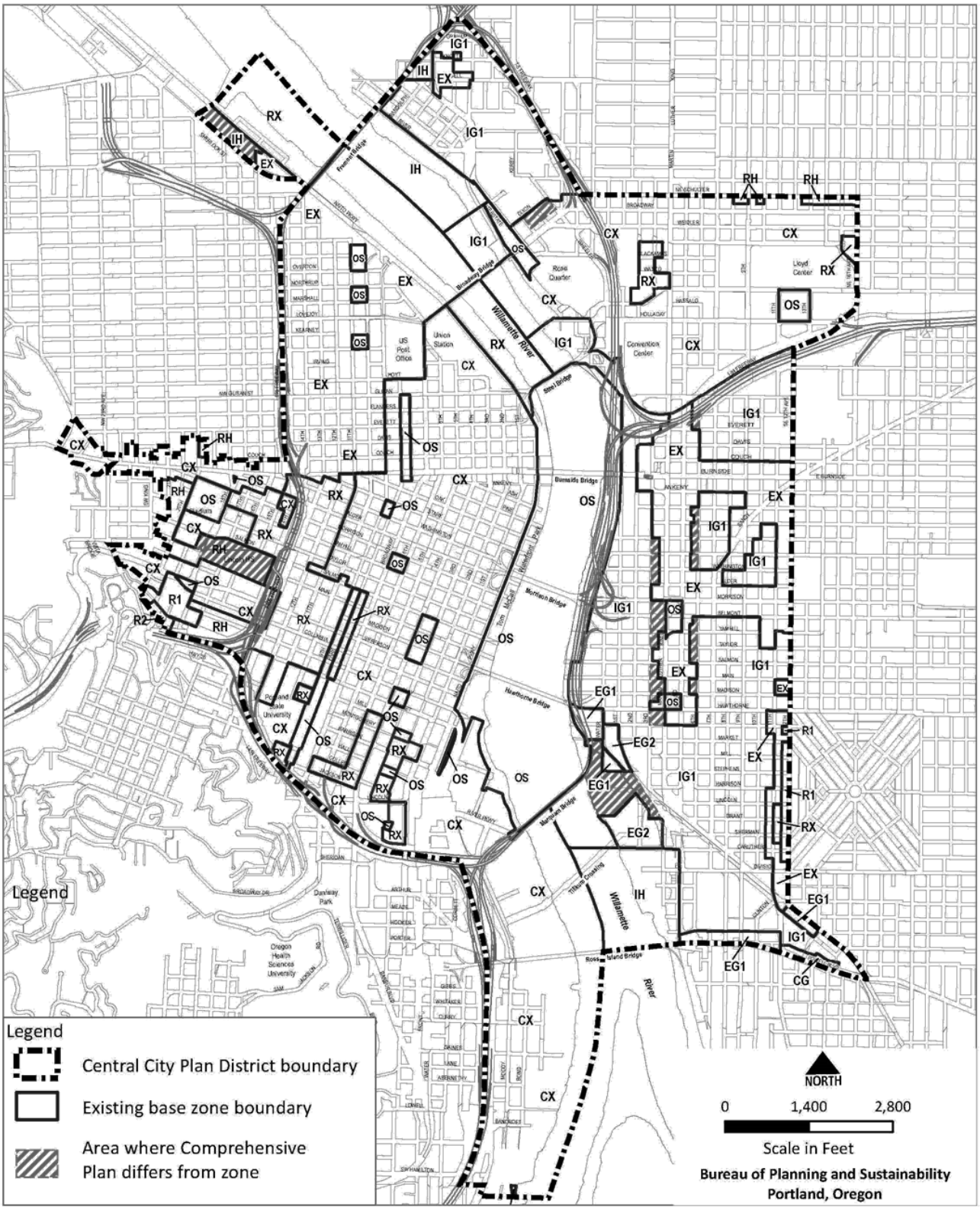
For each set of proposed, the existing map currently in effect is shown along with the proposed replacement map which has the areas of change identified with gray fill.

The new River Environment (e) zone has been added to the proposed overlay zones map in this set of maps, but a more detailed map can be found in proposed chapter 33.475 River Overlay Zones.

An interactive version of these maps and brief descriptions of the designations can also be found on the online at the Central City 2035 Plan website: www.portlandoregon.gov/bps/cc2035.

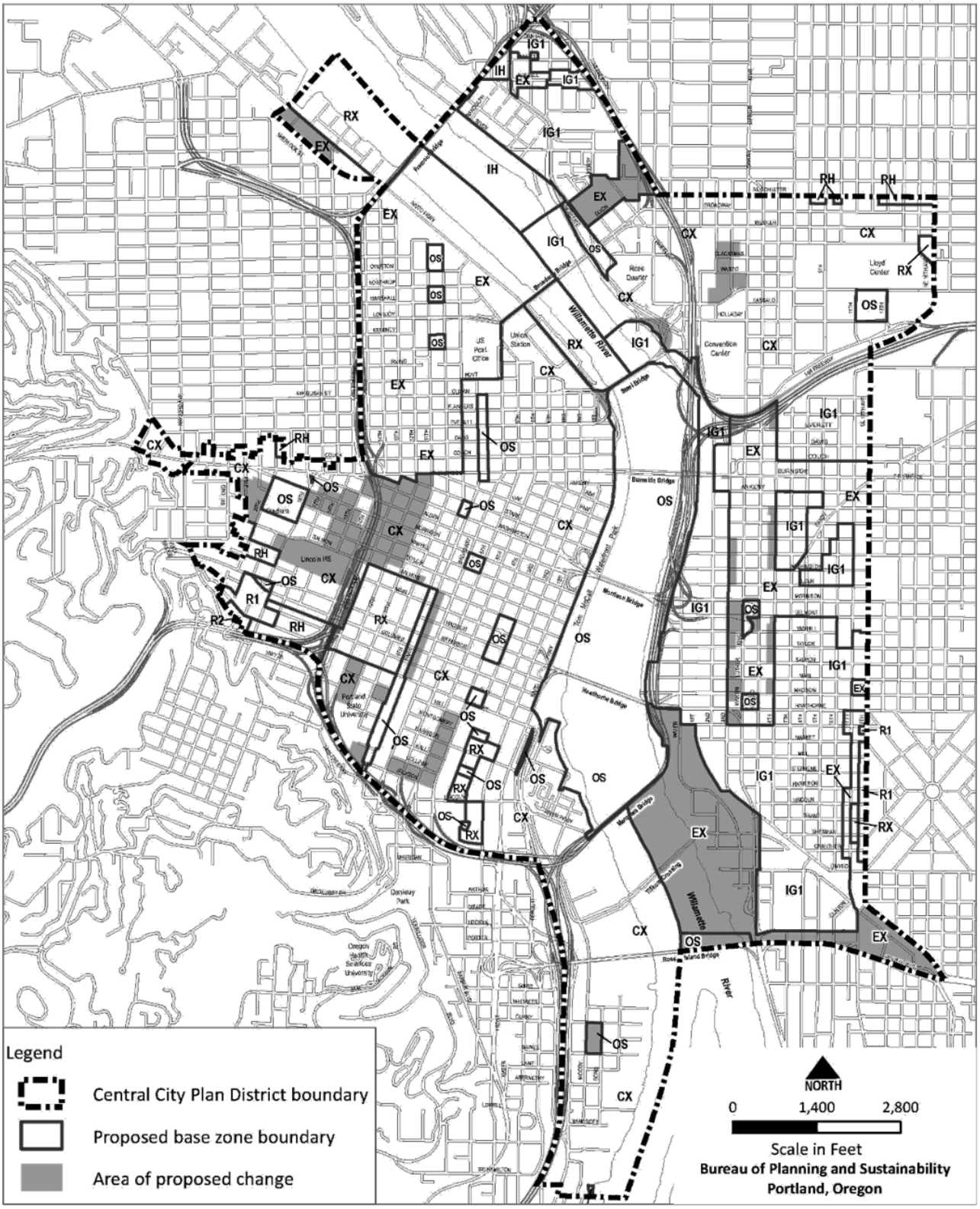
Central City Existing Zoning

February 1, 2015



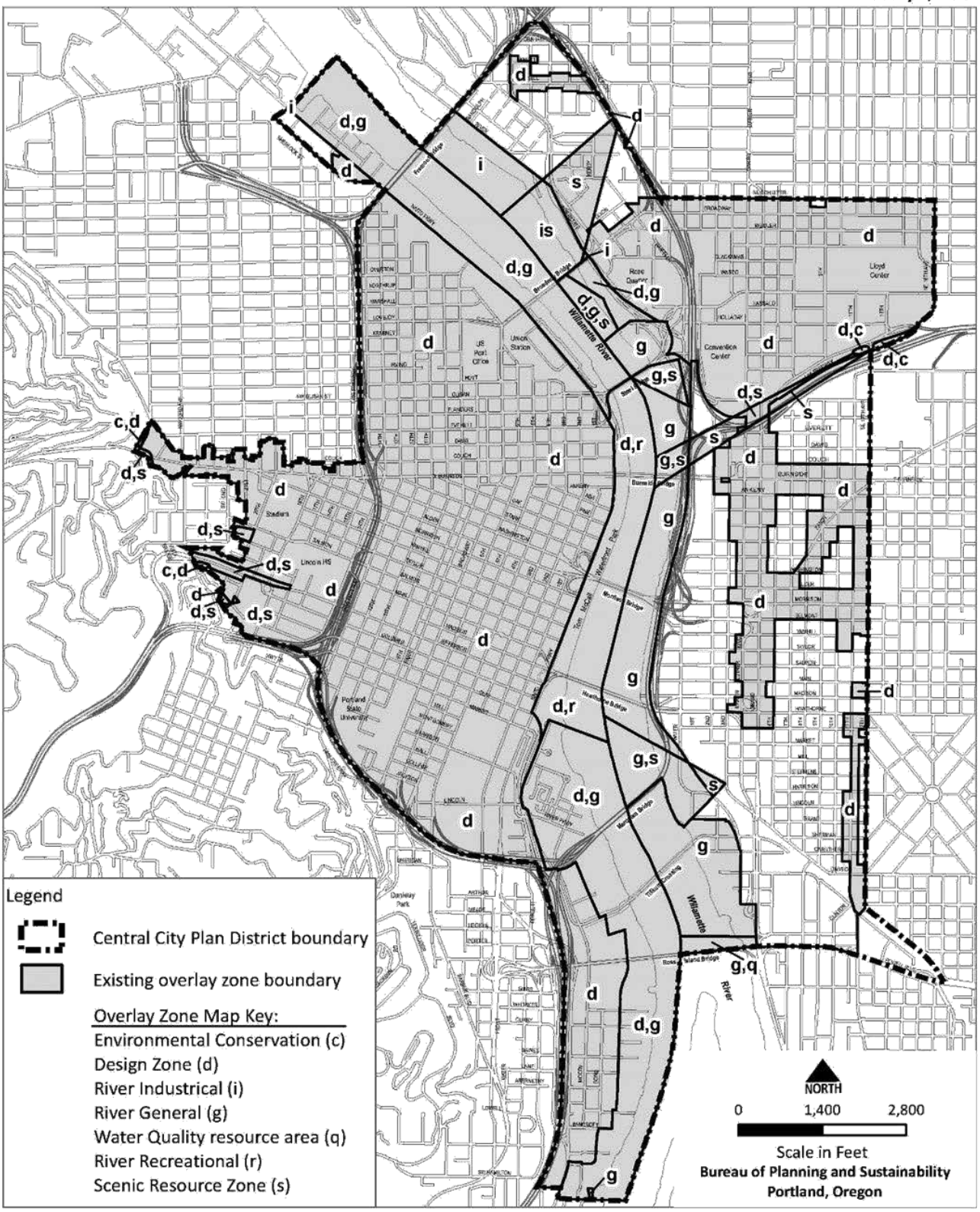
Central City Proposed Zoning

February 1, 2016



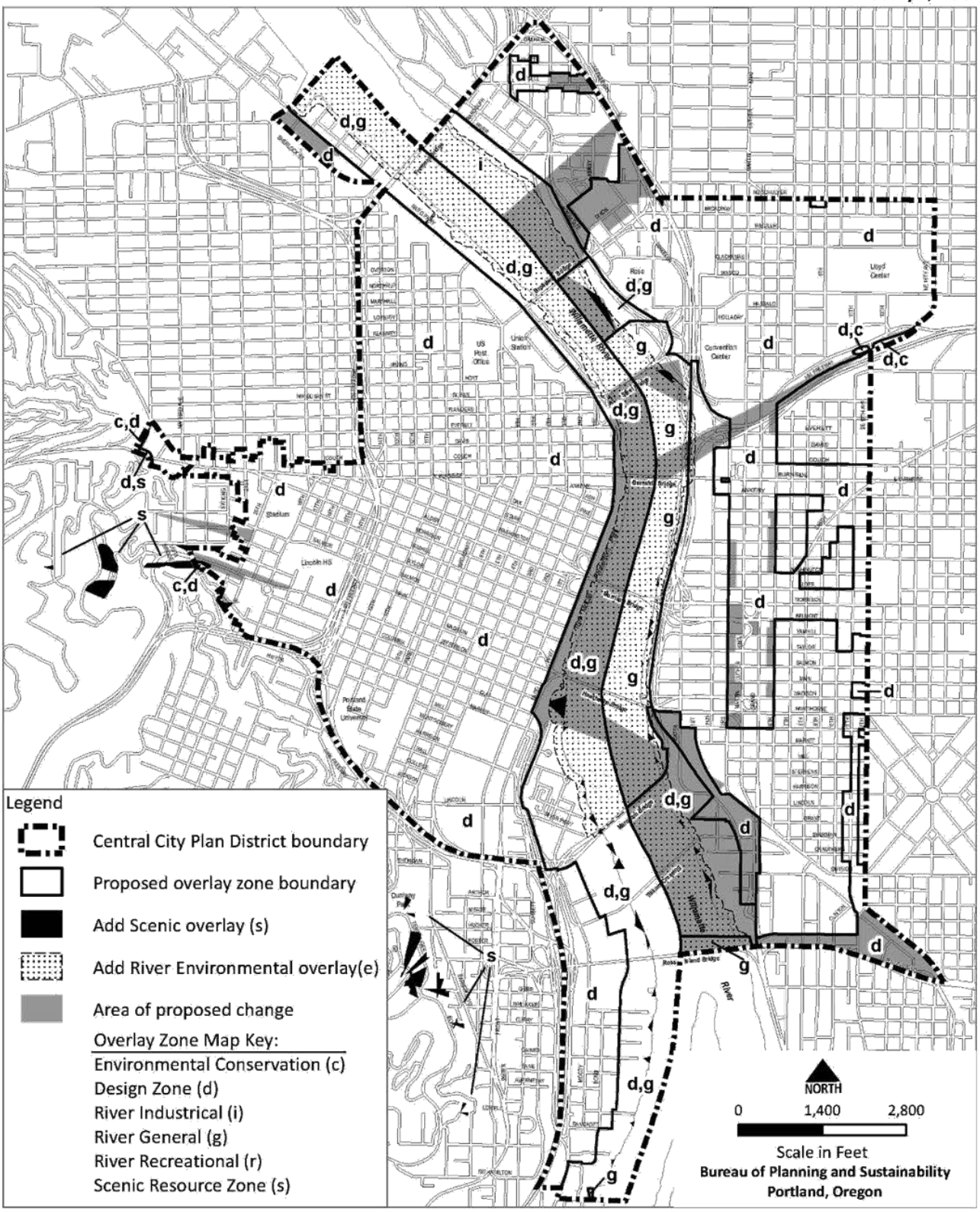
Central City Existing Overlay Zones

February 1, 2016



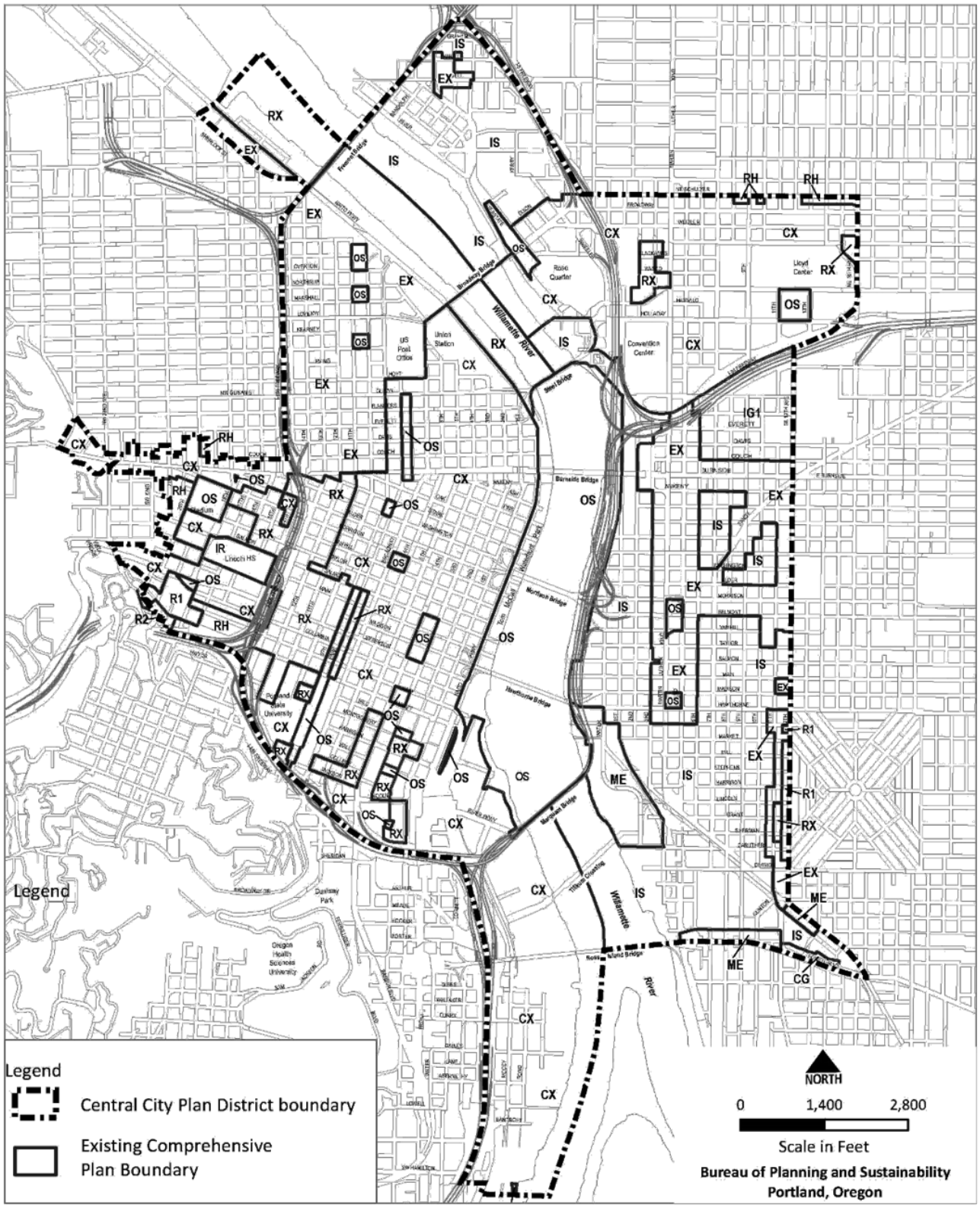
Central City Proposed Overlay Zones

February 1, 2016



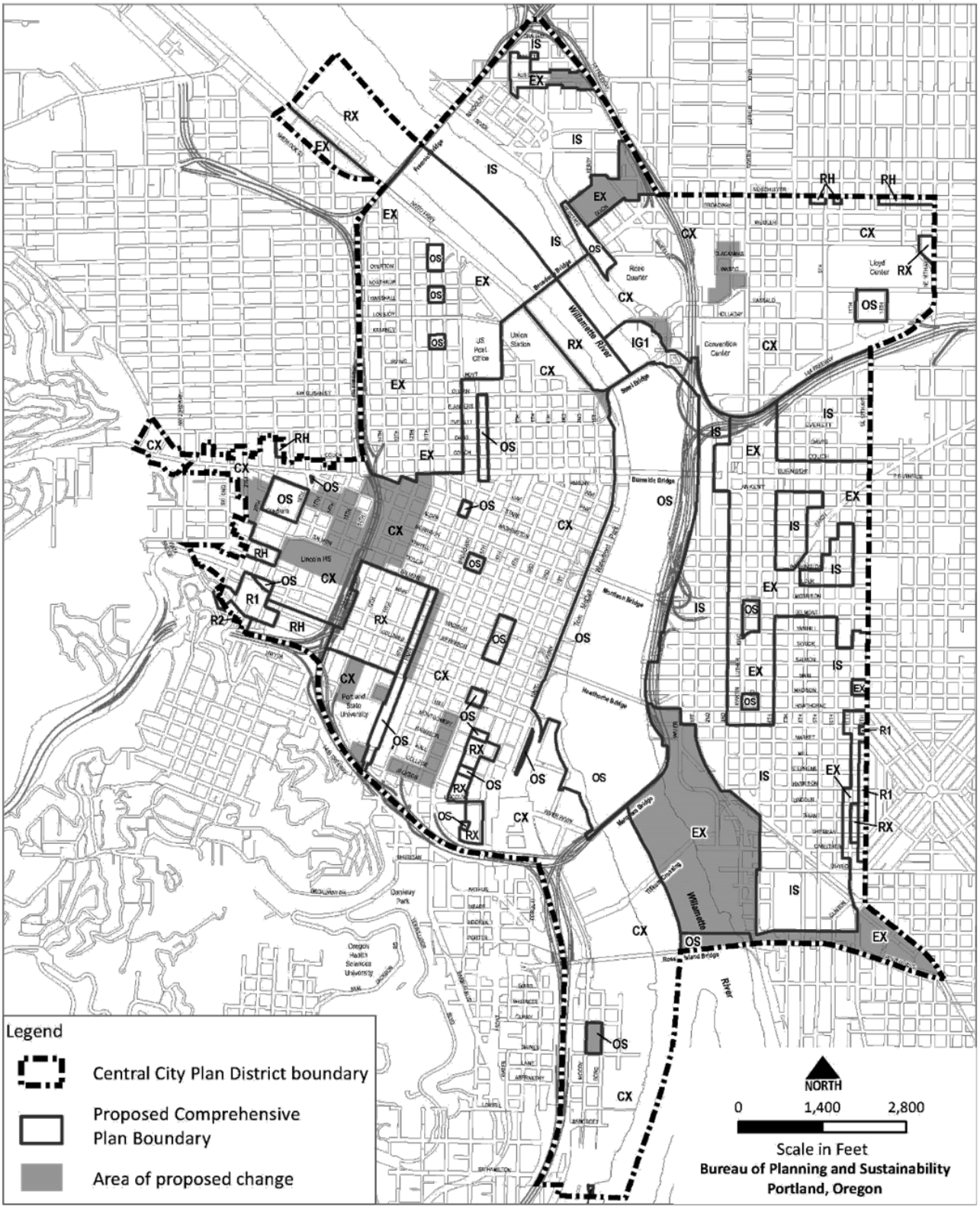
Central City Existing Comprehensive Plan

February 1, 2015



Central City Proposed Comprehensive Plan

February 1, 2016



TRANSPORTATION-RELATED AMENDMENTS TO THE COMPREHENSIVE PLAN

CENTRAL CITY MULTIMODAL MIXED-USE AREA

As part of the adoption of the Central City 2035 Plan, the Central City is gaining a designation as a Multimodal Mixed-Use Area (MMA).

The MMA designation is a relatively recent new State rule, which is applied by local governments to downtowns, town centers, main streets, or other areas inside Urban Growth Boundaries where the local government determines that 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 in 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.

The policy implications for the Central City of being an MMA include facilitating increases in density and the buildout of the Central City by lifting the Transportation Planning Rule (TPR) automobile congestion standards that apply to the review of land use changes. This also includes lifting mobility standards on Oregon Department of Transportation (ODOT) facilities, though safety standards for ODOT facilities will remain in effect. The City has been working closely with ODOT Region 1 on the MMA designation for the Central City.

The CC2035 Proposal Draft will include a land use assessment report for the Central City, as well as other documentation that supports the designation of the Central City as an MMA.

TRANSPORTATION SYSTEM PLAN

As part of the Comprehensive Plan, the City of Portland is updating the Transportation System Plan (TSP), the long-range plan guiding transportation investments in the City. 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.

The last update of the TSP was completed in 2007 incorporating the Freight Master Plan, Green Street policies, and other plans.

The TSP meets state and regional planning requirements and addresses local transportation needs for cost-effective street, transit, freight, bicycle, and pedestrian improvements. The plan will provide transportation options for residents, employees, visitors, and firms doing business in Portland, making it more convenient to walk, bike, take transit—and drive less—while meeting their daily needs. The TSP provides a balanced transportation system to support neighborhood livability and economic development.

The Central City 2035 Plan includes Central City-specific amendments to the Comprehensive Plan policies and Transportation System Plan (TSP).

Materials in this section include:

- TSP/Comprehensive Plan policy amendments
- Transportation performance targets
- Street classification maps
    1. Traffic
    2. Transit
    3. Emergency Response
    4. Freight
    5. Bicycle
    6. Pedestrian
    7. Street Design
- TSP Central City 2035 Studies List
- TSP Central City 2035 Candidate Project Map
- TPS Central City 2035 Candidate Project List

Central City Policies and Objectives to be amended into the TSP as part of Central City 2035 Plan process

Goal 9.I The Central City has a safe, affordable, efficient and accessible multimodal transportation system that supports growth and reinforces the role of the Central City as the region's high density center.

Central City

The Central City is expected to continue to be the region's unique center for commerce and employment, arts and culture, entertainment, tourism, education and government. As such, it is imperative that the Central City provide the highest levels of accessibility, travel options and pedestrian amenities to support the planned residential and employment densities and other goals stated in the Central City 2035 Plan. Goal 9.I and the following policies provide the transportation policy framework for the Central City.

Policy 9.40 **Regional transportation hub.** Strengthen the Central City as the highly accessible and multimodal hub for moving people and goods, reinforcing its regional center roles, enabling successful high-density employment and housing development, and thereby affirming its role in Metro's Region 2040 Framework Plan.

Policy 9.41 **Optimized street network.** Improve street design and function to increase efficiency and safety for all transportation modes and the ability of the existing network to meet the access needs of businesses, shoppers, residents and visitors. Establish a system and standards that emphasize pedestrian, bicycle, transit and freight access while continuing to provide automobile access.

Policy 9.42 **Regional corridors and connections.** Elevate the presence, character and role of physical and visual corridors such as trails, transit lines, busy streets and significant public views, helping to bridge neighborhoods across physical and psychological barriers.

Policy 9.43 **Street diversity.** Differentiate the character of key streets to offer a diversity of urban experiences and connections, and reflect the character of unique districts.

Policy 9.44 **Streetscape.** Improve the street environment and pedestrian experience by providing urban greenery and community uses of the right-of-way and by integrating high-density uses.

Policy 9.45 **Walking.** Encourage walking as the principal way to get around the Central City, with improved on-street and off-street infrastructure that enhances safety and closes access gaps to areas within, and adjacent to, the Central City.

Policy 9.46 **Bicycling.** Prioritize bicycling by implementing world-class on-street and off-street infrastructure that is safe, comfortable and convenient for people of all ages and abilities. Augment capital improvements with robust encouragement, education and enforcement efforts.

Policy 9.47 **Transit.** Continue to strengthen the regional role of transit in the Central City. Facilitate safe, pleasant and efficient access and transfer opportunities for transit riders. Support increased frequency, reliability, safety and expansion of the rail, bus and streetcar system. Explore river transit opportunities. Facilitate safe, pleasant and efficient access and transfer opportunities for transit riders via a clear, intuitive and convenient transit network that consolidates fragmented routes and provides high standards of transit amenities.

Policy 9.48 **Transportation Demand Management.** Foster the development of business and property owner-supported programs, incentives and activities that encourage employees, residents, students and visitors to use walking, bicycling, transit, carpool and car-share, as well as telecommuting and traveling outside the hours of peak congestion.

Policy 9.49 **Regional multimodal access.** Work with the Oregon Department of Transportation on improvements to I-405, I-5 and US26 to enhance regional access to the Central City. Minimize through traffic on Central City streets, improve pedestrian and bicycle connectivity across the freeways and create opportunities for capping freeways to lessen the barrier effect of the freeway and open new areas for potential development and/or parks, open space, and recreation opportunities.

Policy 9.50 **Portals.** Manage entry points into the district to provide balanced multimodal access to efficiently accommodate the increase in person trips and goods delivery as a result of growth and development. Discourage through trips from using district streets.

Policy 9.51 **Transportation System Management.** Manage access and circulation to reduce traffic speeds and provide for safe street crossings, while balancing the need for vehicle and freight access to and from the district. Manage the roadway system within the Central City in a way that allows greater levels of traffic congestion. In congested areas, prioritize modes other than automobiles to accommodate travel demand.

Policy 9.52 **Parking.** Support Central City parking needs, particularly for retail, employment and residential growth, as well as for access to major attractions such as universities and event venues. Continue to limit the growth of the overall parking supply, and maximize the joint use of existing and new stalls to manage parking in a more efficient and dynamic manner, lower the costs of construction and meet mode split and climate action goals for the city. Maintain no parking minimum requirements in the Central City and set maximum parking ratios to encourage alternative modes and allow new long-term parking only if associated with new development or to serve buildings with little parking.

Policy 9.53 **Public Parking.** Continue to manage public parking on the street system and in public garages to support Central City parking needs, prioritizing short trips and turnover to serve retail and visitor needs. Develop a performance-based parking program that manages Central City public parking to meet performance targets via dynamic pricing and other parking management tools and by providing clear and transparent parking information. Balance the need for on street parking with other

uses of the curb zone. In managing the supply of on-street parking, the first priority is for short-term parking, followed by carpool and finally long-term parking.

Policy 9.54 **Surface parking.** Support strategies and tools to encourage the redevelopment of surface parking lots. Discourage the development of new surface parking in the Central City and ensure that buildings will not be demolished to provide surface parking.

Policy 9.55 **Loading.** Support the delivery of goods in the Central City. Pursue strategies that bring new ways of delivering goods to the Central City in a way that optimizes loading and freight access and makes efficient use of limited urban space.

Transportation Performance Targets

2035 Performance Targets (from Quadrant Plans)

Downtown: In 2035, at least 85% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

West End: In 2035, at least 80% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

Goose Hollow: In 2035, at least 75% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

Pearl: In 2035, at least 75% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

Old Town/Chinatown: In 2035, at least 85% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

Lower Albina: In 2035, at least 40% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

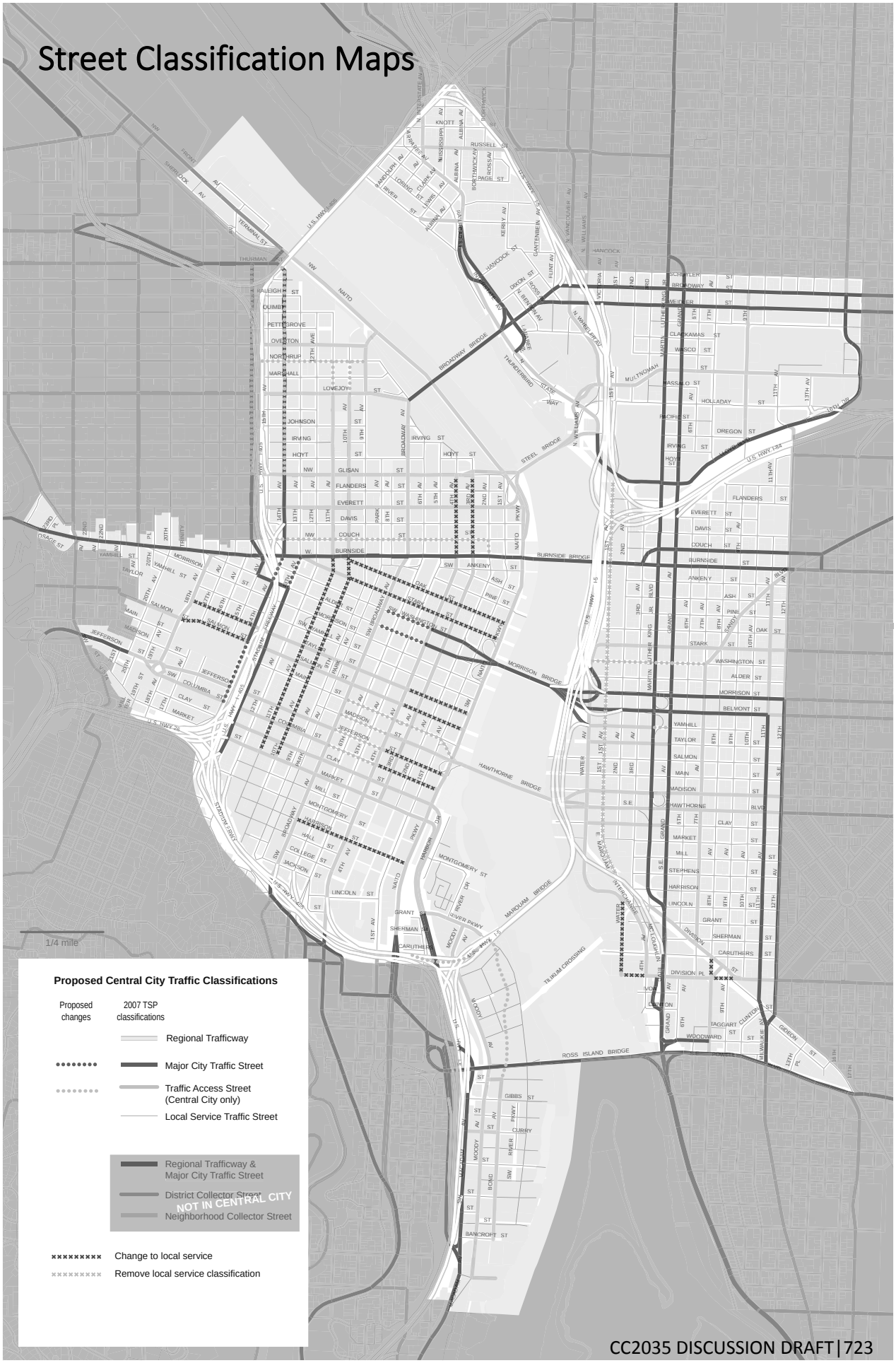
Lloyd: In 2035, at least 75% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

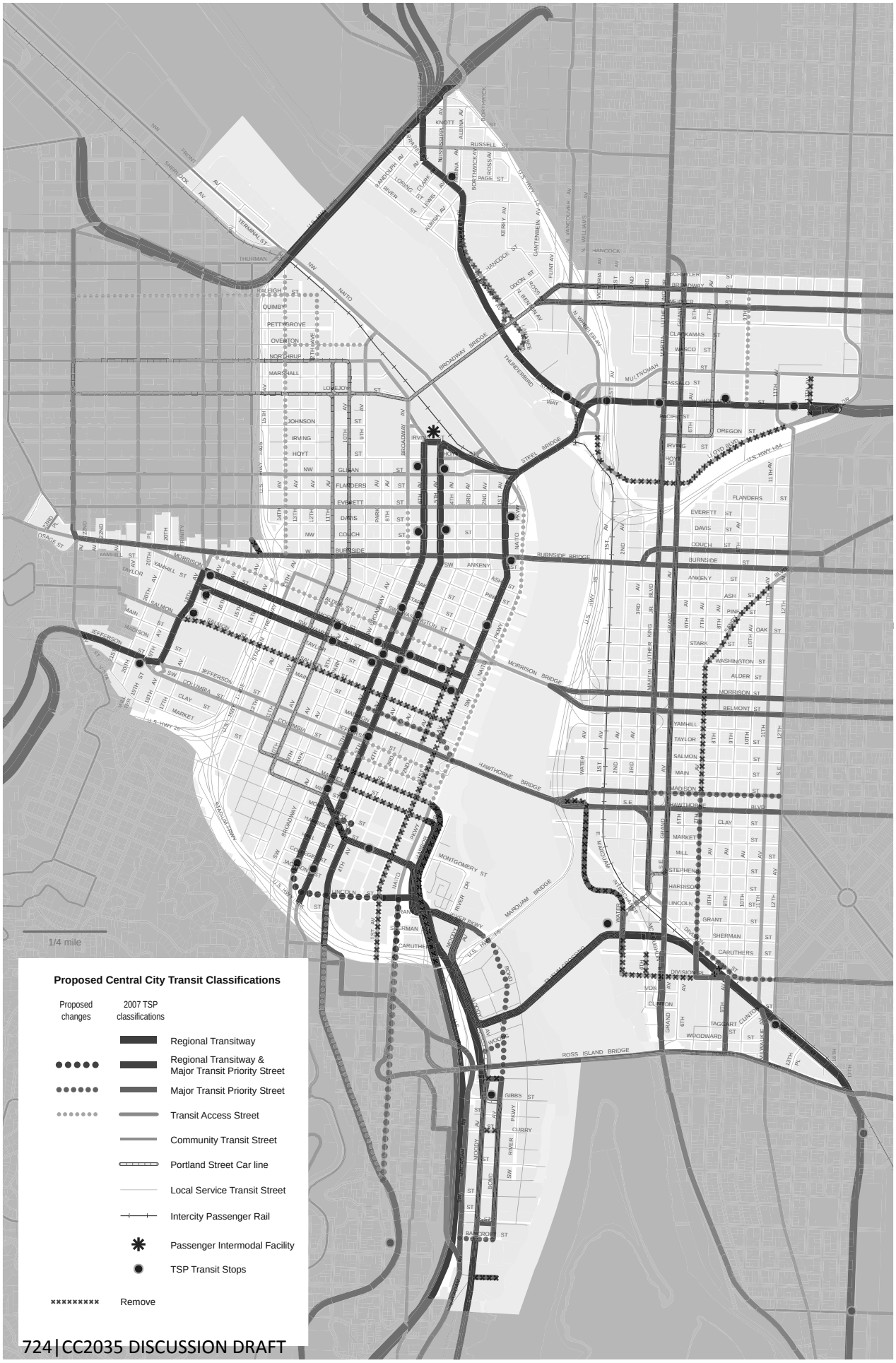
Central Eastside: In 2035, at least 60% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

South Waterfront: In 2035, at least 75% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

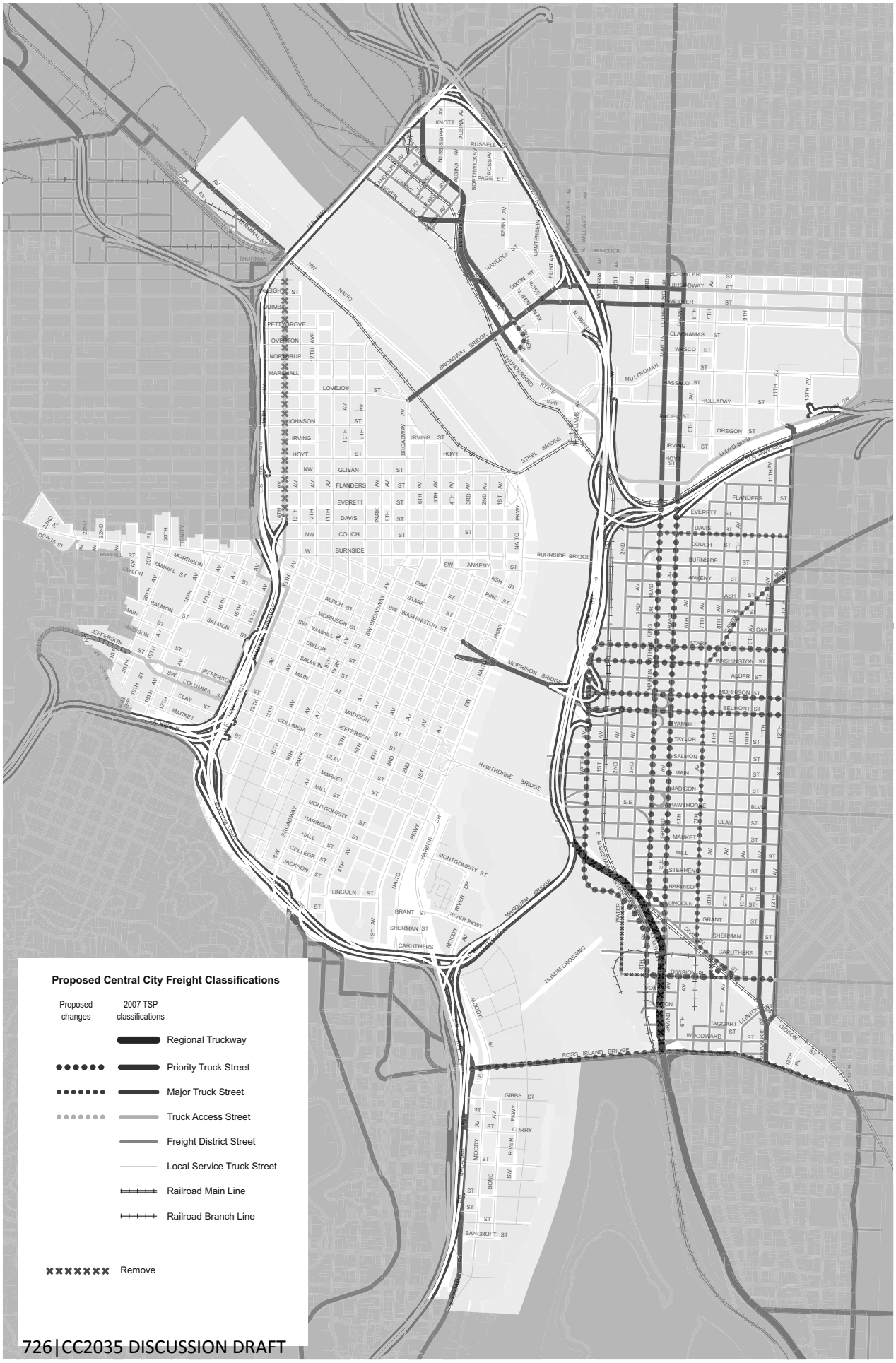
South Downtown/University: In 2035, at least 80% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

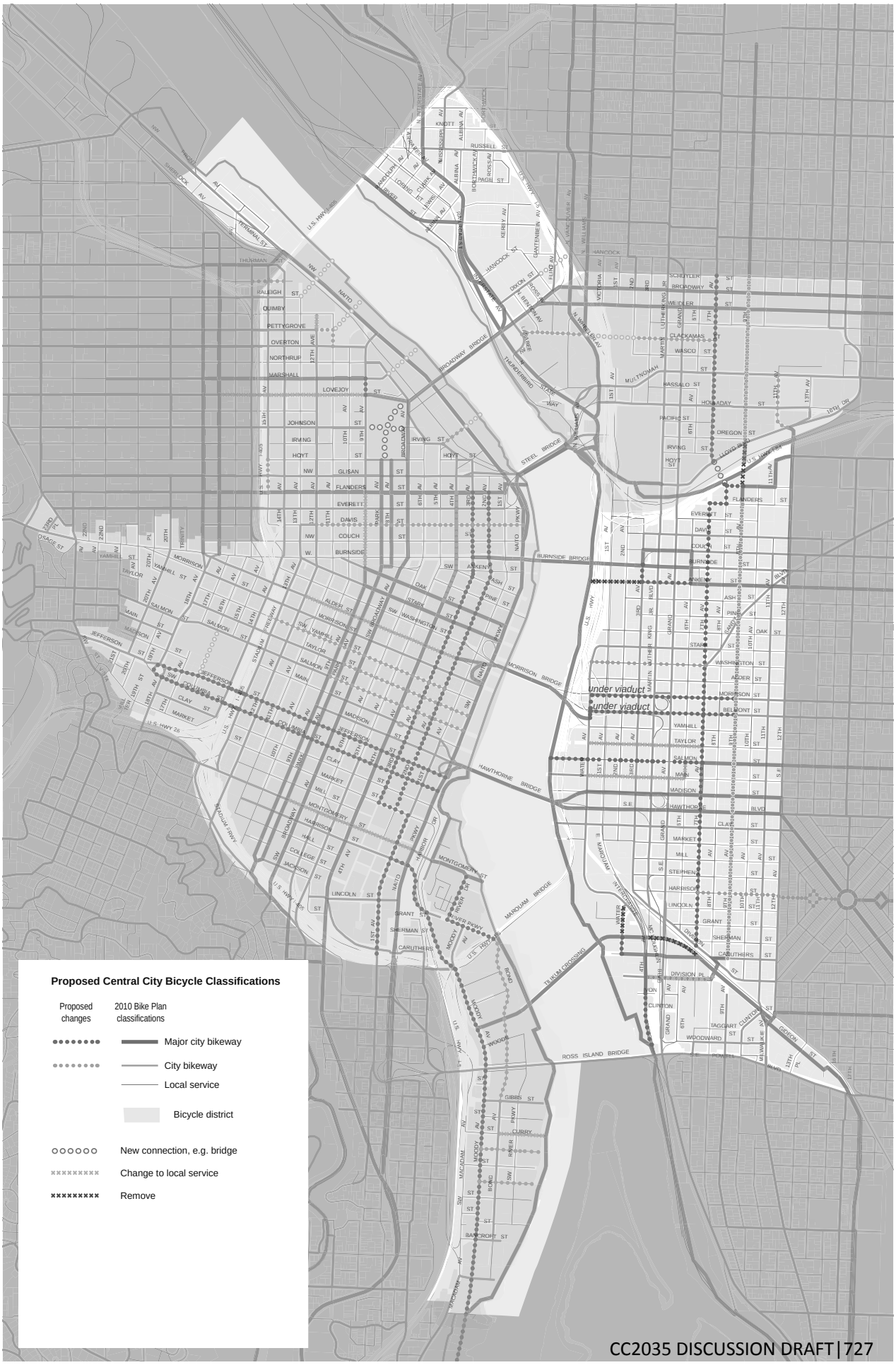
Street Classification Maps

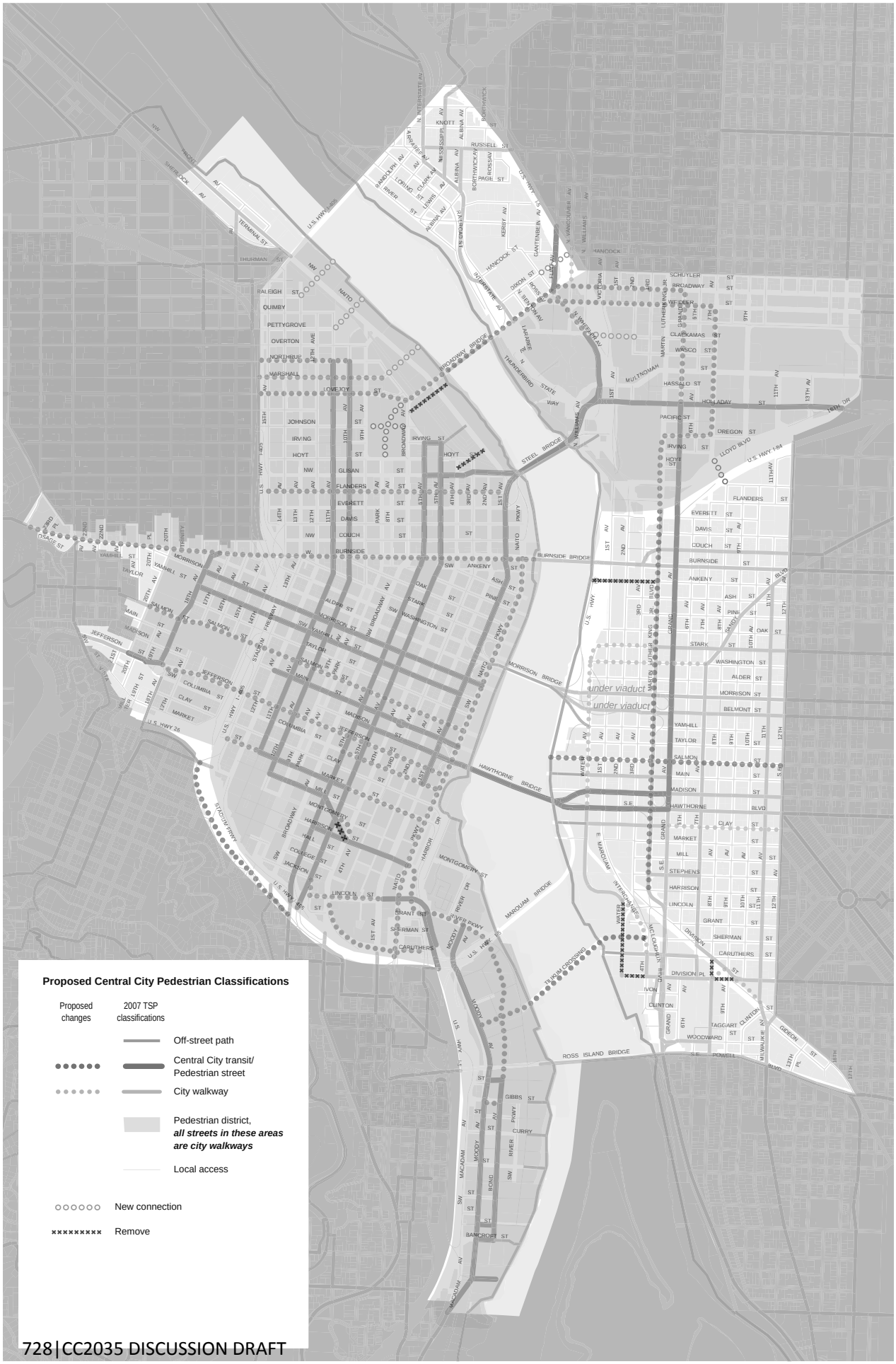


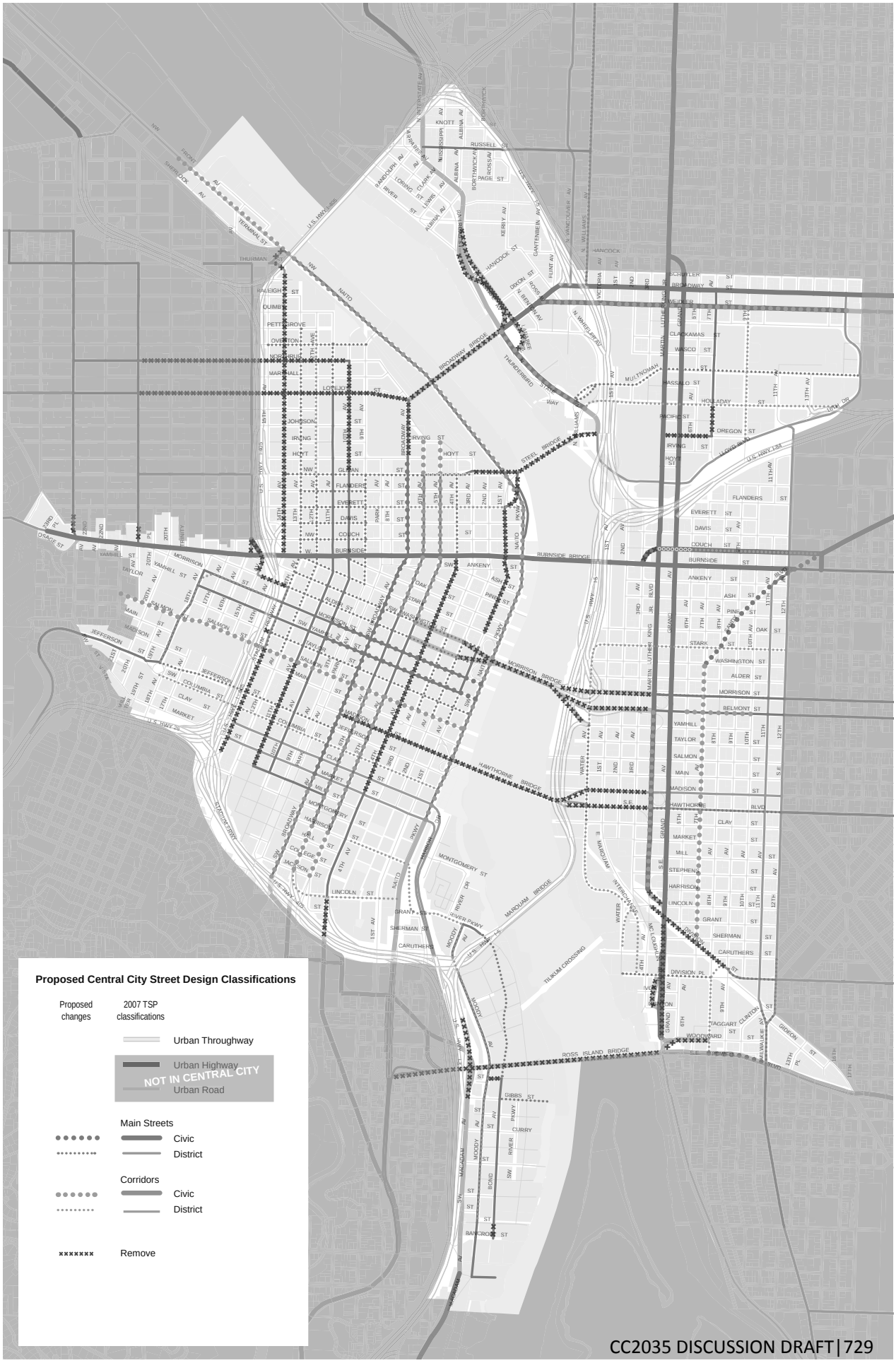

1/4 mile
Proposed Central City Transit Classifications
Proposed changes
2007 TSP classifications
Regional Transitway
Regional Transitway & Major Transit Priority Street
Major Transit Priority Street
Transit Access Street
Community Transit Street
Portland Street Car line
Local Service Transit Street
Intercity Passenger Rail
Passenger Intermodal Facility
TSP Transit Stops
Remove


1/4 mile
Proposed Central City
Emergency Response Classifications
Proposed changes
2007 TSP classifications
Primary ER route
Secondary ER route
(New classification)
Minor ER route
Remove
Fire station


Proposed Central City Freight Classifications
Proposed changes
2007 TSP classifications
Regional Truckway
Priority Truck Street
Major Truck Street
Truck Access Street
Freight District Street
Local Service Truck Street
Railroad Main Line
Railroad Branch Line
Remove


Proposed Central City Bicycle Classifications
Proposed changes
2010 Bike Plan classifications
Major city bikeway
City bikeway
Local service
Bicycle district
New connection, e.g. bridge
Change to local service
Remove
under viaduct
under viaduct

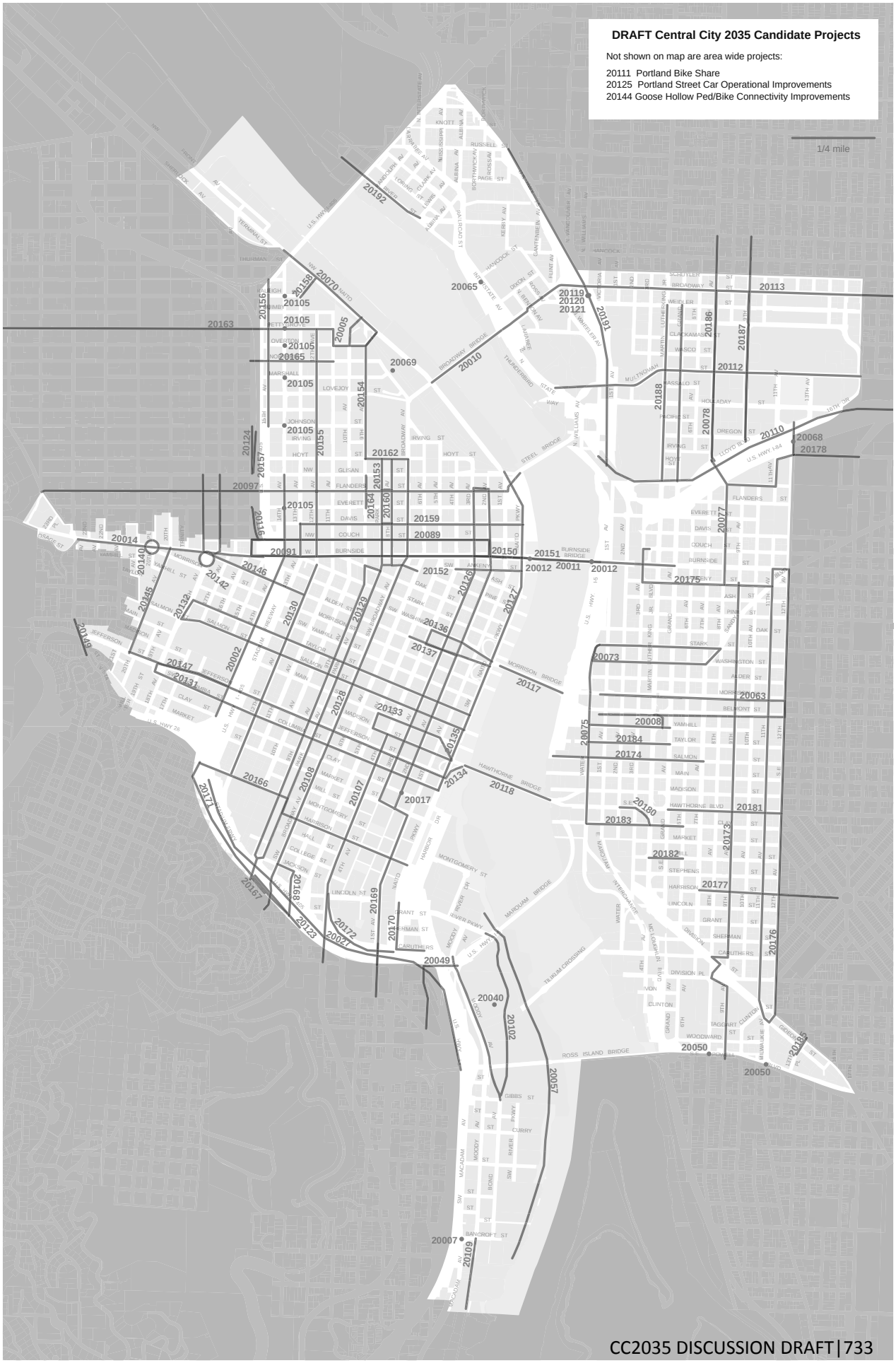

Proposed Central City Pedestrian Classifications
Proposed changes
2007 TSP classifications
Off-street path
Central City transit/ Pedestrian street
City walkway
Pedestrian district, all streets in these areas are city walkways
Local access
New connection
Remove
under viaduct
under viaduct


Proposed Central City Street Design Classifications
Proposed changes
2007 TSP classifications
Urban Throughway
Urban Highway
NOT IN CENTRAL CITY
Urban Road
Main Streets
Civic
District
Corridors
Civic
District
Remove

Draft Central City Studies List

Study Name	Description
Goose Hollow Access and Circulation Plan	Complete a local circulation study for Goose Hollow that explores possible changes to street operations and configurations including oneway vs. two-way streets east of SW 18th , including Jefferson and Columbia; enhanced transit, bicycle facilities and on-street parking to help meet district goals.
Old Town Chinatown Access and Circulation Plan	Prepare a local circulation study for the area north of Burnside. Consider street configurations including travel directions, travel lanes, traffic control, bicycle access and parking, and transit mobility and circulation. Address barriers created by NW Broadway, W Burnside, NW Naito Parkway, the Steel Bridge ramps, Waterfront Park and the railroad tracks.
Green Loop Concept Plan	Study the feasibility of a connecting network of bicycle and pedestrian ways that creates a new 'loop' through Central City. A feasibility study is needed to determine whether bicycle facilities could be constructed in the right-of-way to complete the 'loop'. The study would need to determine the alignment and whether new facilities or enhancements to existing facilities are needed. It will examine how TSP projects can help build momentum. The Green Loop concept is part of a system that connects parks and places in the Central City that would be designed to provide access to all people of Portland.
Morrison Bridge Westside Ramps Reconfiguration Study	Working with Multnomah County, study the feasibility of removing or reconfiguring the ramps and approaches to the Morrison bridge to create more developable land parcels and improve multimodal connectivity to the river. Consider the impacts to providing southbound freeway access from the Central Eastside.
Morrison Bridge Eastside Ramps Reconfiguration Study	Study feasibility of realigning the Morrison Bridge off ramp to MLK to allow for through eastbound traffic on Yamhill.
Jefferson Main Street Plan	Develop and implement a strategy to encourage main street-friendly streetscape and stormwater management improvements on SW Jefferson Street. Explore the feasibility of burying utilities as part of improvements and planting additional trees.
River Transit Feasibility Study	Explore funding mechanisms, phasing, and the implementation of river transit in Central City.
Central Eastside Railroad Quiet Zone Feasibility Study	Explore the feasibility of implementing a Railroad Quiet Zone along SE 1st Ave.
Central City Transit Network Study	Study potential improvements to public transportation services along Naito Parkway and the riverfront as development density and activity increases over time. Determine the feasibility of adding new light rail station(s) on the Blue/Red line near SW 14th or 15th Avenue as development density increases in the Hollow. Enhance existing service to meet demand and support the desired expansion of transit service to rapidly developing areas in the North Pearl and NW Portland. Study shifting bus service from Salmon to Alder to improve efficiency and usability of the bus line and improve the pedestrian/bicycle environment on Salmon. Study the feasibility of consolidating routes and stops on fewer corridors by placing bus lines onto the southern end of the Transit Mall and on SW Lincoln and Naito Parkway. Study the potential to better link the Clinton and OMSI Station Areas with LRT stations in the Lloyd District and Rose Quarter. Study the potential for bus service along SE Water Avenue. Study the feasibility of adding a new light rail station on the Yellow line near Dixon to serve the N Broadway area and PPS Blanchard site. Work with TriMet to improve the Steel Bridgehead and Rose Quarter Transit Center area to improve transit, local circulation, access to the Eastbank Esplande, and development opportunities.

Salmon Green Street Concept Plan	Improve Salmon Street as a unique east-west connection linking Washington Park to the Willamette River with stormwater management, landscaping, and active transportation facilities. Encourage additional, activating retail.
West Burnside / Couch Refinement Plan	Enhance West Burnside to improve streetscape quality, multimodal access, and bicycle and pedestrian safety. Explore opportunities for consolidating and/or redeveloping Burnside's "jug handles" (triangular shaped spaces) into public spaces.
University District Access and Circulation Plan	Complete a PSU area access and circulation study that includes multimodal improvements including pedestrian safety; campus loading; drop offs; parking; and bicycle access to and from the campus to adjacent areas, South Waterfront, Goose Hollow and South Portland.
Broadway Weidler Corridor Plan Update	Review the 1996 Broadway-Weidler Corridor Plan to identify any needed updates to implement the N/NE Quadrant Plan, as well as the stretch of the corridor east of 16th to the Hollywood area. Implement the plan emphasizing pedestrian safety projects, installation of traffic signals and maintenance of parking supply.
Downtown, Goose Hollow and University District Right of Way Standards	Develop a Right-of-Way standard document for the Downtown, Goose Hollow and University subdistricts to, in part, implement the Street and Development Character Concept for these subdistricts.
Lloyd District Standard Plans and Details within the Right of Way Update	Update the Lloyd District Standard Plans and Details within the Right-of-Way document to in part implement the Street and Development Character Concept for the district.
"The Strand" Concept Plan	Develop the concept for the Strand through Lower Albina.
Clackamas Flexible Street Strategy	Develop a strategy for the Clackamas Flexible Street and private development extending from the Rose Quarter to NE 9th Avenue via a new pedestrian/bicycle bridge over I-5.
Interstate-Larrabee Concept Plan	Study options for Interstate Ave and the Larrabee Street flyover ramp that would preserve auto, bicycle and freight access while accommodating the Greenway Trail and pedestrian and bicycle access to the district and river.
Steel Bridge Ramps Reconfiguration Study	Study possible reconfiguration of the Steel Bridge ramps and the rail line to improve pedestrian and bike access to/along the greenway trail, NW Flanders and McCormick Pier and create new development opportunities.
Naito Parkway Traffic Study	Study ways to lessen the impact of freight and general traffic on Naito Parkway destined to I-5 south from the Central Eastside.
Morrison and Hawthorne Bridgeheads Connectivity and Accessibility Study	Study ways to improve multimodal accessibility at the Morrison and Hawthorne bridges
Cultural District Streetscape Plan	Develop a package of streetscape improvements for the cultural district to enhance the pedestrian experience between attractions including OHS, the Art Museum and the Arlene Schnitzer Concert Hall.
USPS Site Master Plan	Improve access through the US Postal Service site to Union Station as it redevelops.
North Macadam Transportation Development Strategy Update	Review, update and implement recommendations from the North Macadam Transportation Development Strategy (2009) (includes earlier South Portland Circulation Study Recommendations)
US 26 Circulation Study	Complete a study that explores long-term reconfigurations of local and regional connections on and around I-405 between the Ross Island Bridge and Sunset Highway interchanges.
I-405 Safety Study	Develop conceptual designs for I-405 ramp modifications to improve safety by reducing weaving conflicts and queues on I-405 NB and SB between Marquam Bridge and Sunset Highway, and identify potential funding.


DRAFT Central City 2035 Candidate Projects
Not shown on map are area wide projects:
20111 Portland Bike Share
20125 Portland Street Car Operational Improvements
20144 Goose Hollow Ped/Bike Connectivity Improvements
1/4 mile

DRAFT Central City 2035 Candidate Projects

TSP ID	Lead Agency	Facility Owner	District	Project Name	Project Location	Project Description	Project Source	Estimated Cost ($2015)
20002	Portland	Portland / ODOT	Goose Hollow	I-405 Corridor ITS	14th/16th, NW (Glisan - Burnside); 13th/14th, SW (Burnside - Clay)	ITS improvements at six signals between Clay and Glisan including communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow.	TSP Major Projects List	$ 500,000
20005	Portland	Portland / Railroad	Pearl	Fields Park Pedestrian / Bicycle Bridge	10th, NW (Overton - Naito Parkway)	Construct a pedestrian/bicycle bridge over the railroad tracks.	TSP Major Projects List	$ 2,300,000
20007	Portland	Portland / ODOT	South Waterfront	South Portal Intersection Improvements	Bancroft/Hood/Macadam, SW	Improve the South Portal to the North Macadam District (intersection of Bancroft, Hood, and Macadam) to address safety and capacity issues.	TSP Major Projects List	$ 10,000,000
20010	MultCo	MultCo	Willamette River Bridges	Broadway Bridge Rehabilitation	Broadway Bridge	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic.	TSP Major Projects List	$ 22,700,000
20011	MultCo	MultCo	Willamette River Bridges	Burnside Bridge Rehabilitation, Phase 1	Burnside Bridge	Rehabilitate mechanical system, approach structure, corrosion control, phase 1seismic.	TSP Major Projects List	$ 25,000,000
20012	Portland	Portland / MultCo	Burnside	Burnside Bridge Access Improvements	Burnside Bridge, E/W	Construct a stairway and elevator to provide access from the Burnside Bridge to Waterfront Park. Construct an elevator alongside existing staircase to provide an accessible connection between the Eastbank Esplanade and the Burnside Bridge.	TSP Major Projects List	$ 2,000,000
20014	Portland	Portland	Burnside	W Burnside Corridor Improvements	Burnside St, W (NW 15th to NW 23rd)	Design and construct boulevard improvements including pavement reconstruction, wider sidewalks, curb extensions, safer crossings, new traffic signals, and traffic management.	TSP Major Projects List	$ 8,000,000
20016	Portland	Portland / ODOT	Central Citywide	Central City TSM	Central City	Implement Central City TSM improvements to arterials.	TSP Major Projects List	$ 3,250,000
20027	ODOT	ODOT	South Downtown / University	South Portland Connectivity Improvements	I-405 / US26 / Ross Island Bridge, SW	Construct new freeway access from Ross Island Bridge to I-405 and US 26 to improve connections between regional facilities and separate traffic from neighborhood streets.	TSP Major Projects List	$ 50,000,000
20040	Portland	Portland	South Waterfront	South Waterfront Street Connections	Multiple Streets, SW (River Parkway - Moody)	New streets will be constructed in phases according to the South Waterfront District Street Plan as development occurs.	TSP Major Projects List	$ 5,250,000
20049	Portland	Portland	South Waterfront	North Portal Street Improvements	Sheridan St, SW (Water - Bond); Water / Corbett Ave, SW (Sheridan - Kelly)	Improve access into the northern end of the North Macadam District by improving SW Corbett and SW Sheridan Street, including their connections with SW Kelly Way, SW Harbor Drive, and SW River Parkway.	North Macadam Transportation Development Strategy	$ 9,256,116

734 | CC2035 DISCUSSION DRAFT

33361

TSP ID	Lead Agency	Facility Owner	District	Project Name	Project Location	Project Description	Project Source	Estimated Cost ($2015)
20050	Portland	Portland / ODOT	Central Eastside	Southern Triangle Access Improvements	Powell Blvd, SE (at 8th and/or Milwaukie)	Improve access to the Southern Triangle district from Powell Blvd by allowing protected left turns from Powell to 8th Ave (new signal) and/or Milwaukie Ave (modify existing signal), and adding a marked pedestrian crossing on the east leg of the intersection at Milwaukie.	TSP Major Projects List	$ 2,000,000
20057	Portland	Portland	South Waterfront	Willamette Greenway Trail Extension	Willamette Greenway Trail, SW (Marquam Br - Hamilton)	Provide two paths in order to separate bicyclists from pedestrians in remaining gaps of South Waterfront's Willamette Greenway trail.	TSP Major Projects List	$ 2,500,000
20063	Portland	Portland	Central Eastside	Central Eastside Belmont/Morrison Bikeway	Belmont/Morrison St, SE (Water - 12th)	Design and implement bikeways on Belmont from Water to 7th and on Morrison from 12th to Water. The project will utilize the roadway space underneath and beside the viaducts west of Grand, and will convert Morrison St east of Grand Ave from two-way to one-way operation to improve traffic safety and provide space for the bikeway while maintaining vehicle capacity.	Bicycle Plan for 2030	$ 1,000,000
20065	Portland	Portland	Lower Albina	Interstate-Larrabee Corridor Improvements	Interstate Ave, N (Tillamook - Larrabee)	Remove the existing weight-restricted, low-clearance, poor-condition Interstate to Larrabee southbound flyover ramp (Bridge #153). Replace the existing weight-restricted, poor-condition Interstate Semi-viaduct (Bridge #152). Construct multimodal transportation improvements to the alternate southbound routes to N Broadway.	TSP Major Projects List	$ 5,250,000
20068	Portland	Portland	Central Eastside	NE 12th Ave Bridge Replacement	12th Ave, NE (over I-84 and railroad tracks)	Replace the existing fracture critical and seismically deficient 12th Ave bridge (Bridge #025) over I-84 and railroad tracks with a new structure. Provide multimodal transportation improvements on the new structure.	TSP Major Projects List	$ 9,400,000
20069	Portland	Railroad	Pearl	NW Marshall Pedestrian/Bicycle Bridge	Marshall, NW (9th - Naito Parkway)	Construct a pedestrian/bicycle bridge over the railroad tracks.	TSP Major Projects List	$ 2,750,000
20070	Portland	Portland	Pearl	NW Naito Parkway Safety Improvements	Naito Pkwy, NW (9th - 15th)	Construct multimodal safety and capacity improvements including a lane reconfiguration, pedestrian improvements, and bicycle facilities.	Pearl District Access and Circulation Plan	$ 250,000

33362
CC2035 DISCUSSION DRAFT | 735

TSP ID	Lead Agency	Facility Owner	District	Project Name	Project Location	Project Description	Project Source	Estimated Cost ($2015)
20073	Portland	Portland	Central Eastside	SE Stark/Washington Couplet	Stark / Washington, SE (Water - Sandy)	Improve safety and capacity for all modes by restriping and signalizing Stark and Washington as they intersect with MLK, Grand, and Sandy, forming a two-way couplet including bicycle facilities. Project includes repaving SE Washington St to arterial standards.	TSP Major Projects List	$ 4,000,000
20075	Portland	Portland	Central Eastside	Water Ave Corridor Improvements	Water Ave, SE (Stark - Clay)	Remove rails from roadway, repair pavement, build sidewalks, and enhance existing bikeway.	TSP Major Projects List	$ 2,000,000
20077	Portland	Portland	Lloyd	Inner Eastside Pedestrian/Bicycle Bridge	7th to 8th Ave, NE (over I-84); 8th Ave, NE/SE (Glisan - Ankeny); Glisan / 11th / Irving, NE (8th - 12th)	Construct a pedestrian/bicycle bridge across Interstate 84 connecting the Lloyd District to the Central Eastside Industrial District. Project includes a signal or other improved crossing at 7th & Lloyd as well as neighborhood greenway connections south to Ankeny and east to Irving.	TSP Major Projects List	$ 9,000,000
20078	Portland	Portland	Lloyd	Lloyd District Streetscape Improvements	7th/9th Ave, NE (Lloyd to Broadway)	Construct sidewalk improvements, mid-block crossings, and other enhancements to create a more pedestrian-oriented streetscape.	TSP Major Projects List	$ 5,000,000
20079	Portland	Portland	Lloyd	Lloyd Blvd Ped/Bike Improvements	Lloyd Blvd, NE (Grand - 12th)	Widen and enhance the pedestrian walkway along the south edge of Lloyd Blvd and enhance the existing bikeway to improve safety and comfort.	TSP Major Projects List	$ 2,000,000
20089	Portland	Portland	Burnside	W Burnside/Couch Corridor Improvements, Phase 1	Burnside/Couch, W/NW (Burnside Bridge - NW 15th)	Construct transportation improvements including pavement reconstruction, traffic signals, turn lanes, curb extensions, bicycle network improvements, and crossing improvements.	TSP Major Projects List	$ 6,000,000
20091	Portland	Portland	Burnside	W Burnside/Couch Corridor Improvements, Phase 2	Burnside/Couch, W/NW (Burnside Bridge - NW 15th)	Implements a one-couplet design including new traffic signals, widened sidewalks, curb extensions, bike lanes, on-street parking and street trees. This project will be coordinated with ODOT to address potential impacts to the I-405 interchanges, overcrossings and ramps.	TSP Major Projects List	$ 70,000,000
20097	Portland	Portland / ODOT	Pearl	NW Flanders Neighborhood Greenway	Flanders St, NW (24th - Steel Bridge)	Design and implement a neighborhood greenway from the Steel Bridge to NW 24th, including a pedestrian/bicycle bridge over I-405, signal at 16th, signal at Broadway, improved crossing at Naito, and other crossing and traffic calming improvements as needed.	TSP Major Projects List	$ 8,000,000
20102	Portland	Portland	South Waterfront	Bond Ave, Phase 2	Bond Ave, SW (River Parkway - Gibbs)	Extend SW Bond one-way northbound from Gibbs to River Parkway and convert Moody to one-way southbound operation to form a couplet.	TSP Major Projects List	$ 9,700,000

7/16 | CC2035 DISCUSSION DRAFT

TSP ID	Lead Agency	Facility Owner	District	Project Name	Project Location	Project Description	Project Source	Estimated Cost ($2015)
20105	Portland	Portland	Pearl	NW 14th Ave Bikeway and Crossing Improvements	Pearl District, NW	Construct improved crossings with curb extensions and/or rapid flash beacons at 14th & Everett, 14th & Johnson, 14th & Marshall, 14th & Overton, 14th & Pettygrove, and 14th & Raleigh. Enhance existing bikeway at major intersections.	Pearl District Access and Circulation Plan	$ 500,000
20107	Portland	Portland	South Downtown / University	SW 4th Ave Corridor Improvements	4th Ave, SW (Sheridan - Madison)	Improves the street environment on SW 4th Avenue adjacent to Portland State University by adding bicycle facilities, curb bulb-outs, signalized pedestrian crossings, green street features, and marked crosswalks. As part of the project, reconfigure 4th Ave from Sheridan to Lincoln to enhance and extend the bike lane over I-405, and modify the signal at Lincoln to improve bicycle access.	Innovation Quadrant TSDC Overlay	$ 2,500,000
20108	Portland	Portland	South Downtown / University	SW Broadway Bikeway and Streetscape Improvements	Broadway, SW (Clay - Sherman)	Enhances the existing protected bikeway and sidewalks on SW Broadway adjacent to Portland State University. Includes the construction of a raised bikeway, sidewalk amenities, green street features, ADA improvements, pedestrian islands, and curb bulb-outs. Enhance the existing bikeway on SW Broadway from Jackson to Sherman across I-405 to improve safety and comfort.	Innovation Quadrant TSDC Overlay	$ 1,250,000
20109	Portland	Portland	South Waterfront	Moody Ave Extension	Moody Ave, SW (Bancroft - Hamilton Ct)	Extend SW Moody Ave from Bancroft to Hamilton Ct to improve circulation within the South Waterfront neighborhood.	TSP Major Projects List	$ 20,590,000
20110	Portland	Railroad / ODOT	Lloyd	Sullivan's Gulch Trail, Segment 1	Banfield Corridor, NE (Eastbank Esplanade - 21st)	Construct a multi-use trail for pedestrians and bicycles within the Banfield (I-84) Corridor from the Eastbank Esplanade to NE 21st Ave.	TSP Major Projects List	$ 12,500,000
20111	Portland	Portland	Central Citywide	Portland Bike Share	Central City and Inner Neighborhoods	Design and implement a bike share system.	TSP Major Projects List	$ 4,690,000
20112	Portland	Portland	Lloyd	NE Multnomah Protected Bikeway Improvements	Multnomah St, NE (Interstate - 16th)	Construct permanent improvements to the NE Multnomah St protected bikeway.	TSP Major Projects List	$ 2,000,000
20113	Portland	Portland	Lloyd	NE Broadway Corridor Improvements, Phase 1	Broadway/Weidler, N/NE (Broadway Bridge - 24th)	Design and implement a separated bikeway and improve pedestrian/bicycle crossings. Construct traffic signals, improve transit stops, and construct streetscape improvements.	TSP Major Projects List	$ 9,000,000
20116	Portland	Portland/ODOT	Goose Hollow	I-405 Safety and Operational Improvements	15th/16th/Burnside/Couch, NW (at I-405 interchange)	Improve pedestrian and bike access from NW Portland to Central City across I-405 at Burnside and Couch. Improves traffic operations for I-405 off-ramp.	TSP Major Projects List	$ 2,240,000

33364
CC2035 DISCUSSION DRAFT | 734

TSP ID	Lead Agency	Facility Owner	District	Project Name	Project Location	Project Description	Project Source	Estimated Cost ($2015)
20117	MultCo	MultCo	Willamette River Bridges	Morrison Bridge Rehabilitation	Morrison Bridge	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic.	TSP Major Projects List	$ 45,000,000
20118	MultCo	MultCo	Willamette River Bridges	Hawthorne Bridge Rehabilitation	Hawthorne Bridge	Rehabilitate mechanical system, approach structure, corrosion control, phase 1 seismic.	TSP Major Projects List	$ 13,300,000
20119	ODOT	ODOT	Lloyd	I-5 / Broadway / Weidler Interchange, Phase 1	Interstate 5, N/NE (I-405 - I-84)	Conduct planning, preliminary engineering and environmental work to improve safety and operations on I-5, connection between I-84 and I-5, and access to the Lloyd District and Rose Quarter.	TSP Major Projects List	$ 44,407,000
20120	ODOT	ODOT	Lloyd	I-5 / Broadway / Weidler Interchange, Phase 2	Interstate 5, N/NE (I-405 - I-84)	Acquire right-of-way to improve safety and operations on I-5, connection between I-84 and I-5, and access to the Lloyd District and Rose Quarter.	TSP Major Projects List	$ 40,516,000
20121	ODOT	ODOT	Lloyd	I-5 / Broadway / Weidler Interchange, Phase 3	Interstate 5, N/NE (I-405 - I-84)	Construct improvements to enhance safety and operations on I-5, connection between I-84 and I-5, and access to the Lloyd District and Rose Quarter. Project includes a pedestrian/bicycle bridge across I-5 at Clackamas St.	TSP Major Projects List	$ 126,864,000
20122	Portland / ODOT	Portland / ODOT	Central Eastside	Yamhill & Water Traffic Improvements	Yamhill / Water, SE	Install signal at the SE Yamhill St / SE Water Ave intersection with turn lane and queue detection treatments on the I-5 NB Exit Ramp to reduce queue length and/or provide advanced warning sign of queue on the exit ramp.	SE Quadrant Plan	$ 750,000
20123	Portland / ODOT	Portland / ODOT	South Downtown / University	SW Broadway Traffic Improvements	Broadway, SW (Grant - 5th)	Make improvements on SW Broadway and/or other city streets to reduce the vehicle queue on the I-405 SB Exit Ramp that connects to SW Broadway.	MMA	$ 2,000,000
20124	Portland / ODOT	Portland / ODOT	Pearl	I-405 / Glisan Traffic Improvements	I-405 / Glisan, NW (southbound off-ramp)	Make improvements on city streets near the I-405 SB Exit Ramp to reduce the queue on the exit ramp.	MMA	$ 1,000,000
20125	Portland	Portland	Central Citywide	Portland Streetcar Operational Improvements	Central City	Design and implement projects to improve the operational efficiency of Portland Streetcar.	Streetcar Needs Analysis	$ 2,000,000
20126	Portland	Portland	Downtown	1st / 2nd / 3rd Ave Bikeway	1st / 2nd / 3rd Ave, SW (Arthur - Flanders)	Design and implement bikeways on 1st / 2nd / 3rd from Arthur to Flanders to create a safe and comfortable north-south bicycle connection through the Central City. Project includes a traffic signal at SW 2nd & Clay.	West Quadrant Plan	$ 2,000,000
20127	Portland	Portland	Downtown	Better Naito Walkway / Bikeway	Naito Pkwy, SW/NW (Salmon - Railroad)	Design and implement a separated two-way walkway and bikeway on the east side of Naito Parkway.	West Quadrant Plan	$ 500,000

TSP ID	Lead Agency	Facility Owner	District	Project Name	Project Location	Project Description	Project Source	Estimated Cost ($2015)
20128	Portland	Portland	Downtown	Broadway Bikeway Improvements	Broadway, NW/SW (Hoyt - Clay)	Enhance the existing bikeway along Broadway to provide a more safe and comfortable bicycling environment, and provide a northbound bikeway on Broadway or a parallel street.	West Quadrant Plan	$ 1,000,000
20129	Portland	Portland	Downtown	South Park Blocks Bikeway	9th / Park Ave, SW (Clifton - Oak)	Design and implement a neighborhood greenway, with traffic calming, signals, and improved crossings as needed.	Bicycle Plan for 2030	$ 500,000
20130	Portland	Portland	West End	SW 12th Ave Bikeway	12th Ave, SW (Montgomery - Stark)	Design and implement a bikeway on 12th Ave to provide a safe and comfortable northbound bicycle connection through the Central City.	West Quadrant Plan	$ 750,000
20131	Portland	Portland	Downtown	Jefferson / Columbia Bikeway	Jefferson / Columbia St, SW (Naito - 18th)	Design and implement a bikeway on SW Columbia St and enhance existing bikeway on SW Jefferson St to create a safe and comfortable east-west bicycle connection through the Central City.	West Quadrant Plan	$ 1,250,000
20132	Portland	Portland	Downtown	Salmon / Taylor Bikeway	Salmon / Taylor, SW (Naito - 18th)	Design and implement bikeways on Salmon and Taylor Streets.	West Quadrant Plan	$ 1,000,000
20133	Portland	Portland	Downtown	SW Main / Madison Bikeway and Transit Improvements	Main / Madison St, SW (1st - 5th)	Enhance and extend bikeways on Main and Madison to create a safe and comfortable east-west bicycle connection in the Central City. Reconfigure roadway to add a bus-only lane on SW Madison from 5th to 1st, with right turns allowed where necessary. Repair pavement and construct a concrete bus pad at SW Main & 1st.	West Quadrant Plan	$ 500,000
20134	Portland	MultCo	Downtown	Hawthorne Bridge Ramp Signal	Hawthorne Bridge	Signalize the top of the ramp from SW Naito to Hawthorne Bridge to improve safety and capacity for all modes.	North Macadam Transportation Development Strategy	$ 500,000
20135	Portland	Portland / MultCo	Downtown	Hawthorne Bridgehead Pedestrian Improvements	Hawthorne Bridgehead, SW	Add improved crossings with flashing beacons at Naito/Jefferson and Naito/Main.	West Quadrant Plan	$ 250,000

33366
CC2035 DISCUSSION DRAFT | 739

TSP ID	Lead Agency	Facility Owner	District	Project Name	Project Location	Project Description	Project Source	Estimated Cost ($2015)
20136	Portland	Portland / MultCo	Downtown	Morrison Bridgehead Pedestrian Improvements	Morrison Bridgehead, SW	Add missing crosswalks at 2nd & Alder and 2nd & Washington to improve pedestrian safety and connectivity. Convert dual left-turn lanes to single left-turn lanes at 3rd & Washington and 4th & Alder to improve pedestrian crossing safety.	West Quadrant Plan	$ 100,000
20137	Portland	Portland	Downtown	SW Alder Transit Improvements	Alder St, SW (5th - 2nd)	Reconfigure roadway to add a bus-only lane on SW Alder from 5th to 2nd to improve transit speed and reliability.	Central City Transit Delay Analysis	$ 100,000
20138	Portland	Portland	West End	Burnside / 10th Public Plaza	Burnside / 10th, SW	Convert the "jughandle" left turn lane at Burnside & 10th into a public plaza.	West Quadrant Plan	$ 100,000
20139	Portland	Portland	Downtown	Burnside / Ankeny / Broadway Public Plaza	Burnside / Ankeny / Broadway, SW	Reconfigure the section of Broadway between Burnside, Pine, and Ankeny to improve pedestrian safety and provide a public plaza.	West Quadrant Plan	$ 100,000
20140	Portland	Portland	Goose Hollow	Burnside / 20th Place Public Plaza	Burnside / 20th Place, SW	Convert the slip lane at Burnside & 20th Pl into a public plaza.	West Quadrant Plan	$ 100,000
20141	Portland	Portland	Goose Hollow	Collins Circle Public Space Improvements	Jefferson / Columbia / 18th, SW	Improve Collins Circle to make the public space more accessible and engaging for the community.	West Quadrant Plan	$ 100,000
20142	Portland	Portland	Goose Hollow	Firefighters Park Public Space Improvements	18th / 19th / Alder, SW	Improve Firefighters Park to make the public space more accessible and engaging for the community.	West Quadrant Plan	$ 100,000
20143	TriMet	TriMet	Goose Hollow	Goose Hollow Bike Hub	Goose Hollow/SW Jefferson MAX Station	Establish a west-side commuter bike hub at the Goose Hollow/SW Jefferson MAX station, accommodating the needs of transit riders transferring to or from bicycles at this location.	West Quadrant Plan	$ 500,000
20144	Portland	Portland	Goose Hollow	Goose Hollow Ped/Bike Connectivity Improvements	Goose Hollow	Improve bicycle and pedestrian connectivity throughout Goose Hollow, including connections on SW 16th Ave through the Lincoln High School site.	West Quadrant Plan	$ 500,000
20145	Portland	Portland	Goose Hollow	SW 20th Ave Neighborhood Greenway	20th Ave, SW (Jefferson - Burnside)	Design and implement a neighborhood greenway, with traffic calming and improved crossings as needed.	TSP Major Projects List	$ 100,000
20146	Portland	Portland	Goose Hollow	NW 18th/19th/Alder Bikeway Gap	18th / 19th Ave, NW (Alder - Glisan); Alder / Morrison, SW (12th - 18th)	Design and implement separated bikeways to extend the 18th/19th Bikeway and connect to the Alder Bikeway. Provide bikeway connections in both directions along Alder and/or Morrison from 12th to 18th.	West Quadrant Plan	$ 400,000
20147	Portland	Portland	Goose Hollow	SW Jefferson Main Street Improvements	Jefferson St, SW (14th - 20th)	Construct streetscape improvements to enhance SW Jefferson as a Main Street for the Goose Hollow neighborhood.	West Quadrant Plan	$ 2,000,000

TSP ID	Lead Agency	Facility Owner	District	Project Name	Project Location	Project Description	Project Source	Estimated Cost ($2015)
20148	Portland	ODOT	Goose Hollow	SW Salmon/Taylor Pedestrian Improvements	Salmon / Taylor / I-405, SW	Pedestrian improvements at the SW Salmon / I-405 off-ramp area and SW Taylor / I-405 on-ramp area, including adding pedestrian facilities on the south side of the Salmon and Taylor overpasses between 13th and 14th Avenues.	MMA	$ 100,000
20149	Portland	Portland	Goose Hollow	Vista Bridge Renovation	Vista Bridge, SW	Renovate the structurally deficient Vista Bridge (Bridge #036).	West Quadrant Plan	$ 3,000,000
20150	Portland	Portland	Burnside	W Burnside Bridgehead Ped/Bike Improvements	Burnside Bridgehead, SW	Extend bike lanes west to 3rd Ave, with turning boxes as needed to provide access to and from 2nd and 3rd Aves. Install a marked pedestrian crossing at the east leg of 2nd & Burnside.	West Quadrant Plan	$ 100,000
20151	Portland	Portland / MultCo	Burnside	Burnside Bridge Transit and Bikeway Improvements	Burnside Bridge	Reconfigure lanes to provide an eastbound bus-only lane SW 3rd Ave to SE Grand Ave to reduce transit delay and improve pedestrian and bicycle safety. Enhance existing bike lanes across the bridge to provide climbing lanes and more physical separation from traffic. Project may include a modified signal at Burnside & MLK Jr Blvd to separate transit, bicycle, and pedestrian traffic from right-turning vehicle traffic.	Central City Transit Delay Analysis	$ 250,000
20152	Portland	Portland	Old Town / Chinatown	SW Ankeny Pedestrian Street Improvements	Ankeny St, SW (Naito - 5th; Broadway - Park)	Develop SW Ankeny as a pedestrian-oriented street, including some pedestrian-only segments providing public space and outdoor seating.	West Quadrant Plan	$ 100,000
20153	Portland	Portland	Pearl	North Park Blocks Bikeway	8th / Park Ave, NW/SW (Oak - Glisan)	Restripe Park and 8th to provide continuous bike lanes, with traffic signals or flashing beacons at Burnside, Everett, and Glisan to provide safe pedestrian and bicycle crossings.	Pearl District Access and Circulation Plan	$ 750,000
20154	Portland	Portland	Pearl	NW 9th Ave Bikeway	9th Ave, NW (Hoyt - Naito)	Design and implement a separated bikeway to provide a safe and comfortable bicycle connection from the Pearl District to Naito Parkway.	West Quadrant Plan	$ 500,000
20155	Portland	Portland	Pearl	NW 12th Ave Bikeway	12th Ave, NW (Burnside - Pettygrove); 13th Ave, NW (Burnside - Davis)	Design and implement a bikeway, with traffic calming, signals, and improved crossings as needed.	West Quadrant Plan	$ 750,000

33368
CC2035 DISCUSSION DRAFT 7741

TSP ID	Lead Agency	Facility Owner	District	Project Name	Project Location	Project Description	Project Source	Estimated Cost ($2015)
20156	Portland	Portland	Pearl	NW 15th Ave Walkway / Bikeway	15th Ave, NW (Johnson - Savier)	Restripe NW 15th Ave to provide a striped pedestrian walkway on the west side of the street and bicycle sharrows in the travel lanes. Remove abandoned railroad tracks from the roadway as part of the project.	Pearl District Access and Circulation Plan	$ 100,000
20157	Portland	Portland	Pearl	NW 16th Ave Bikeway Improvements	16th Ave, NW (Johnson - Glisan)	Fill the gap in the NW 16th Ave Bikeway by reconfiguring parking and/or travel lanes to provide a southbound bike lane.	MMA	$ 100,000
20158	Portland	Railroad	Pearl	NW 13th Ave Ped/Bike Bridge	13th Ave, NW (Raleigh - Naito)	Construct a pedestrian and bicycle bridge over the railroad tracks to connect the North Pearl District to Naito and the waterfront.	West Quadrant Plan	$ 2,500,000
20159	Portland	Portland	Pearl	NW Davis St Neighborhood Greenway	Davis St, NW (Naito - 13th)	Design and implement a neighborhood greenway, with traffic calming, signals, and improved crossings as needed.	West Quadrant Plan	$ 250,000
20160	Portland	Portland	Pearl	North Park Blocks Festival Streets	Davis St, NW (Park - 8th); Flanders St, NW (Park - 8th)	Redesign streets crossing the Park Blocks with special designs and traffic calming to enhance the pedestrian environment and complement the function of the park.	Pearl District Access and Circulation Plan	$ 1,000,000
20161	Portland	Portland / ODOT	Pearl	NW Glisan Walkway / Bikeway Improvements	Glisan / 15th, NW	Construct a curb extension on the NW corner of Glisan and 15th to improve visibility and shorten crossing distance for pedestrians and bicyclists, and enhance existing bike lane through the intersection to improve visibility in the conflict zone.	Pearl District Access and Circulation Plan	$ 100,000
20162	Portland	Portland	Pearl	NW Hoyt St Bikeway	Hoyt St, NW (9th - Broadway)	Redesign NW Hoyt Street to provide bike lanes in both directions.	Pearl District Access and Circulation Plan	$ 100,000
20163	Portland	Portland	Pearl	Overton / Pettygrove Bikeway	9th Ave, NW (Naito - Overton); Overton St, NW (9th - 11th); 11th Ave, NW (Overton - Pettygrove); Pettygrove St, NW (11th - 26th)	Design and implement a bikeway, with separated bicycle facilities on 9th and Overton and a neighborhood greenway on 11th and Pettygrove. Remove sharrows on Overton upon completion of the project.	Bicycle Plan for 2030	$ 250,000

TSP ID	Lead Agency	Facility Owner	District	Project Name	Project Location	Project Description	Project Source	Estimated Cost ($2015)
20164	Portland	Portland	Pearl	NW 9th Ave Traffic Signals	9th & Everett / 9th & Glisan, NW	Construct traffic signals at 9th & Everett and 9th & Glisan to improve safety and traffic flow.	Pearl District Access and Circulation Plan	$ 500,000
20165	Portland	Portland	Pearl	NW Northrup Traffic Signals	Pearl District, NW	Construct new traffic signals at Northrup & 11th, Northrup & 12th, Northrup & 13th, Northrup & 14th, Northrup & 15th, and Northrup & 16th to improve traffic flow and streetcar operations.	Pearl District Access and Circulation Plan	$ 1,500,000
20166	Portland	Portland	South Downtown / University	Harrison / Montgomery Bikeway	Harrison St, SW (Naito - Park); Montgomery St, SW (Park - 14th)	Design and implement bikeways along SW Harrison St from Naito to 4th to complete the bicycle connection between the Tilikum Bridge and PSU. Improve pedestrian crossings of Harrison from Naito to 4th. Continue bikeway through PSU campus along Harrison and Montgomery.	West Quadrant Plan	$ 500,000
20167	Portland	ODOT	South Downtown / University	I-405 (Park Ave to Broadway) Ped/Bike Connection	South side of I-405 (Park Ave - Broadway)	Construct a new pedestrian and bicycle connection along the south side of the freeway to directly connect Park Ave to Broadway.	MMA	$ 250,000
20168	Portland	ODOT / TriMet	South Downtown / University	6th / I-405 Multimodal Safety Improvements	6th Ave, SW (Broadway - Jackson); Jackson St, SW (6th - Park)	Reconfigure intersection of SW 6th, Jackson, and freeway off-ramp to provide a signalized pedestrian crossing and allow westbound buses on Jackson to access 6th Ave northbound. Enhance and extend the bike lane on 6th north to Jackson and south to Broadway. Design and implement a bikeway on Jackson St from 6th to Park. Extend sidewalk on east side of 6th Ave from I-405 to Jackson.	I-405 Gateway Bikeway Feasibility Study	$ 500,000
20169	Portland	Portland	South Downtown / University	1st Ave / I-405 Crossing Improvements	1st Ave / I-405, SW	Add improved pedestrian crossings of 1st Ave on either side of I-405.	MMA	$ 100,000
20170	Portland	Portland	South Downtown / University	SW Naito Pkwy Multi-use Path	Naito Pkwy, SW (I-405 - Lincoln)	Extend multi-use path on east side of Naito from Lincoln to I-405, with a connection to Caruthers to allow southbound bicycle access to Gibbs Street Bridge via Water and Corbett.	MMA	$ 500,000
20171	Portland	ODOT	South Downtown / University	Lower I-405 Trail	I-405 (6th - Montgomery)	Design and implement a pedestrian and bicycle connection along I-405.	Bicycle Plan for 2030	$ 500,000
20172	Portland	ODOT	South Downtown / University	Upper I-405 Trail	I-405 (Water - 4th)	Design and implement a pedestrian and bicycle connection along the I-405 off-ramp to 4th & Lincoln.	North Macadam Transportation Development Strategy	$ 2,800,000

33370
CC2035 DISCUSSION DRAFT | 743

TSP ID	Lead Agency	Facility Owner	District	Project Name	Project Location	Project Description	Project Source	Estimated Cost ($2015)
20173	Portland	Portland	Central Eastside	SE 9th Ave Bikeway	9th Ave, SE (Ankeny - Powell)	Design and implement a neighborhood greenway along 9th Ave from Ankeny to Powell, with separated bikeway segments, neighborhood greenway segments, and crossing improvements as needed.	TSP Major Projects List	$ 1,000,000
20174	Portland	Portland	Central Eastside	SE Salmon Multimodal Improvements	Salmon / MLK, SE; Salmon / Grand, SE; Salmon / 7th, SE	Improve multimodal safety, alleviate congestion, and improve mobility and accessibility by installing traffic signals at MLK & Salmon, Grand & Salmon, and 7th & Salmon. Extend the Salmon neighborhood greenway from 7th to the Eastbank Esplanade.	SE Quadrant Plan	$ 1,000,000
20175	Portland	Portland	Central Eastside	SE Ankeny Multimodal Improvements	Ankeny / MLK, SE; Ankeny / 11th, SE	Improve multimodal safety, alleviate congestion, and improve mobility and accessibility by installing traffic signals at MLK & Ankeny and 11th & Sandy & Ankeny. Extend the Ankeny neighborhood greenway to 3rd Ave, along 3rd north to Couch Ct, and connecting to the Burnside Bridge.	SE Quadrant Plan	$ 500,000
20176	Portland	Portland	Central Eastside	11th/12th Ave Crossing Safety Improvements	12th & Ankeny; 11th & Salmon; 12th & Salmon; 12th & Madison; 12th & Hawthorne; 11th & Clay; 12th & Clay, SE	Enhance pedestrian and bicycle safety and access by installing improved crossings at 12th & Ankeny, 11th & Salmon, 12th & Salmon, 12th & Madison, 12th & Hawthorne, 11th & Clay, and 12th & Clay.	SE Quadrant Plan	$ 1,000,000
20177	Portland	Portland	Central Eastside	SE Harrison Neighborhood Greenway	Harrison St, SE (7th - Ladd Circle)	Extend the Harrison Neighborhood Greenway from Ladd Circle to 7th, including traffic calming and improved crossings at 7th, 11th, and 12th.	SE Quadrant Plan	$ 500,000
20178	Portland	Portland / ODOT	Central Eastside	Irving / I-84 Traffic Improvements	Irving / 16th, NE	Improve multimodal safety, alleviate congestion, and improve mobility and accessibility by installing a traffic signal at Irving & 16th and modifying signals (if necessary) at 12th & Irving and 12th & Lloyd.	SE Quadrant Plan	$ 250,000
20179	Portland	MultCo / TriMet	Central Eastside	Hawthorne Viaduct Transit Platform	Hawthorne Viaduct	Construct a transit platform to allow buses to serve the stop without crossing over bicycle traffic.	Central City Transit Delay Analysis	$ 100,000

TSP ID	Lead Agency	Facility Owner	District	Project Name	Project Location	Project Description	Project Source	Estimated Cost ($2015)
20180	Portland	MultCo	Central Eastside	Hawthorne-Clay Ramp Signal	Hawthorne Viaduct	Signalize the top of the ramp from the Hawthorne Viaduct to Clay/MLK to improve safety and capacity for all modes.	Central City Needs Inventory	$ 250,000
20181	Portland	MultCo	Central Eastside	SE Hawthorne Bikeway & Transit Improvements	Hawthorne Blvd, SE (Grand - 12th)	Construct an eastbound protected bikeway with transit platforms to improve pedestrian and bicycle safety and comfort as well as transit operational efficiency.	Central City Needs Inventory	$ 1,000,000
20182	Portland	Portland	Central Eastside	SE Clay / Mill Circulation Improvements	Clay/MLK and Mill/MLK, SE	Improve safety and traffic flow by restricting left turns from Clay to MLK, adding a protected left turn signal from Mill to MLK, and providing way-finding to direct traffic to use Mill to turn left onto MLK.	SE Quadrant Plan	$ 250,000
20183	Portland	Portland	Central Eastside	SE Clay Corridor Improvements	Clay St, SE (Water - Grand)	Reconstruct deteriorating pavement on SE Clay St, regrade railroad crossing, and restripe to include a climbing bike lane.	Central City Needs Inventory	$ 1,000,000
20184	Portland	Portland	Central Eastside	SE Yamhill / Taylor Couplet	Yamhill / Taylor, SE (Water - Grand)	Improve traffic safety and capacity by converting Yamhill and Taylor to couplet operation between Water and Grand Ave, including new traffic signals at Yamhill / MLK, Yamhill / Grand, and Taylor / Water. As part of the project, reconfigure the ramp from Belmont viaduct to MLK.	SE Quadrant Plan	$ 3,000,000
20185	Portland	TriMet	Central Eastside	Gideon Street Pedestrian / Bicycle Bridge	Clinton MAX Station	Construct a pedestrian / bicycle bridge over the railroad and light rail tracks to connect the Clinton MAX Station with the adjacent neighborhood.	TSP Major Projects List	$ 10,000,000
20186	Portland	Portland	Lloyd	NE 7th Ave Bikeway Improvements	7th Ave, NE (Lloyd - Tillamook)	Enhance the existing bikeway on 7th from Lloyd to Tillamook to improve safety and comfort, including protected bikeway elements where needed, separation from traffic, and crossing improvements.	TSP Major Projects List	$ 100,000

33372
CC2035 DISCUSSION DRAFT | 745

TSP ID	Lead Agency	Facility Owner	District	Project Name	Project Location	Project Description	Project Source	Estimated Cost ($2015)
20187	Portland	Portland	Lloyd	NE 9th Ave Bikeway	9th Ave, NE (Lloyd - Tillamook)	Design and implement a bikeway on 9th Ave from Lloyd to Tillamook, including a lane reconfiguration, protected bikeway treatments, crossing improvements, and pavement repair north of Broadway.	TSP Major Projects List	$ 1,000,000
20188	Portland	Portland	Lloyd	Lloyd District Grand / MLK Traffic Signals	Grand / MLK, NE (Lloyd - Broadway)	Improve multimodal safety and traffic flow by constructing traffic signals at Halsey & MLK, Wasco & MLK, Wasco & Grand, Hassalo & MLK, Hassalo & Grand, Pacific & Grand, and Irving & Grand.	N/NE Quadrant Plan	$ 1,750,000
20189	Portland	Portland	Lloyd	Oregon / Grand Streetcar Turnaround	Oregon / Grand, NE	Construct a streetcar turnaround to enable east-west streetcar service between NW 23rd and the Lloyd District.	Streetcar Needs Analysis	$ 750,000
20190	Portland	Portland	Lloyd	Grand / Weidler Streetcar Turnaround	Grand / Weidler, NE	Construct a streetcar turnaround to enable standalone north-south streetcar service on the Eastside.	Streetcar Needs Analysis	$ 500,000
20191	Portland	ODOT	Lloyd	Freeway Underpass Improvements	Lloyd Blvd / Multnomah St / Holladay St / Oregon St / Russell St, N/NE (under I-5)	Enhance the pedestrian and bicycling environment under the I-5 freeway at Lloyd Blvd, Multnomah, Holladay, Oregon, and Russell. Improve the appearance of publicly owned storage yeards located under and adjacent to the I-5 and I-405 freeways.	N/NE Quadrant Plan	$ 100,000
20192	Portland	Portland	Lower Albina	N River St Reconstruction	River St, N (Tillamook - Essex)	Rebuild N River Street from the Tillamook overpass to Essex Street.	N/NE Quadrant Plan	$ 750,000

WHAT'S IN THE **CENTRAL CITY 2035 PLAN?**

Volume 1: Goals and Policies

The long-range vision for the Central City

- Big ideas to inspire a generation of Portlanders
- A framework of goals and policies to guide City projects for the next 20 years
- Summaries of the plan by district

Volume 2: Zoning Code and Map Amendments

Regulations to implement the Plan

- Central City Plan District
- River Overlay Zones
- River Review
- Scenic Resource Overlay Zone
- Base and overlay zones, height, FAR

Volume 3: Inventories

Updated inventories that informed the zoning amendments

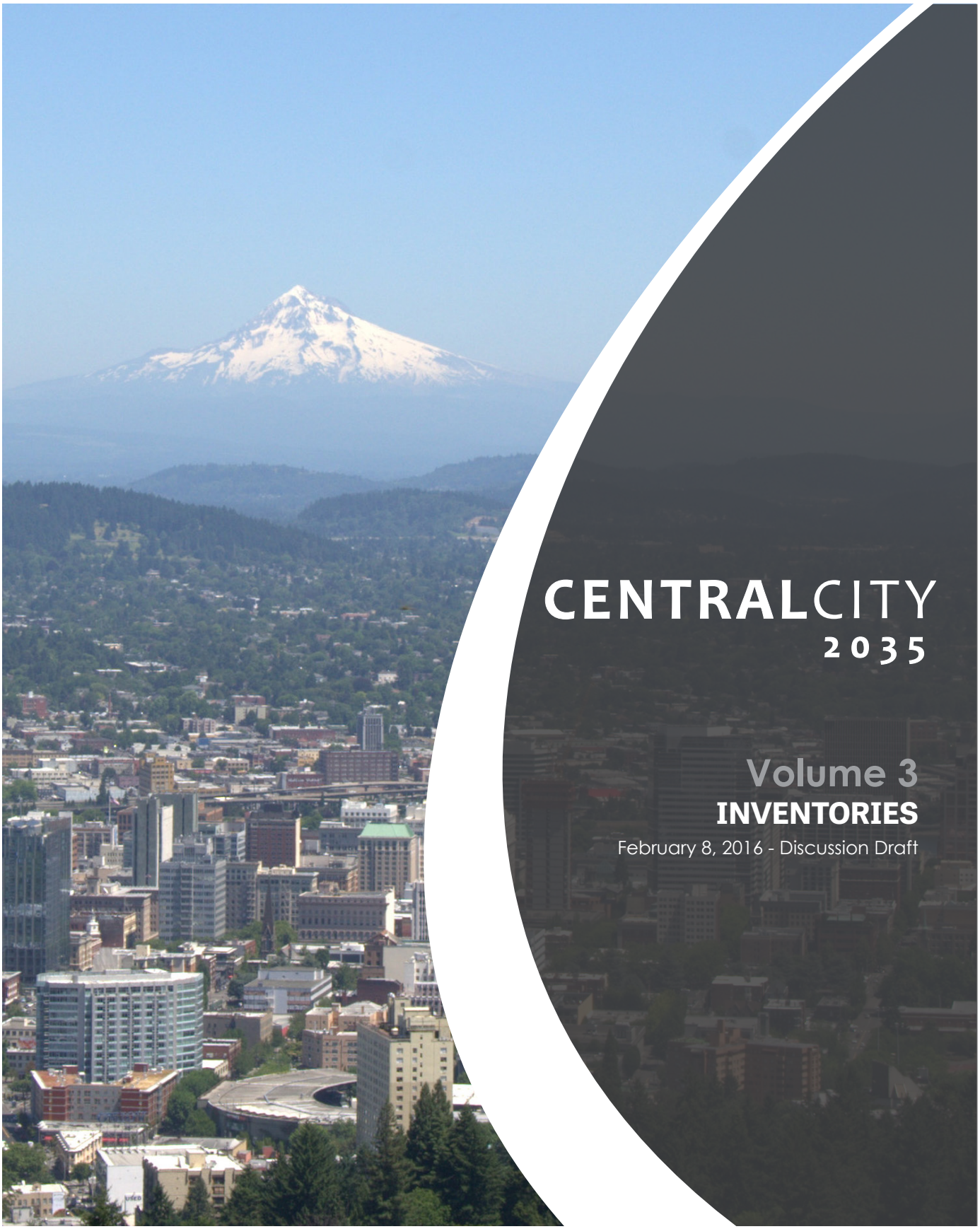
- Central City Scenic Resources
- Willamette River Central Reach Natural Resources Inventory

Volume 4: Background Materials

Prior plans and research provided for reference

Volume 5: Implementation Plan

City's targets and the actions it will take to implement the Plan



CENTRALCITY 2035

Volume 3
INVENTORIES

February 8, 2016 - Discussion Draft

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

Portland's Central City 2035 Plan proposes changes to create a prosperous, healthy, equitable and resilient urban core.

For more information:

Visit the project website	www.portlandoregon.gov/bps/CC2035
Email the project team	cc2035@portlandoregon.gov
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CC2035 |**TABLE OF CONTENTS**

INVENTORIES

Scenic Resources Protection Plan

- Part 1: Scenic Resources Summary, Results and Implementation Plan
  Attached

- Part 2: Scenic Resources Inventory
  Available at http://www.portlandoregon.gov/bps/67334

- Part 3: Economic, Social, Environmental and Energy (ESEE) Analysis
  Forthcoming

Willamette River/Central Reach Natural Resources Inventory

- Inventory
  Available at http://www.portlandoregon.gov/bps/70005

CENTRAL CITY SCENIC RESOURCES PROTECTION PLAN
PART 1: SCENIC RESOURCES SUMMARY, RESULTS AND IMPLEMENTATION PLAN

DISCUSSION DRAFT | FEBRUARY 2016



CENTRAL CITY 2035

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Table of Contents

Chapter 1. Introduction
- A. What are Scenic Resources 1
- B. Why Protect Scenic Resources 2
- C. History of Scenic Resources in the Central City 3
- D. Relationship to CC2035 4
- E. How to Use the CCSRPP 8

Chapter 2. Volume 2 & 3 Summary 9
- A. Scenic Resources Inventory 9
- B. Economic, Social, Environmental and Energy Analysis 15

Chapter 3. Viewpoints and View Corridors Summary of ESEE Decisions 25
- A. Policy Priorities 26
- B. Summary of ESEE Decisions 33
- C. River Views 58
- D. Upland Views 64

Chapter 4. Implementation Tools 95

Chapter 5. Citizen Involvement 96

Appendices
- Appendix A: Adopting Ordinance (forthcoming)
- Appendix B: SRI Retried Resources

Maps, Tables and Figures

Maps

- Map 1: Central City Scenic Resources Boundaries 6
- Map 2: Scenic Resources Inventory Results 14
- Map 3: Viewpoint ESEE Decisions 18
- Map 4: ESEE Decisions for View Streets 20
- Map 5: ESEE Decisions for Scenic Corridors 22
- Map 6: ESEE Decisions for all Scenic Resources 24
- Map 7: Viewpoint ESEE Decisions 57
- Map 8: Viewpoints at Lillis Albina Park 65
- Map 9: Viewpoints at Sullivan's Gulch 68
- Map 10: Viewpoints at Washington Park 73
- Map 11: Viewpoints in the West Hills 78
- Map 12: Viewpoints along Terwilliger Blvd 82
- Map 13: ESEE Viewpoint and View Corridor Decisions 89

Tables

Table 1: Viewpoint and View Corridor ESEE Decisions 35

Figures

Figure 1: Example of View Corridor Surface Elevation and Building Height 16
Figure 2: Example of Vegetation Framing a Focal Feature 19
Figure 3: Example of Air Space around a Focal Feature 19
Figure 4: Example of Scenic Corridor with Vegetation and Viewpoint 21
Figure 5: Draft Potential Height Limitations from Viewpoint SW17 to Mt Hood 59
Figure 6: Draft Potential Height Limitations from Viewpoints SE21 and SW46 to Mt Hood 60
Figure 7: View of Mt Hood from SW46 – Existing Maximum Building Heights 61
Figure 8: View of Mt Hood from SW46 – Proposed Maximum Building Heights 61
Figure 9: View of Central City from NE01 – Existing Maximum Building Heights 70
Figure 10: View of Central City from NE01 – Proposed Maximum Building Heights 70
Figure 11: View of Mt Hood from SW15 – Existing Maximum Building Heights 72
Figure 12: View of Mt Hood from SW15 – Proposed Maximum Building Heights 72
Figure 13: View of Mt St Helens from SW49 – Existing Maximum Building Heights 84
Figure 14: View of Mt St Helens from SW49 – Proposed Maximum Building Heights 84
Figure 15: South Waterfront Public Views and Visual Permeability Study 87

1. INTRODUCTION

A. What are Scenic Resources?

A scenic resource is any structure, feature, or element (natural or built) that is valued for its appearance. The "scenic" part of the resources is the focal feature or features, such as Mt Hood, Tilikum Crossing, or Terwilliger Boulevard, which have broadly appealing scenic qualities. These focal features are observed by the viewer from identified locations including viewpoints, trails or streets. It is the combination of the focal features and the ability to view the focal features that make up scenic resources. Since resources are experienced by individuals, their significance or importance will differ from person to person.

The *Central City Scenic Resources Protection Plan* (CCSRPP) addresses scenic resources that are accessible to the general public. The resources are located on or viewed from public property, in a public right-of-way, along public trails or on institutional campuses. Scenic resources viewed from private property, such as a view from an office or apartment, are not part of the CCSRPP.

The CCSRPP uses the following definitions for these key terms:

Views: A view is an aesthetically pleasing landscape or scene comprised of one or more visual features. A view may be framed, wide angle, or panoramic and may include natural and/or manmade structures and activities. A view may be to a faraway object, such as a mountain, or of a nearby object, such as a city bridge. Views are also referred to as view corridors in the plan.



Mt Hood.

Viewpoints: A viewpoint is a location from which one enjoys a view. A viewpoint may be developed with features such as benches, signs, and lighting or may simply be an area from which to take in a view.



Viewpoint on Greenway Trail.

View streets: A view street is a linear scenic resource that is enclosed or bordered on both sides (for example, by buildings or trees) and leads to a visual focal point that has an aesthetically pleasing, scenic quality and is the terminus of the view.

Visual focal points: A visual focal point is a feature or element of the natural or built environment that is an aesthetically pleasing or interesting object of a view. Views may have one or more primary visual focal points and one or more secondary or contributing visual focal points.



Union Station Clock Tower.

Scenic sites: A scenic site is an area valued for its aesthetic qualities. The area may be made up primarily of natural, vegetated cover and water, or include structures and manmade landscaping. Scenic sites may or may not include scenic viewpoints.


Japanese American Historical Plaza.

Scenic corridors: A scenic corridor is a linear transportation feature, including but not limited to a road, rail, trail or waterway valued for its aesthetic qualities and accessed by car, bike, train, foot, wheelchair or boat. A scenic corridor includes multiple views, viewpoints, visual focal points or scenic sites that may be interspersed with vegetation, built structures or other obstructing features of the surrounding environment. There may be pullouts or designated viewpoints along the travel way where travelers can safely stop to enjoy a particularly nice view.

B. Why Protect Scenic Resources

Scenic resources are an important part of the fabric of a city. Views of areas, such as Mt Hood, and sites, such as the Japanese American Historical Plaza, are iconic to Portland and also help depict the historical and cultural diversity of the city. Scenic resources are an important to Portland's tourism economy. Views from the Rose Garden and Pittock Mansion draw thousands of tourists every year. Scenic resources can also inform the design of buildings, parks, and monuments.

In addition, protection of scenic resources is required by Oregon statewide planning goals and by the City of Portland's Comprehensive Plan.

Statewide Land Use Planning Goals

The State of Oregon adopted sixteen statewide planning goals in 1974. Goals 5, 8, and 15 that provide for protection of scenic resources.

Oregon State Land Use Goal 5, Open Spaces, Scenic and Historic Areas, and Natural Resources, establishes a process in which scenic resources are inventoried and evaluated for significance. If a resource is found to be significant, the local government must evaluate the consequences of three policy choices: protecting the resource, allowing proposed uses that conflict with the resource, or establishing a balance between protecting and allowing uses that conflict with the resource. The local government must then adopt a program based on the results of this evaluation.

Oregon State Land Use Goal 8, Recreational Needs, requires jurisdictions to satisfy the recreational needs of citizens. Local jurisdictions are responsible for creating and maintaining recreational areas, facilities, and opportunities to meet the current and future needs. Recreational areas, facilities, and opportunities are defined to include scenic landscapes, scenic roads, and travel ways as well as passive activities, such as sightseeing.

Oregon State Land Use Goal 15, Willamette Greenway, is intended to protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic, and recreational qualities of the land along the Willamette River. Goal 15 requires an inventory of existing conditions including significant scenic areas.

City of Portland Comprehensive Plan

Local jurisdictions are required to develop and update Comprehensive Plans to demonstrate compliance with the statewide land use planning goals. Portland updated their Comprehensive Plan in 2016. The following Comprehensive Plan goals and policies form the basis for this CCSRPP and future scenic resource protection plans.

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.

Policies: Scenic resources

Portland's signature views of Mt Hood and other mountain peaks, bridges, and rivers are important to the city's identity. These views strengthen connections to the local and regional landscape. The policies below encourage the recognition, enhancement, and protection of public views and significant scenic resources, as designated in the Scenic Resources Inventory and Protection Plans.

Policy 4.40 *Scenic resources.* Enhance and celebrate Portland's scenic resources to reinforce local identity, histories, and cultures and contribute toward way-finding throughout the city. Consider views of mountains, hills, buttes, rivers, streams, wetlands, parks, bridges, the Central City skyline, buildings, roads, art, landmarks, or other elements valued for their aesthetic appearance or symbolism.

Policy 4.41 *Scenic resource protection.* Protect and manage designated significant scenic resources by maintaining scenic resource inventories, protection plans, regulations, and other tools.

Policy 4.42 *Vegetation management*. Maintain regulations and other tools for managing vegetation in a manner that preserves or enhances designated significant scenic resources.

Policy 4.43 *Building placement, height, and massing.* Maintain regulations and other tools related to building placement, height, and massing in order to preserve designated significant scenic resources.

Policy 4.44 *Future development.* Encourage new public and private development to create new public viewpoints providing views of Portland's rivers, bridges, surrounding mountains, hills and buttes, the Central City skyline, and other landmark features.

C. History of Scenic Resources Protection in the Central City

This brief history explains how scenic resources have been protected and managed in and around the Central City. There are other plans and studies for scenic resources located outside of the Central City, such as Rocky Butte and Mt Tabor, which are not included in this summary.

1979 Downtown Plan

As Portland has grown, the Central City (also known as downtown) has gotten taller. Taller buildings add visual diversity to the skyline, which itself is a scenic resource. However, some taller buildings can block views from the western and southwestern hills across the Central City to area mountains. With implementation of the 1979 *Downtown Plan*, the City adopted building height restrictions intended to protect views of Mt Hood from Washington Park and a view of Mt St Helens from Terwilliger Boulevard.

1983 Terwilliger Parkway Corridor Plan

Terwilliger Boulevard was originally conceived by John Olmsted in 1903 as a recreational pleasure drive that would take advantage of the area's special scenic opportunities. Initially the land surrounding the parkway was clear cut, offering panoramic views of the region. Much of the land was donated, deeded, or acquired in order to improve it for public enjoyment. In the 1970s a bike lane was added. In the early 1980s, due to increased pressure for development around the parkway, the City undertook a study and adopted the *Terwilliger Parkway Corridor Plan* in 1983. Today Terwilliger Boulevard is designated as a scenic drive. Most of the drive is located outside of the Central City and is not being addressed by the CCSRPP. However, there are some designated viewpoints along Terwilliger Boulevard with views of or across the Central City. Those views and viewpoints are addressed in the CCSRPP.

1988 Willamette Greenway Plan

The Willamette River has long been an important scenic resource in Portland. However, development along the riverbanks limited the public enjoyment of this resource. Until 1974, the highway was located where Governor Tom McCall Waterfront Park is today. With the adoption of Oregon statewide planning goal 15, Willamette Greenway, the state required local jurisdictions to plan for public access to the Willamette River and protection of the scenic resources associated with the river. In 1987 the City adopted the *Willamette Greenway Plan*, which went into effect in 1988. The plan requires development of a public trail on properties with river frontage and numerous viewpoints along the river where designated. The views are primarily of the river itself, the bridges, and the city skyline. The zoning code requires that public viewpoints identified in the plan be developed when trail improvements are triggered by new development. The *Willamette Greenway Plan* also designated greenway view corridors where it is possible to see the Willamette River or Governor Tom McCall Waterfront Park from approaching streets and rights-of-way.

1988 Central City Plan

As the City of Portland was coming into compliance with the statewide planning goals, scenic resources were being identified through different planning processes. The 1988 *Central City Plan* envisioned "buildings, open spaces and streets which blend with the Tualatin Hills, the Cascades, and river vistas to create a dramatic backdrop for an attractive and memorable place." The plan went on to call out the importance of "access to the riverbank and the water's surface." The Central City Plan designated views and viewpoints.

1991 Scenic Resources Protection Plan

Previous plans identified scenic resources and began to designate specific views, viewpoints, and drives to protect and manage for their aesthetic qualities. Donations, deeds, and acquisition of lands set aside significant resources for the public. Then, in 1989-1990, all of the previous plans were brought together. The 1991 *Scenic Resources Protection Plan* identified 131 scenic resources throughout Portland. Implementation of the plan included application of a Scenic Resources (s) overlay, amendments to the Scenic Resources chapter (33.480) of the zoning code and adjustment of building height restrictions.

1992 Central City Plan District

With the adoption of the *Central City Plan District* in 1992, public viewpoints were updated on the City's official zoning map to reflect the 1991 *Scenic Resources Protection Plan*. The maximum heights map was updated to better protect specific views, such as the view of Mt Hood from Vista Bridge.

2000 Union Station Clock Tower-related FAR and Height Limitations Study

The Union Station Clock Tower is a landmark and historic structure in Portland. The clock tower can be seen from different vantage points including downtown streets, from the riverfront, and from bridges. This study analyzed the area surrounding the clock tower - an area that has a 75-foot maximum height limit as set by the 1988 *Central City Plan* to protect views of Union Station and the neighborhood's historic resources. The result of the study was to continue to protect views of the clock tower, but to increase the floor area ratio (FAR) in specific locations and to allow bonuses to be used to increase the maximum height limits.

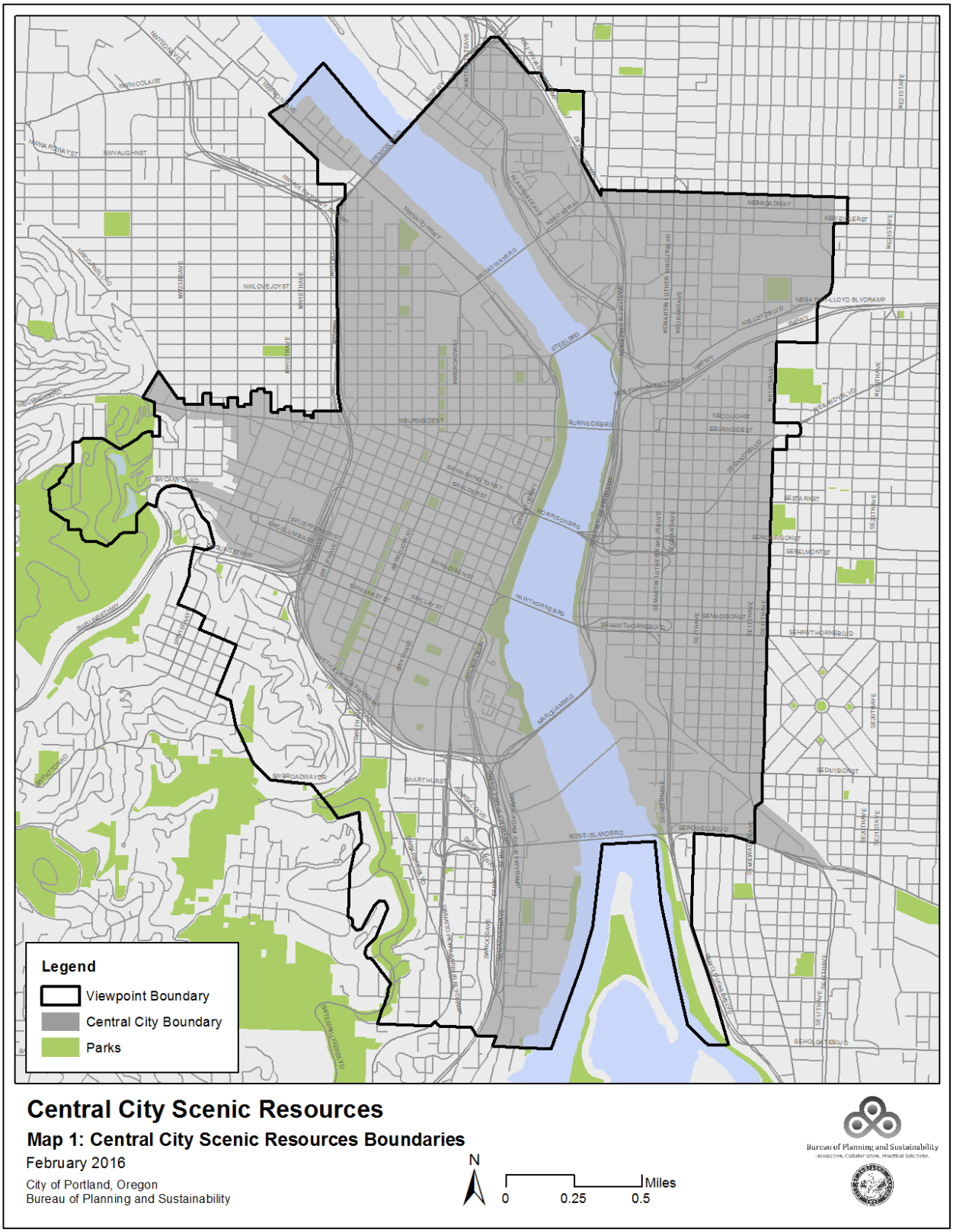
2002 South Waterfront Plan & 2006 Public Views and Visual Permeability Assessment

The *South Waterfront Plan* included a study of view streets and the impact of building heights, placement, massing, and widths and street setbacks to preserve visual permeability from the district to the Willamette River and Ross Island and from across the river to the West Hills. The 2006 assessment further looked at specific viewpoints around South Waterfront that could be negatively affected by development within the district. Three viewpoints were designated along Terwilliger Parkway and two along the Springwater Corridor Trail. Four of the five points are included in this inventory update; the fifth is outside of the Central City boundary.

D. Relationship to Central City 2035

The City of Portland is updating its plan for the Central City. The *Central City 2035 Plan* (CC2035) will be a new plan with policies, actions, and updates to land use regulations. As part of CC2035, the City is reevaluating its scenic resources and the impacts of potential in building heights and vegetation management on the resources. The SRPP analysis informed updates to the zoning code including revisions to the maximum heights map and location and extent of Scenic Resources (s) overlay zones, and landscaping requirements within (s) overlay zones.

The CCSRPP includes scenic resources located in the CC2035 plan district as well as viewpoints located outside of the Central City where the view could be impacted by building height or vegetation within the Central City (Map 1).


Legend
Viewpoint Boundary
Central City Boundary
Parks
Central City Scenic Resources
Map 1: Central City Scenic Resources Boundaries
February 2016
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Central City 2035 Policies

The goals and policies that form the basis for the CCSRPP are found in *Central City 2035 Plan* (CC2035) Volume 1, Goals and Policies, in the Urban Design section. These goals and policies are intended to comply with and refine the Comprehensive Plan goals and policies for scenic resources in the Central City.

Goal 5.A: The Central City is composed of diverse, high-density subdistricts that feature high-quality spaces and a character that facilitates social interaction and expands activities unique to the Central City.

Goal 5.B: The Central City's public realm is characterized by human-scaled accessible streets, connections, parks, open space, and recreation opportunities that offer a range of different experiences for public interaction.

Policy 5.3 *Scenic Resources.* Maintain and enhance public views of key landmarks and scenic resources (Vista Bridge, Union Station, Mt Hood, Willamette River bridges) which define the Central City, help with wayfinding, and connect residents, employees and visitors to Portland's varied and unique landscape.

Policy 5.8 *Regional corridors and connections.* Elevate the presence, character and role of physical and visual corridors such as trails, transit lines, streets and scenic corridors, helping to bridge neighborhoods across physical and psychological barriers.



View of Mt St Helens and Central City skyline from Terwilliger Boulevard.

E. How to Use the CCSRPP

The CCSRPP includes three Parts:

Part 1: Central City Scenic Resources Summary, Results and Implementation – Part 1 summarizes the *Central City Scenic Resources Inventory* (CCSRI) and *Central City Economic, Social, Environmental and Energy Analysis* (CCESEE) methodologies and results; describes the policy priorities for the resources; provides an at-a-glance summary of the protection decisions; and updates portions of the city-wide *Scenic Resources Protection Plan* (1991), scenic overlay zones and zoning code, and the maximum building heights that are applied through the land use review and building permit processes. The adopting ordinance and zoning code and map updates are also included in Part 1.

Part 2: Central City Scenic Resources Inventory (CCSRI) – The CCSRI is an inventory of all existing scenic resources in the Central City and viewpoints within the viewpoints boundary. The inventory includes detailed descriptions, scores and rankings, photos, and maps of the resources.

Part 3: Central City Economic, Social, Environmental and Energy Analysis (CCESEE) – The CCESEE evaluates the impacts of protecting (or not) the scenic resources. A decision for each resource is made – whether to protect the resource and prohibit or limit impacts, such as buildings or trees, from blocking or reducing the scenic qualities of the view or to not protect the resource and allow impacts.

The CCSRI and CCESEE are intended to be used during land use review and building permit processes to provide additional information and explanation about the decisions to protect or not protect a resource. Both Parts also provide recommendations about on-going management and improvements that would enhance the resources.

The CCSRPP, Parts 1-3, maintains Portland's compliance with Statewide Goal 5 requirements and rules related to scenic resources.

2. Part 2 and 3 Summary

The *Central City Scenic Resources Protection Plan* (CCSRPP) includes Part 2: *Central City Scenic Resources Inventory* (CCSRI) and Part 3: *Central City Economic, Social, Environmental and Energy Analysis* (CCESEE). A summary of the approach, methodology, and results for each Part is presented below.

A. Scenic Resources Inventory

The first step in updating the CCSRPP was to produce the *Central City Scenic Resources Inventory* (CCSRI). The CCSRI includes public scenic views and viewpoints, view streets, scenic corridors, visual focal points, and scenic sites within the Central City 2035 boundary. There are also viewpoints located outside of the Central City 2035 boundary that include scenic views of or across the Central City.

1. Approach

To learn about current best practices for documenting and evaluating scenic resources, staff reviewed case studies of scenic resource conservation methods from a variety of jurisdictions around the nation, Canada, Europe, and New Zealand. The case studies provided a broad array of methods and approaches that were relevant and potentially applicable to Portland's inventory and helped staff develop a consistent and objective approach and methodology.

To produce the CCSRI, staff began by mapping scenic resources that were inventoried in previous plans, including the *Terwilliger Parkway Corridor Plan* (1983), *Willamette Greenway Plan* (1987), *Scenic Views, Sites and Drives Inventory* (1989), *Scenic Resource Inventory Map* (1989), *Scenic Resources Protection Plan* (1991)*, Central City Plan District* (1992), *South Waterfront Plan* (2002), and *South Waterfront Public Views and Visual Permeability Assessment* (2006). Next, potential new scenic resources were added to the inventory via one of four mechanisms:

1) Central City staff identified potential new scenic resources based on input received from CC2035 advisory committees and public open house events.
2) An inter-bureau technical committee consisting of staff from the Bureau of Planning and Sustainability, Portland Parks and Recreation, Bureau of Environmental Services, and Bureau of Transportation identified potential new scenic resources.
3) The public nominated potential new views and viewpoints via an open call for nominations through an online survey, email, phone call, or written letter.
4) Staff documented potential new scenic resources during field visits while inventorying existing and potential scenic resources.

Staff conducted field visits to each existing and potential new scenic resource and recorded a standard set of information and took a standard set of photographs. All existing and potential public scenic

resources were evaluated using consistent approaches and criteria. A slightly different methodology was used to evaluate each type of scenic resource.

2. Methodology

Below is a summary of the methodology used to identify and designate each type of scenic resource and the number of scenic resources that are included in the CCSRI. The methodology represents accepted standards and best practices in the field.

Views and Viewpoints

A view is an aesthetically pleasing landscape or scene comprised of one or more visual features. A view may be narrow or panoramic, may include natural and/or manmade features, and may be of a faraway object (e.g., a mountain) or of a nearby object (e.g., a city bridge). A viewpoint is the location from which one enjoys the view. It may be a generalized location, such as a butte, and include several vantage points where the view may be seen to best advantage, or it could be a single observation point. A viewpoint may be developed with benches, signs and/or lighting. Or it may simply be a publicly accessible point from which one can take in a view.

The CCSRI includes 152 views from 144 viewpoints; some viewpoints have multiple views. The views were evaluated by experts in the fields of landscape architecture, urban design, or cultural or natural resources. The experts scored the quality and characteristics of the upland and river views separately. This is because research has shown that the presence of water alone is a very strong factor in influencing scenic quality and, thus, river views tend to be rated higher than upland views. This is indeed what the evaluation found: nearly all of the river views were ranked high to medium for scenic quality.



Fremont Bridge as seen from the Broadway Bridge.

The viewpoints themselves were evaluated by project staff based on three factors:

1) Whether or not the viewpoint was developed as a viewpoint.
2) The accessibility of the viewpoint.
3) The amount of use the viewpoint receives as a viewpoint (as opposed to use in general).

The results of the evaluations were combined:

- Upland views were ranked as Tier I, II or III, with Tier I including the highest ranked upland views and Tier III including the lowest ranked upland views.
- River views were ranked as Group A, B or C, with Group A including the highest ranked river views. It should be noted that, because river views tended to receive higher scores than upland views, Group C River views are still of a high quality although not as high as the Group A and B River views.

Examples of Upland Tier I views include views of Mt Hood from the Washington Park International Rose Test Garden and views of Mt Hood and Mt St Helens from SW Terwilliger Boulevard. Examples of Group A River views include views of the Willamette River and Fremont Bridge from the Broadway Bridge and views of the Willamette River, Hawthorne Bridge and downtown skyline from the Eastbank Esplanade.

View Streets

A view street is defined as a linear stretch that is enclosed or bordered on both sides by buildings or vegetation and leads to a visual focal point that is the terminus of the view and contributes an aesthetic quality to the view. View streets must have a focal terminus that:

1) Is either a public park, river, mountain, butte, bridge, building (prominent private buildings were included if they represent the Central City skyline), artwork, sculpture, fountain, or historic or iconic landmark.
2) Can be seen from at least two blocks away.
3) Can be seen from the sidewalk or a crosswalk.



Union Station Clock Tower viewed from NW 6th Ave.

A view street may also include a background focal point (e.g., the West Hills) such that the full extent of the view extends beyond the street grid. The CCSRI includes 15 view streets. Examples of view streets include a view of Salmon Street Springs looking down SW Salmon Street from SW 4th Avenue and a view of Union Station looking north on NW 6th Avenue starting at W Burnside Street.

Scenic Corridors

A scenic corridor is a linear transportation feature including, but not limited to, a road, rail, trail, or waterway valued for its aesthetic qualities and accessed by car, bike, train, foot, wheelchair, or boat. A scenic corridor must be at least 0.5 miles in length and include multiple views, viewpoints, visual focal points, or scenic sites that may be interspersed with vegetation, built structures, or other obstructing features of the surrounding environment. There may be pullouts or designated viewpoints along the travel way where travelers can safely stop to enjoy a particularly nice view. To be included in the CCSRI, a scenic corridor must be publicly owned or accessible to the general public and located within the Central City 2035 boundary. The CCSRI includes six scenic corridors: the North Park Blocks, the South Park Blocks, the Willamette Greenway Trail (west), the Willamette Greenway Trail (east), the Portland Aerial Tram, and the Willamette River.



Willamette Greenway Trail.

Visual Focal Points

A visual focal point is a feature or element of the natural or built environment that serves as an aesthetically pleasing or interesting object of a view. Visual focal points must be publicly owned or on public land and visible from a distance of at least two city blocks. With the exception of the three major mountains in the area (Mt Hood, Mt Adams, and Mt St Helens), all visual focal points designated in the CCSRI are located within the Central City 2035 boundary. The CCSRI includes 22 visual focal points. Examples of visual focal points include the Chinatown Gate, Mt Hood, the Fremont Bridge, and the White Stag sign.



Chinatown Gateway.

Scenic Sites

A scenic site is a single geographic destination that is valued for its aesthetic qualities and provides or relates to a pleasing or beautiful view of natural or built scenery; the pleasing view can be either internal or external to the site. The site may be made up primarily of natural vegetated cover and water, or include structures and manmade landscaping. Scenic sites may or may not include scenic views and viewpoints. Scenic sites must be publicly owned or on public land. All five scenic sites designated in the CCSRI are located within the Central City 2035 boundary: the North Park Blocks, the South Park Blocks, Lan Su Chinese Garden, the Japanese American Historical Plaza, and the Mark O. Hatfield U.S. Courthouse 8th floor rooftop terrace sculpture garden.



Japanese American Historical Plaza.

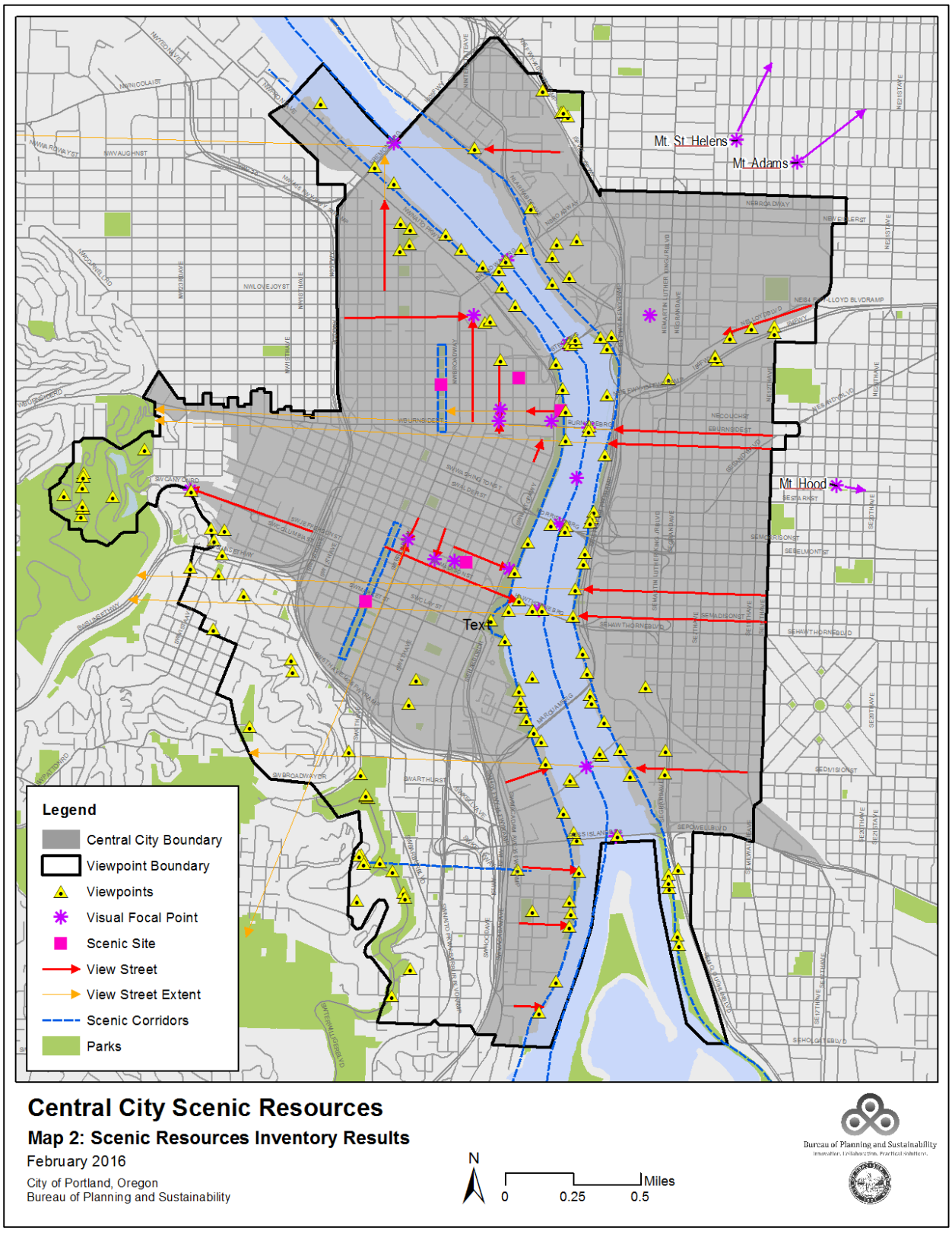


View of Tilikum Crossing from SE Caruthers Street

3. Results

The CCSRI includes a mix of scenic resources: 152 views from 144 viewpoints, 15 view streets, six scenic corridors, 22 visual focal points, and five scenic sites (Map 2). Roughly half of the scenic resources included in the CCSRI are newly identified while the other half were identified in previous plans and inventories. A few scenic resources were retired because the view is now blocked by development. Map # shows all of the scenic resources.

The CCSRI does not include recommendations about future protection of, management of, or enforcement measures related to these scenic resources. An in-depth analysis of the trade-offs involved in protecting, or not protecting, each scenic resource is included in the next phase of the project, the Central City Scenic Resources Economic, Social, Environmental and Energy Analysis (CCESEE).


Mt. St. Helens
Mt. Adams
Mt. Hood
Text
Legend
Central City Boundary
Viewpoint Boundary
Viewpoints
Visual Focal Point
Scenic Site
View Street
View Street Extent
Scenic Corridors
Parks
Central City Scenic Resources
Map 2: Scenic Resources Inventory Results
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B. Economic, Social, Environmental and Energy Analysis

The next step of the CCSRPP was to conduct the *Central City Scenic Resources Economic, Social, Environmental and Energy Analysis* (CCESEE). The purpose of the CCESEE is to identify uses that may conflict with (e.g., block, detract from) a scenic resource and determine if those conflicting uses should be limited using regulatory or non-regulatory tools. Staff considered the effect of building height and massing on significant views as well as alternatives for vegetation management to maintain or enhance scenic resources. The results of the analysis will inform updates to the CC2035 Plan including changes to zoning regulations and maps.

1. Methodology

Performing an ESEE analysis is a requirement of Oregon State Land Use Goal 5; however, no methodology is prescribed by the goal. Therefore, staff developed a methodology intended to understand the economic, social, environmental, and energy impacts of protecting or not protecting the scenic resources. The City's methodology included five steps.

The first step, which is a requirement of Goal 5, was a determination of significance. Per Goal 5, only *significant* resources are carried forward to the ESEE analysis. Based on the experts' scores from the CCSRI, Upland Tier I and Tier II and River Group A, B, and C views were determined to be significant. Upland Tier III views were determined to not be significant because the views were scored low.

The second step was to identify conflicting uses. Types of conflicting uses in the Central City include: buildings height and massing (where a tower is located on a site), rooftop structures, sky bridges, vegetation, above-ground utilities, permanent fencing, and other uses such as garbage or recycling receptacles, or loud noises such as a freeway. The conflicts posed by each of these uses is described.

The third step was an analysis of the economic, social, environmental, and energy benefits of both the scenic resources and the conflicting uses. For example, there are economic benefits associated with views including tourism and property values. There are also economic benefits associated with buildings including employment and housing. All of the benefits are considered together to produce a general recommendation for each grouping of scenic resources. The recommendations are intended to generally balance the various benefits of both the scenic resources and the conflicting uses. The outcome is a general recommendation of when to prohibit, limit, or allow conflicting uses.

- *Prohibit* means that the conflicting uses, such as a building or vegetation, should be not allowed within the view. A prohibit recommendation is used when the benefits of the scenic resource outweigh the benefits of the conflicting uses.
- *Limit* means that the conflicting uses, such as vegetation, should be managed to reduce the impacts on the view (e.g., pruning branches). A limit recommendation is used when the benefits of both the scenic resource and the conflicting uses should be protected.
- *Allow* means that conflicting uses do not need to be managed. An allow recommendation is used when the benefits of the conflicting uses outweigh the benefits of the scenic resource. When an allow recommendation is applied, the scenic resource will remain until such time as a conflicting use, such as a building, blocks or impacts the resource.

For both the limit and prohibit decisions, it is important to keep in mind that the decision only applies to *conflicting* uses. For example, vegetation can be a focal feature of the view or contribute to the view by framing the focal features. Vegetation is only considered a *conflicting* use if it blocks (or severely detracts from) a view. Another example is the city skyline. The city skyline is expected to change over time. New buildings may partially block older buildings in the background, but as long as the skyline is visible then the new buildings are not considered a *conflicting* use. Structures that would block a view of the skyline are considered a *conflicting* use.

The biggest economic impact of protecting a scenic resource happens when a view corridor crosses part of the Central City and buildings in the Central City would be tall enough to block or partially block the view. In these circumstances, additional analysis was performed to better understand the economic impacts. This was the fourth step.

The fourth step included two parts. The first part was to determine, of the Tier I and Group A views that received a *prohibit* decision, which views could be impacted by buildings based on the current maximum heights in the Central City. The analysis used GIS to create a view corridor between each viewpoint and primary focal feature and compare that with the maximum height for every site within the view corridor (see figure X below). Priority was given to sites identified in the City's *Buildable Lands Inventory* (BLI) because those sites are the most likely to be redeveloped by 2035 and result in buildings blocking the view. Using this analysis, the general amount of conflicts were identified – many, few, or none. The second part of the analysis was to determine, of these same Tier I and Group A views, what is the economic impact on the BLI sites of prohibiting any portion of a building from protruding into the view corridor. This analysis considered the number of potential stories that would be eliminated and the per-square-foot value, in terms of money and jobs, of those stories. The result is a dollar value and number of jobs that would not be realized by fully protecting the view.

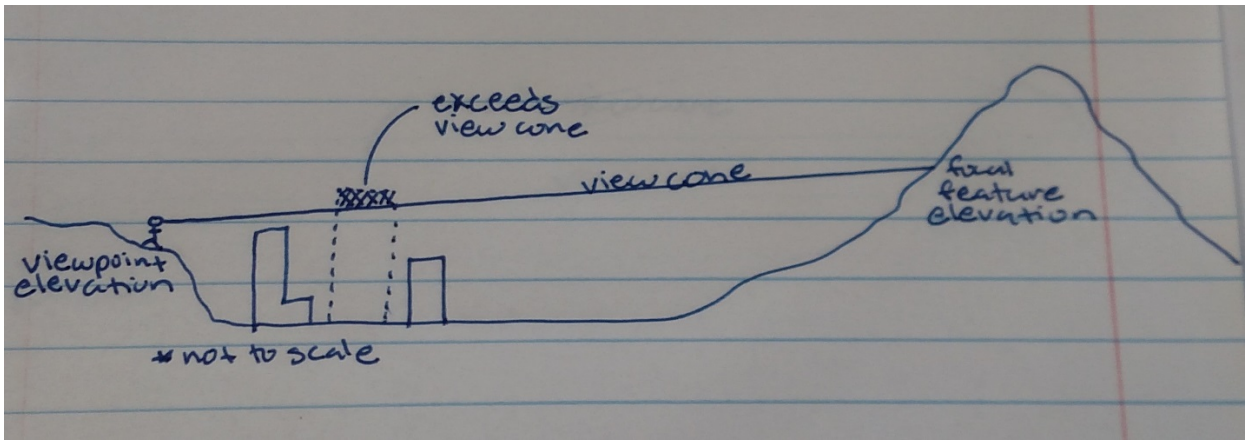


Figure 1: Example view corridor surface elevation and building height

The fifth, and final, step was to apply the general recommendations to each individual scenic resource and make adjustments as appropriate based on site conditions and the additional economic impact analysis done for views and viewpoints. One way in which adjustments were made is if there are three viewpoints in very close proximity that offer similar or identical views. Of those three, perhaps one has

better public access from a nearby sidewalk and also includes a bench or information sign. Although the general recommendation may be to protect all three viewpoints, the site-specific recommendation is to protect the more accessible and developed viewpoints. Another example of an adjustment is if there are five viewpoints with similar views but in different locations and with very different economic impacts on future development. The general recommendation may be to protect all five viewpoints and the site-specific recommendation is to protect the two viewpoints with fewer economic impacts on future development.

Recommendations about the type of protections and management and maintenance are also included. For example, some views from the West Hills to Mt Hood can only be protected if building heights in the Central City are limited. The amount of limitation varies greatly from a few feet to more than 100 feet. Other recommendations address vegetation management and investments in public access and amenities.

2. Results

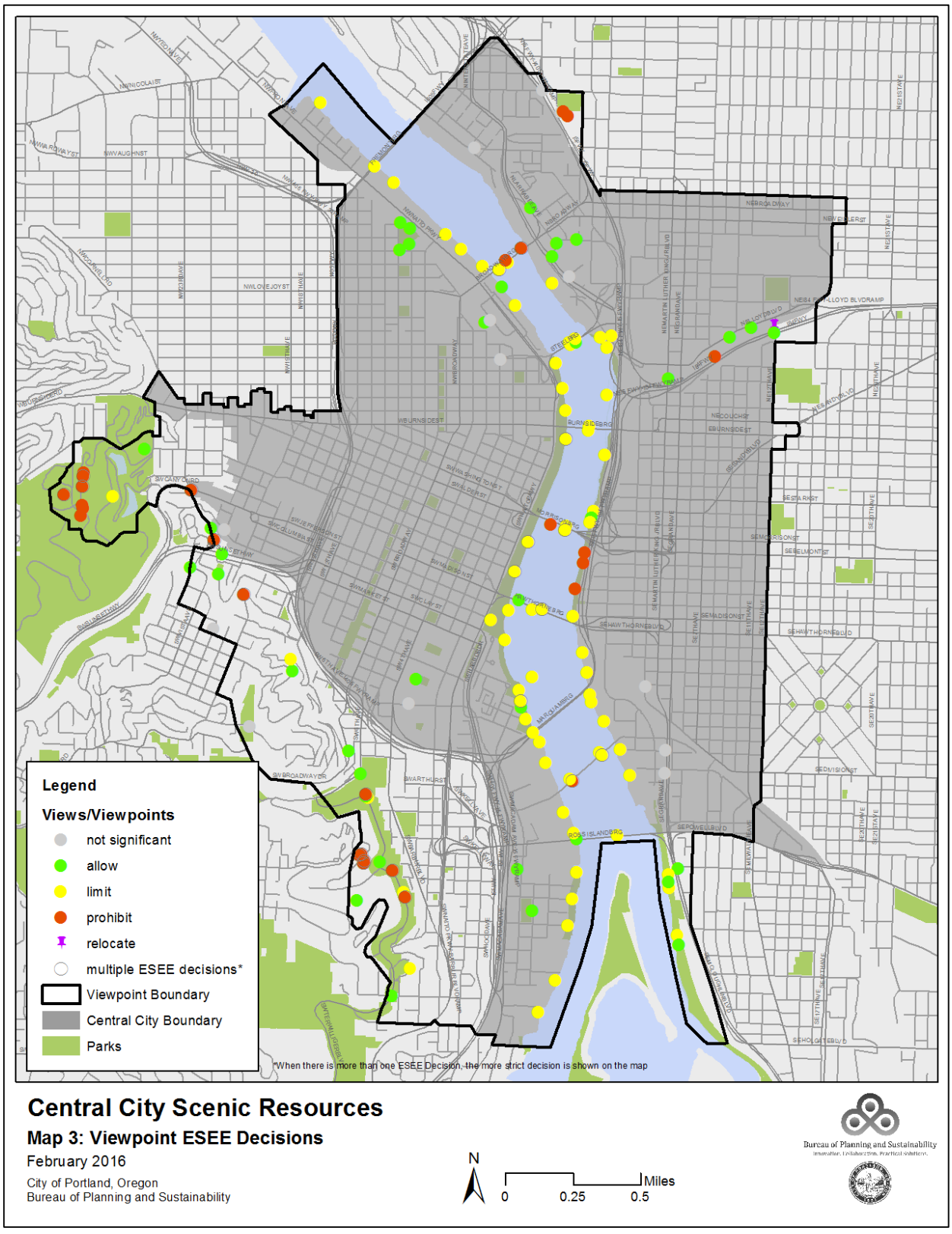
Below is a short summary of the CCESEE results.

Views and Viewpoints

Tier I Upland and Group A River views of Mt Hood, Mt St Helens, Willamette River bridges, or the Central City skyline are recommended for the highest level of protection including prohibiting or limiting building and/or vegetation heights within one or more view corridors. Tier II Upland and Group B River views are also recommended for some limitations on buildings and/or vegetation. An allow recommendation is made for most Group C River views. (As a reminder, Tier III Upland views were determined to be not significant.) Map 3 shows the CCESEE decisions for each viewpoint and view.

The recommendation for a viewpoint itself is based on the recommendation for its respective view(s). For any view with a limit or prohibit recommendation, that recommendation applies to the viewpoint as well. This includes maintaining the viewpoint, relocating trash receptacles, and limiting the degree of shadow cast on the viewpoint. For undeveloped or underdeveloped viewpoints, viewpoint amenities should be added, such as a bench, plaque or telescope that both identify the viewpoint and enhance the overall viewing experience. For viewpoints on bridges, the Willamette Greenway Trail, sidewalks, or other areas that may lack a safe location to pull out of traffic and enjoy the view, a designated and marked location should be added. For all viewpoints, staff recommend improving ADA access.

There are a group of views from viewpoints located in places where, based on the current regulations, there will not be conflicting uses. For example, there are multiple viewpoints located along the Governor Tom McCall Waterfront Park seawall offering views of the Willamette River, bridges and the Central Eastside skyline. No buildings, utilities or fences will be built or vegetation planted in front of the viewpoints to block the views. Therefore there are no conflicting uses with most of these view corridors. Although there are no conflicting uses with the views, there may still be conflicting uses with the viewpoints such as the placement of fencing or garbage cans. For all of the views with no conflicting uses the ESEE recommendation to allow, limit or prohibit remains but no implementation actions may need to be put in place.


Legend
Views/Viewpoints
not significant
allow
limit
prohibit
relocate
multiple ESEE decisions*
Viewpoint Boundary
Central City Boundary
Parks
*When there is more than one ESEE Decision, the more strict decision is shown on the map
Central City Scenic Resources
Map 3: Viewpoint ESEE Decisions
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View Streets

The recommendation for view streets is to limit building placement and massing and to limit vegetation that would block or substantially reduce the air space around the focal terminus of the view. For example, tall trees that can be limbed up can be used in landscaping as a way to frame the view of a statue at the end of a street (see Figure 2). Another example is setting back buildings and increasing the width of the public space along the street (see Figure 3). Map 4 shows the ESEE decisions for each view street.



Figure 2: Example of vegetation framing a focal feature.

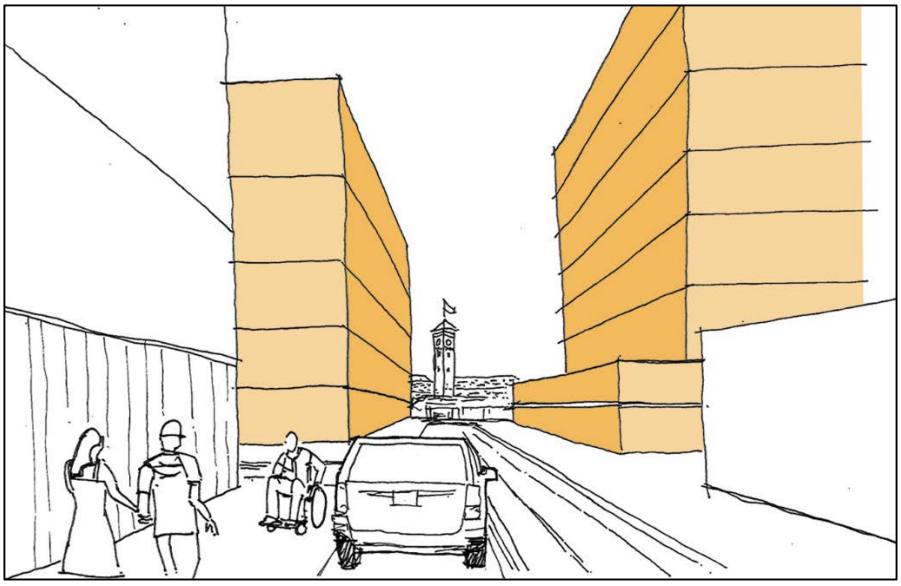
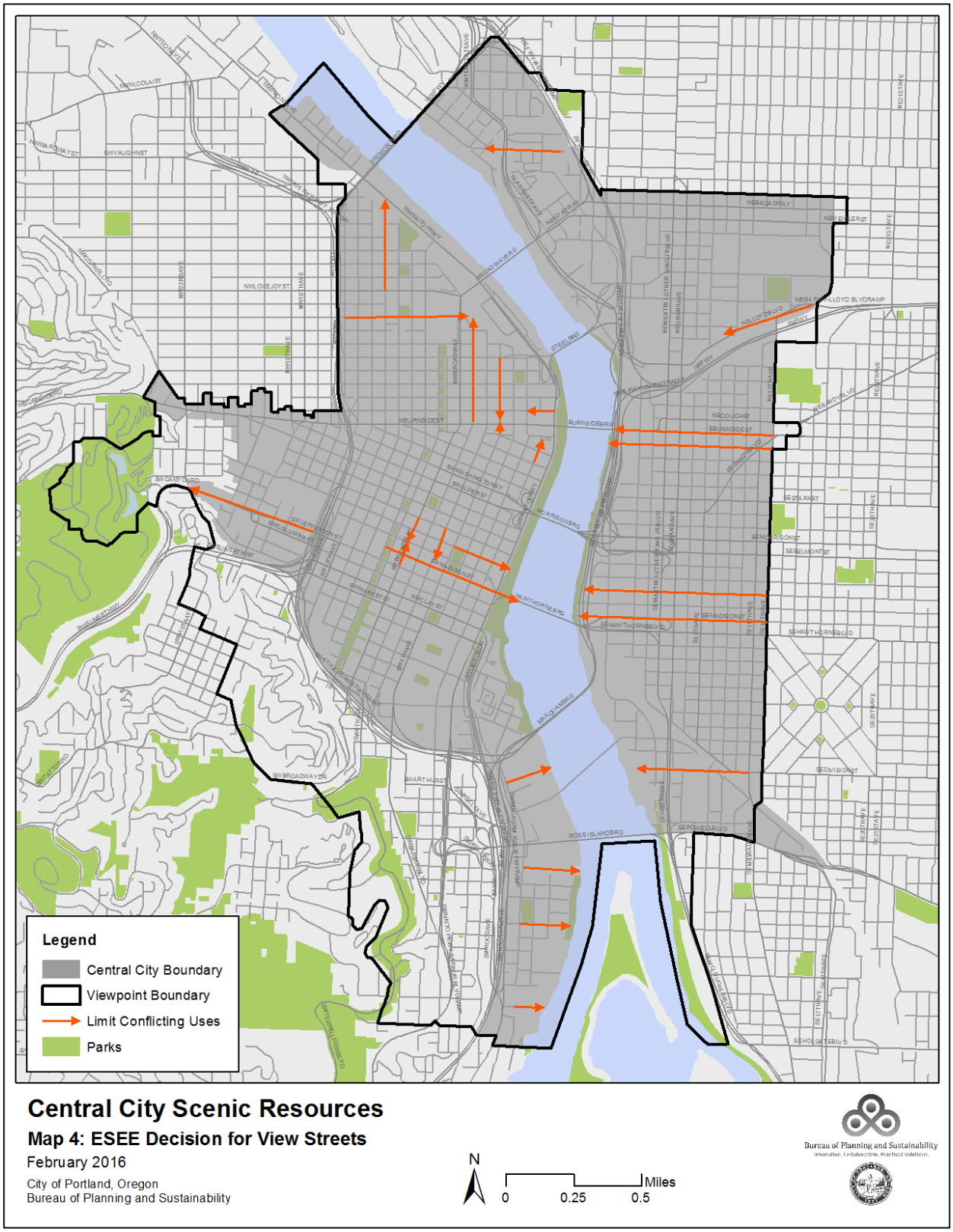


Figure 3: Example of air space around a focal feature.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Central City Boundary
Viewpoint Boundary
Limit Conflicting Uses
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Central City Scenic Resources
Map 4: ESEE Decision for View Streets
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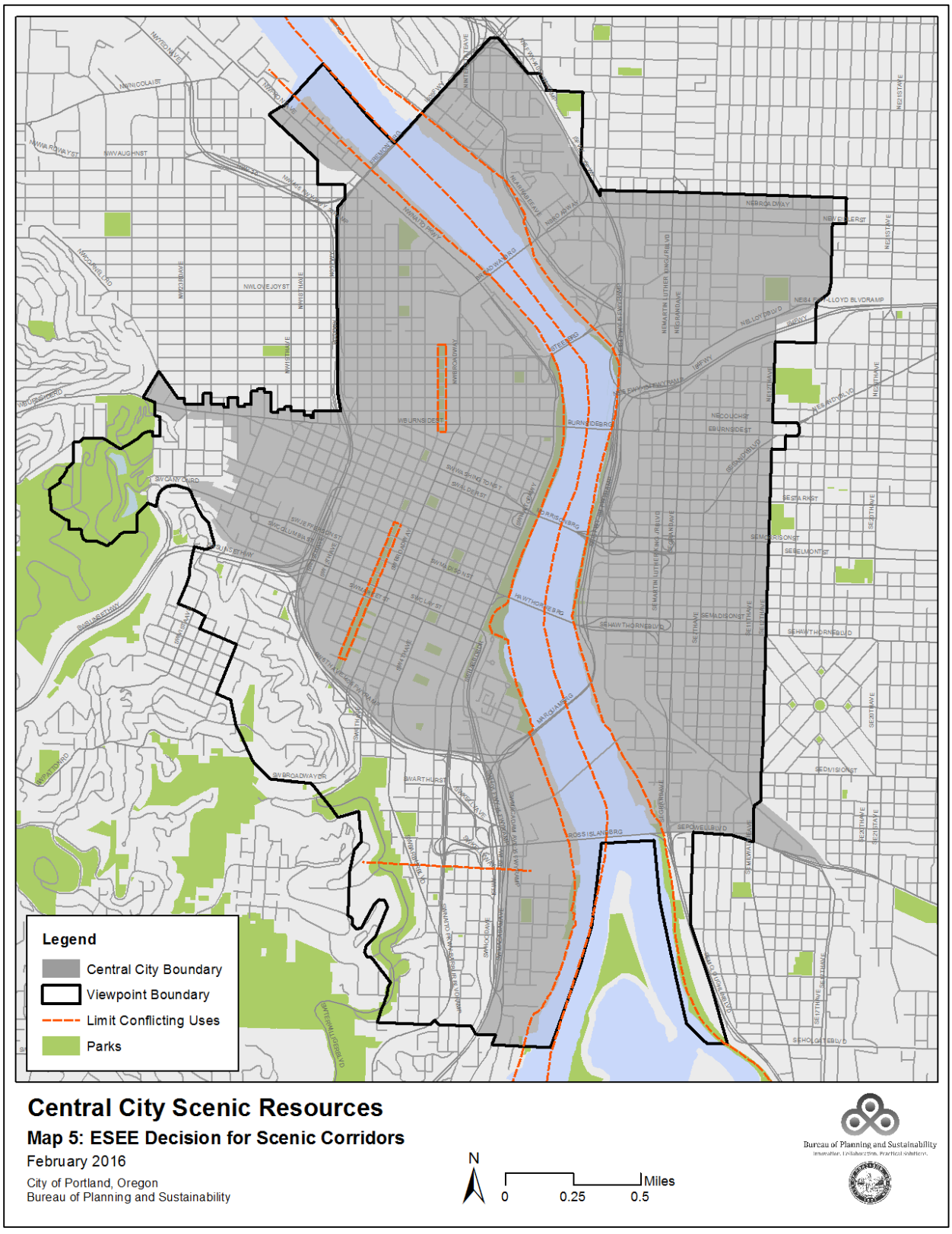
Scenic Corridors

The recommendation for scenic corridors is to limit building placement and massing that would create a predominance of shade on the resources, particularly at developed viewpoints located along the corridor. Conflicting vegetation should also be limited. In many situations the vegetation located along the scenic corridor is a primary or secondary feature of the resource itself and contributes to its scenic quality. However, in some instances the vegetation can become discordant; for example, if the vegetation were to block protected views extending from viewpoints located along the scenic corridor. In general, vegetation along a scenic corridor should be retained and only conflicting vegetation should be limited. Figure 4 shows an example of vegetation along a scenic corridor that contributes to the scenic quality and frames, but does not obstruct, the view from a designated viewpoint. Map 5 shows the ESEE decisions for each scenic corridor.



Figure 4: Example scenic corridor with vegetation and viewpoint.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Map 5: ESEE Decision for Scenic Corridors
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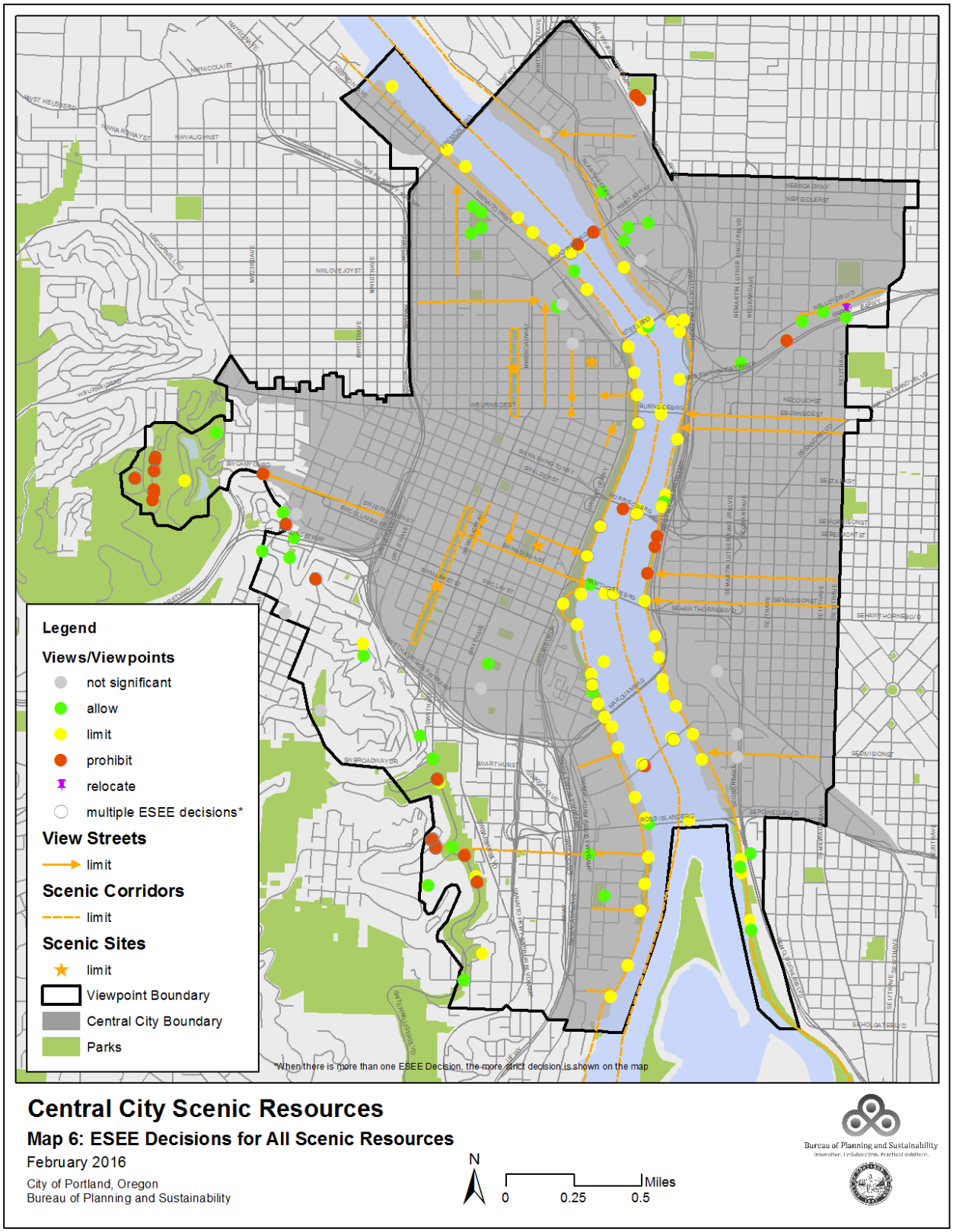
Scenic Sites

The scenic sites in the Central City are: the North Park Blocks, the South Park Blocks, Lan Su Chinese Garden, the Japanese American Historical Plaza, and the Mark O. Hatfield U.S. Courthouse 8th floor rooftop terrace sculpture garden. The sites in and of themselves are all in public ownership or under public management. The sites require no additional protections. However, surrounding buildings and vegetation could become conflicting uses with the scenic site if the building or vegetation would create a predominance of shade on the scenic site. The ESEE recommendation for scenic sites is to limit building massing and placement of large structure vegetation surrounding the sites.

Visual Focal Points

Visual focal points are things like Mt Hood, Mt St Helens, Tilikum Crossing, and the Salmon Street Springs fountain. They are the primary or secondary focal feature of a view or the focal terminus of a view street. The ESEE decision for a view or view street therefore extends to the visual focal point(s) identified for that view. There are no individual recommendations for visual focal points.

Map 6 shows all of the Central City scenic resources with their ESEE decisions.


Legend
Views/Viewpoints
not significant
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relocate
multiple ESEE decisions*
View Streets
limit
Scenic Corridors
limit
Scenic Sites
limit
Viewpoint Boundary
Central City Boundary
Parks
*When there is more than one ESEE Decision, the more strict decision is shown on the map
Central City Scenic Resources
Map 6: ESEE Decisions for All Scenic Resources
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3. Viewpoints and View Corridors - Summary of ESEE Decisions

This section includes a summary of the ESEE decisions for viewpoints and view corridors in the Central City. The other scenic resources – view streets, scenic corridors, scenic sites and focal features – are addressed in Chapter 2 summary of ESEE results.

Viewpoints and view corridors are protected by limitations on maximum heights that apply to both buildings and vegetation and views that allow for management of vegetation. The protected viewpoints and view corridors are represented in the zoning code, Title 33, in three ways:

1. In Chapter 33.480, Scenic Resources, the maps of the view corridors are included in the Chapter and referenced in the code. The maximum heights shown on these maps apply to both structures and vegetation planted since the adoption of the plan.
2. In Chapter 33.510, Central City, the maximum building heights are adjusted based on the view corridors.
3. The city's official zoning maps include scenic overlay zones when the scenic overlay zone overlaps with another environmental overlay zone: conservation, protection or river environmental.

Below is a summary of the protected viewpoints and view corridors. Following the summary are the updated zoning codes and maps.

A. Policy Priorities

The policy priorities are intended to describe the general approach to protection of views and viewpoints in and around the Central City. The description of the protected views and viewpoints refines the general policy priorities based on the *Central City Economic, Social, Environmental and Energy Analysis* (CCESEE).

Mountains

Surrounding Portland are mountains that help define the visual setting of the city. Mt Hood and Mt St Helens can be seen from various viewpoints that have been protected over time. These views are iconic to Portland and draw tourists to locations like the International Rose Test Garden in Washington Park. Continued protection of views of Mt Hood and Mt St Helens is a high priority. This can be achieved by limiting building and vegetation heights and allowing vegetation management within the view corridor. When possible, Mt Rainier, which can be seen to the west of Mt St Helens, should be included in the view corridor for Mt St Helens.



Mt St Helens with Mt Rainier in the view.

Central City Skyline and West Hills

Views of Portland's Central City skyline are a priority for protection. The skyline is evolving and will change over time. Today one building may be a dominant feature of the skyline, but 10 years from now a different building may dominate the view. The policy of protecting views of the Central City skyline is not intended to preserve a view of any single or mix of existing buildings but rather to protect wide views of the changing skyline. This can be achieved by limiting building and vegetation height near viewpoints.



Central City skyline looking north.

From the east, looking west, the skyline is set against the backdrop of the West Hills. The contrast of built and natural features creates a dynamic view. Maintaining permeability between the buildings to the West Hills is a policy priority. This can be achieved by using a combination of limits on building heights and floor to area ratios that incentivize towers that occupy half or quarter blocks, rather than entire city blocks.



Central City skyline looking west, with West Hills in background.

Willamette River Bridges

Portland is also known as “Bridge City USA” because there are 12 bridges that cross the Willamette River, nine of which are located in the Central City. There are unique and significant views of the bridges. The Willamette River bridges can be seen in most views of and across the Central City. However, in many of the views bridges are contributing, not primary, features. Views of the Willamette River bridges are a priority when the bridge is a primary feature of the view. Generally, views of Willamette River bridges can be preserved by continued vegetation management.



View of Steel Bridge.

Views Unique to a Neighborhood

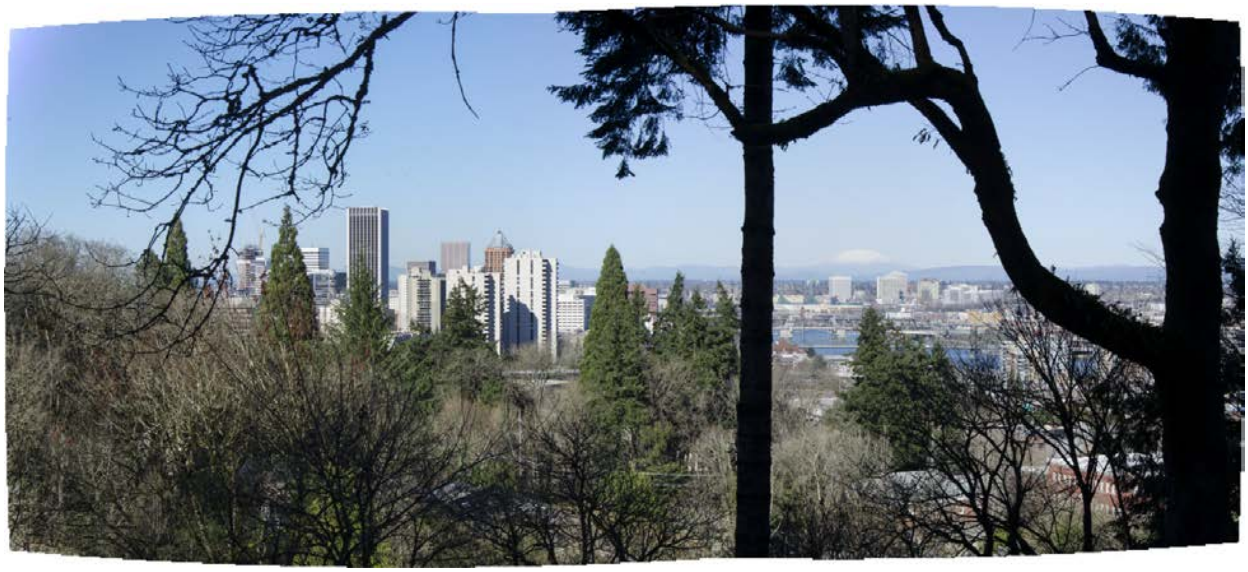
Portland's terrain includes hills on the west side of the Willamette River and flatter areas on the east side, with a few prominent buttes and ridges. By virtue of their height, there are many views from the West Hills to the Central City skyline and area mountains. This allows more flexibility when choosing which viewpoints and views to protect. Due to the lower elevation of the eastside, there are not as many views from eastside neighborhoods to the Central City skyline or Willamette River bridges. When an upland view from the east looking west is identified, it is a priority for protection.



View of Central City skyline and West Hills from Lillis Albina Park.

Developed and Frequently Visited Viewpoints

Portland has been protecting views for many years. There are long established, developed viewpoints with supporting infrastructure, such as benches or telescopes, throughout the Central City. Typically, these viewpoints have been invested in, are maintained as viewpoints, and exist in locations that are frequently visited by a high volume of people, such as the International Rose Test Garden and Governor Tom McCall Waterfront Park. Views from developed and frequently visited viewpoints are a priority for continued protection, maintenance, and investment.



View of Central City skyline and Mt St Helens from Terwilliger Boulevard developed viewpoint.



Terwilliger Boulevard developed viewpoint with parking and sidewalk.

In some situations, there are views that are a priority for protection from viewpoints that are not developed. These viewpoints are typically in locations that lend themselves to easy access from multiple forms of transportation – vehicle, bus, bike, foot – and have enough space for investment in supporting infrastructure.



View of Central City from Greenway Trail undeveloped viewpoint.



Greenway Trail undeveloped viewpoint.

B. Summary of ESEE Decisions

Table 1 and Map 7 are a summary of all of the CCESEE recommendations for views and viewpoints in and around the Central City. There are four categories of recommendations:

1. **Prohibit** – The most stringent of the recommendations, *prohibit,* means that conflicting uses, including buildings and vegetation, should be prohibited from blocking or partially blocking the views of the primary focal features. A *prohibit* recommendation is typically narrowed to the most significant portion of the view, not the entirety of the view. A *prohibit* recommendation is implemented by setting maximum building/vegetation heights through the zoning code.
2. **Limit** – A *limit* recommendation is flexible. It means that conflicting uses should be limited within the view but not prohibited. It can be implemented by requiring building designs to reduce impacts on the view or by allowing tree pruning or removal within the view corridor.
3. **Allow** – An *allow* recommendation means that the benefits of the conflicting uses outweigh the benefits of protecting the view. There are no restrictions on conflicting uses. In some situations, it may be recommended that a viewpoint be maintained as long as the view remains, but eventually the view may be blocked.
4. **Not Significant** – Tier III Upland Views, which are the lowest scoring of the views, are determined to be not significant. These are not included in the ESEE analysis and are not recommended for future protection.

When there is more than one primary focal feature in the view, there may be more than one recommendation. For example, the view from one viewpoint may include Mt Hood, the Willamette River and the Central City skyline. Based on the ESEE analysis, it may be determined that protecting the view of Mt Hood will have too large of an economic impact on future development. Therefore, the view of Mt Hood may receive an *allow* recommendation, while the view of the Willamette River and Central City skyline may receive a *limit* recommendation.

The table includes two types of implementation tools: height limits and vegetation management. An X indicates that the zoning is updated to implement the ESEE decision. For some views, the implementation is NCU, meaning “no conflicting use.” There are two different kinds of situations where there are no conflicting uses in the Central City:

1. **Viewpoints located near or over the Willamette River.** There are viewpoints located on bridges, along a seawall or pilings, or on a structure that extends out over the riverbank or water. No conflicting buildings, vegetation, or utilities could be placed within the view corridor. There may be a need to limit conflicting uses such as a tall sign on a dock or the placement of garbage cans or fencing that would negatively impact the viewpoint or view.
2. **Views protected by current regulations.** There are viewpoints located in the West Hills that are at a high enough elevation that the existing regulations on building heights in the Central City keep the view corridor clear of conflicting uses. However, the recommendation to *prohibit* or *limit* building heights may remain because maximum building heights could be changed in the future.

Views with no conflicting uses retain the ESEE decision of allow, limit or prohibit. If circumstances change in the future, the implementation tool may need to be updated to reflect the ESEE decision. For example, if building heights were adjusted to allow taller buildings that may impact a view with a prohibit decision, the ESEE decision for that view corridor should be implemented by limiting building heights. Another example, if a floating structure, such as a maritime museum, were to be permanently moored on the Willamette River within a view corridor with a prohibit or limit recommendation, the ESEE decision should be implemented to protect the view.

Table 1: Viewpoint and View Corridor Summary of ESEE Decisions							
Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
N	01	N Russell St under I5	Fremont Bridge	not significant	Tier III		
N	02	Lillis Albina Park	Fremont Bridge	prohibit	This is a view of the Fremont Bridge from Lillis Albina Park. The view crosses an industrial area. The view corridor analysis shows no impact on development capacity. Maintain a view of the Fremont Bridge by adding maximum height limits. Upgrades to the park should include developing a formal viewpoint.	X	X
N	03	N Commercial Ave at Lillis Albina Park	Central City Skyline	not significant	Tier III		
N	04	Lillis Albina Park	Central City Skyline	prohibit	There is currently a height limit to maintain a view from Lillis Albina park to the Central City skyline. The policy was reinforced during the N/NE Quadrant Plan. The extent of the view corridor has been adjusted based on the current scenic resources inventory. Maintain a view of the Central City skyline and adjust building heights accordingly. Upgrades to the park should include developing a formal viewpoint.	X	X

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
N	05	N Tillamook at N Lewis	Fremont Bridge	not significant	Tier III		
N	07	N Larrabee Ave – N Dixon/N Hancock	Central City Skyline	allow	This previously protected view is compromised by development along the river and the viewpoint is not located in a heavily visited location. There are better views from the Broadway Bridge and along the Greenway Trail. Remove height limits.		
N	09	N Winning Way & N Flint Ave	Broadway Bridge	allow	Viewpoints N09, N10 and N12 are located in the same vicinity and are views of the Broadway Bridge and the Central City skyline. The views were rated as Tier II and the viewpoints are not located in a heavily visited location. There are better views along the Greenway Trail alignment.		
N	10	N Larrabee Ave & N Winning Way	Central City Skyline, Broadway Bridge	allow			
N	11	Broadway Bridge – north side	Central City Skyline, Fremont Bridge	limit prohibit	Viewpoint located on bridge; no height limits or vegetation management necessary.	NCU	NCU
N	12	N Larrabee Ave & N Interstate Ave	Central City Skyline, Broadway Bridge	allow	See notes for N09 and N10		

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
N	13	N Drexler Dr & N Interstate Ave	Central City Skyline	not significant	Tier III		
N	14	N Thunderbird Way	Central City Skyline	limit	This viewpoint is located along the future Greenway Trail alignment. Immediately in front of the view corridor is the railroad and then the river. Recommendation: No height limits are necessary. When the Greenway Trail is developed a formal viewpoint should be included. Vegetation should be managed to maintain the view.		X
N	15	Steel Bridge – north side, east	Willamette River	limit	Viewpoint located on bridge; no height limits or vegetation management necessary.		NCU
NW	1	Riverscape Pier	Willamette River	limit	Viewpoint located on pier overlooking the river; no height limits or vegetation management necessary.		NCU
NW	2	Greenway Trail West – Fremont Bridge	Willamette River	limit	Developed viewpoint on Greenway Trail. Vegetation should be managed to maintain the view.		X
NW	4	Greenway Trail West – south Fremont Bridge	Willamette River	limit	Viewpoint located on pier overlooking the river; no height limits or vegetation management necessary.		NCU
NW	5	The Fields Park	Fremont Bridge	allow	The economic benefits of redeveloping the impacted Buildable Lands Inventory (BLI) site outweigh protecting this Tier II view. In addition, there are multiple other views of Fremont Bridge.		

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
NW	6	The Fields Park	Broadway Bridge	allow	This is a Tier II view at an undeveloped viewpoint. In addition, the view of the bridge is obscured by development.		
NW	7	Greenway Trail West – NW 9th Ave	Willamette River	limit	Developed viewpoint on Greenway Trail. Vegetation should be managed to maintain the view.		X
NW	8	The Fields Park	Fremont Bridge	allow	The economic benefit of redeveloping the impacted Buildable Lands Inventory (BLI) site outweighs protecting this Tier II view. In addition, there are multiple other views of Fremont Bridge.		
NW	9	Greenway Trail West – NW Northrup St	Willamette River, Fremont Bridge, Broadway Bridge	limit	Developed viewpoint on Greenway Trail. Vegetation should be managed to maintain the view.		X
NW	10	The Fields Park	Centennial Mills	allow	This historic Centennial Mills building, which is the focal feature of this view, will be demolished in the near future.		
NW	11	Broadway Bridge – north side	Willamette River, Fremont Bridge	prohibit	Viewpoint located on bridge; no height limits or vegetation management necessary.	NCU	NCU
NW	12	Broadway Bridge – south side	Willamette River, Steel Bridge	limit	Viewpoint located on bridge; no height limits or vegetation management necessary.		NCU
NW	13	Greenway Trail West – north Broadway Bridge	Willamette River, Broadway Bridge, Fremont Bridge	limit	Viewpoint located on a pier over the river; no height limits or vegetation management necessary.		NCU
NW	14	Broadway Bridge – south side	Willamette River Mt Hood	limit allow	Viewpoint located on bridge; no height limits or vegetation management necessary.		NCU

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
NW	15	Greenway Trail West – south Broadway Bridge	Willamette River	allow	Viewpoint located on a pier over the river; no height limits or vegetation management necessary.		
NW	16	Greenway Trail West – Pearl pedestrian crossing	Willamette River, Broadway Bridge, Steel Bridge	limit	Developed viewpoint on Greenway Trail. Vegetation should be managed to maintain the view.		X
NW	17	Union Station pedestrian bridge – east	Central City Skyline	not significant	Tier III		
NW	18	Union Station pedestrian bridge – west	Broadway Bridge, Fremont Bridge	allow	This is a Tier II view at an undeveloped viewpoint in a location not frequently visited by a lot of people. The view of the bridges is adequate, but there are much better views of bridges in many other locations.		
NW	19	Steel Bridge – north side, center	Willamette River	limit	Viewpoint located on bridge; no height limits or vegetation management necessary.		NCU
NW	20	Steel Bridge – south side (upper deck), center	Willamette River	limit	Viewpoint located on bridge; no height limits or vegetation management necessary.		NCU
NW	21	NW Glisan Street and NW 4th Ave	Union Station	not significant	Tier III		
NW	22	Greenway Trail West – south of Steel Bridge	Willamette River	limit	Viewpoint located on a seawall; no height limits or vegetation management necessary.		NCU
NW	23	Greenway Trail West – stairs near NW Everett Street	Willamette River	limit	Viewpoint located on a seawall; no height limits or vegetation management necessary.		NCU

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
NW	24	Greenway Trail West – NW Couch Street	Willamette River	limit	Viewpoint located on a seawall; no height limits or vegetation management necessary.		NCU
NE	1	NE 12th Ave I-84 overpass – west side, north	Central City Skyline	prohibit	There are 4 viewpoints in the same area with a very similar view: NE01, NE02, NE03 and NE05. The experts rated NE01 and NE05 as the best views; these were further evaluated for impacts to Buildable Lands Inventory (BLI) sites. Between NE01 and NE05, NE01 had fewer BLI impacts. In addition, there is an opportunity to move NE01 to a new bike/pedestrian bridge connecting NE 7th and NE 8th Ave over Interstate 84. The new bridge will be the primary bicycle and pedestrian crossing of I– 84 and can be designed to incorporate a formal viewpoint separated from lanes of travel. Building heights should be adjusted to protect views of the Central City skyline.	X	X
NE	2	NE Lloyd Blvd – west of NE 11th	Central City Skyline	allow			
NE	3	NE 12th Ave I-84 overpass – west side, south	Central City Skyline	allow			
NE	4	Greenway Viewpoint at Peace Park	Central City Skyline, Steel Bridge	limit	View crosses rights- of-way and Greenway Trail; no conflicting uses associated with building heights. Vegetation should be managed to maintain the view.		X
NE	5	NE Lloyd Blvd – west of NE 9th	Central City Skyline	allow	See notes for NE01-03		

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
NE	6	Mid-ramp on bike/ped path to Steel Bridge	Central City Skyline, Steel Bridge	limit	Developed viewpoint on Greenway Trail. Vegetation should be managed to maintain the view.		X
NE	7	Steel Bridge – lower deck, center	Willamette River	allow	Viewpoint located on a bridge; no height limits or vegetation management necessary.		
NE	8	Eastbank Esplanade – south of Steel Bridge	Central City Skyline, Steel Bridge	limit	Undeveloped viewpoint on Greenway Trail. Vegetation should be managed to maintain the view. Invest in developing the viewpoint.		X
NE	9	NE MLK Jr Blvd & I-84 overpass	Central City Skyline	allow	This is a Tier II view of the Central City skyline. There are viewpoints located at the NE 12th Street/I84 overpass that provide a better view of the Central City skyline and are recommended for protection.		
NE	10	Duckworth Dock – south end	Willamette River	limit	Viewpoint located on a dock over the river; no height limits or vegetation management necessary.		NCU
NE	11	Burnside Bridge – north side, center	Willamette River	limit	Viewpoint located on a bridge; no height limits or vegetation management necessary.		NCU
SE	01	Burnside Bridge – south side, center	Willamette River	limit	Viewpoint located on a bridge; no height limits or vegetation management necessary.		NCU
SE	02	Eastbank Esplanade – south of Burnside Bridge	Willamette River	limit	Viewpoint located on a platform over the river; no height limits or vegetation management necessary.		NCU

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SE	03	Eastbank Esplanade – at SE Washington Street	Central City Skyline, Willamette River, Morrison Bridge	limit	There are 3 viewpoints located along the Greenway Trail in close proximity and with a similar view: SE03, SE04 and SE05. The northern and southern are developed as viewpoints. The middle, SE04, is a seating area along the trail.		X
SE	04	Eastbank Esplanade – between SE Washington & Alder Streets		allow			
SE	05	Eastbank Esplanade – at SE Alder Street		limit			X
SE	06	Morrison Bridge – north side, east	Willamette River	limit	Viewpoint located on a bridge; no height limits or vegetation management necessary.		NCU
SE	07	Morrison Bridge – south side, east	Willamette River, Mt Hood	limit allow	There are X viewpoints from Willamette River bridges and Y viewpoints from the Greenway Trail from which one can see Mt Hood. All were evaluated to determine if one or two have a minimal impact on Buildable Lands Inventory (BLI) sites and therefore could be protected by limiting building height in the Central Eastside. The economic analysis results showed that protection of any of the views would have a significant impact on development at BLI sites. The viewpoints located on the Tilikum Crossing had the least impact (see SE21 and SW46). Recommendation: allow building heights to impact the view of Mt Hood. The viewpoint is located on a bridge, therefore neither height limits nor vegetation management are necessary to protect views of the Willamette River.		NCU

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SE	08	Eastbank Esplanade – south of SE Belmont Street	Central City Skyline, Willamette River, Hawthorne Bridge	prohibit	Undeveloped viewpoint on Greenway Trail. Vegetation should be managed to maintain the view. Invest in developing the viewpoint.	NCU	X
SE	09	Eastbank Esplanade – at SE Yamhill Street	Central City Skyline, Willamette River, Hawthorne Bridge	prohibit	Undeveloped viewpoint on Greenway Trail. Vegetation should be managed to maintain the view. Invest in developing the viewpoint.	NCU	X
SE	10	Eastbank Esplanade – at SE Salmon Street	Central City Skyline, Willamette River, Hawthorne Bridge	prohibit	Undeveloped viewpoint on Greenway Trail. Vegetation should be managed to maintain the view. Invest in developing the viewpoint.	NCU	X
SE	11	Eastbank Esplanade – Fire Station	Willamette River	limit	Viewpoint located on a platform over the river; no height limits or vegetation management necessary.		NCU
SE	12	Greenway Trail East – at Holman Dock	Central City Skyline, Willamette River, Hawthorne Bridge	limit	Developed viewpoint on Greenway Trail Vegetation should be managed to maintain the view.		X
SE	13	Greenway Trail East – OMSI north of Marquam Bridge	Central City Skyline, Willamette River, Hawthorne Bridge	limit	Undeveloped viewpoint on Greenway Trail. Vegetation should be managed to maintain the view. Invest in developing the viewpoint.		X
SE	14	SE Stephens Street & SE 3rd Avenue	Tilikum Crossing	not significant	Tier III		

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SE	15	Greenway Trail East – OMSI north point	Willamette River, Tilikum Crossing	limit	Viewpoint located on a platform over the river; no height limits or vegetation management necessary.		NCU
SE	16	Greenway Trail East – OMSI middle point	Willamette River, Tilikum Crossing	limit	Viewpoint located on a platform over the river; no height limits or vegetation management necessary.		NCU
SE	17	Greenway Trail East – OMSI south point	Willamette River, Tilikum Crossing	limit	Developed viewpoint on Greenway Trail. Vegetation should be managed to maintain the view.		X
SE	18	Tilikum Crossing – north side, east	Willamette River	limit	Viewpoint located on bridge; no height limits or vegetation management necessary.		NCU
SE	19	Greenway Trail East – at SE Caruthers Street	Willamette River, Tilikum Crossing	limit	Developed viewpoint on Greenway Trail. Vegetation should be managed to maintain the view.		X
SE	20	MLK Viaduct above SE Caruthers Street	Tilikum Crossing	not significant	Tier III		

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SE	21	Tilikum Crossing – south side, east	Willamette River, Mt Hood	limit allow	There are X viewpoints from Willamette River bridges and Y viewpoints from the Greenway Trail from which one can see Mt Hood. All were evaluated to determine if one or two have a minimal impact on BLI sites and therefore could be protected by limiting building height in the Central Eastside. The economic analysis results showed that protection of any of the views would have a significant impact on development at Buildable Lands Inventory (BLI) sites. However, the viewpoints located on the Tilikum Crossing are large developed viewpoints with significant use by pedestrians and bicyclists. In addition, views of Mt Hood from this general area are culturally significant to Native Americans. It is recommended that the view of Mt Hood from SW46 be protected by limiting building heights in the Central Eastside. SE21 was not chosen because the development sites within view SW46 are larger and allow more flexibility to redistribute building height.		NCU
SE	22	Greenway Trail East – between SE Division Place and SE Ivon Street	Tilikum Crossing, Ross Island Bridge	limit	Undeveloped viewpoint on Greenway Trail. Vegetation should be managed to maintain the view.		X
SE	23	MLK Viaduct above SE Division Place	Tilikum Crossing	not significant	Tier III		
SE	24	Ross Island Bridge – north side, center	Willamette River	limit	Viewpoint located on a bridge; no height limits or vegetation management necessary.		NCU

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SE	25	SE McLoughlin Blvd & SE Franklin Street	Ross Island Bridge	allow	This is a Tier II view at an undeveloped viewpoint in a location difficult to access and not frequently visited by a lot of people. The view of the Ross Island Bridge is adequate, but there are much better views in many other locations.		
SE	26	Springwater Corridor – between SE Franklin & Haig Streets, north point	Willamette River, Ross Island Bridge, Ross Island	limit	There are three developed viewpoints located along this section of the Springwater Corridor. The recommendation is to manage vegetation to maintain the views.		X
SE	27	Springwater Corridor – between SE Franklin & Haig Streets, middle point		allow			
SE	28	Springwater Corridor – between SE Franklin & Haig Streets, south point	Willamette River, Ross Island, South Waterfront Skyline	limit			X
SE	29	Springwater Corridor – near SE Rhone Street, north point	Willamette River, Ross Island, South Waterfront Skyline	limit	Developed viewpoint on Greenway Trail. Vegetation should be managed to maintain the view.		X
SE	30	Springwater Corridor – near SE Rhone Street, south point	Central City skyline	allow	The view to the Central City Skyline is compromised by vegetation on Ross Island. This viewpoint should be consider with the Willamette River South Reach as a view of the Holgate Channel and Ross Island		

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SW	01	Greenway Trail West – at SW Ankeny Street	Willamette River, Mt Hood	limit allow	See notes for SE07		NCU
SW	02	Lewis and Clark – Monument at SW Park Place	Mt Hood	allow	The view of Mt Hood is compromised by development. Vegetation should be managed as long as the view remains		
SW	03	International Rose Test Garden – north side, picnic tables	Mt Hood	prohibit	There are no conflicting uses associated with building heights. However, vegetation should be managed to maintain the view of Mt Hood.	NCU	X
SW	04	International Rose Test Garden – top of stairs near telescope	Mt Hood, Central City Skyline	prohibit limit	Continue assessing if height limitations are needed.	X	X
SW	05	International Rose Test Garden – top of stairs above gazebo	Mt Hood, Central City Skyline	prohibit limit	Continue assessing if height limitations are needed.	X	X
SW	06	Portland Japanese Garden	Mt Hood, Central City Skyline	prohibit limit	There are no conflicting uses associated with building heights. However, vegetation should be managed to maintain the view of Mt Hood.	NCU	X
SW	07	SW Sherwood Blvd above reservoir 4	Vista Bridge, Central City Skyline	limit	Undeveloped viewpoint along street near Rose Garden. Vegetation should be managed to maintain the view. Invest in developing the viewpoint.		X
SW	08	Morrison Bridge – south side, west	Willamette River	prohibit	Viewpoint located on a bridge; no height limits or vegetation management necessary.	NCU	NCU
SW	09	International Rose Test Garden – near garden store, north point	Mt Adams	prohibit	There are no conflicting uses associated with building heights. However, vegetation should be managed to maintain the view of Mt Adams.	NCU	X

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SW	10	International Rose Test Garden – near garden store, south point	Mt Hood	prohibit	Located at the Garden Store is a large viewing area with seating and two telescopes. Historically, the viewpoint offered a wide view of Mt Hood and the Central City skyline; the skyline is no longer visible. Building heights should be limited and vegetation should be managed to protect the view of Mt Hood. The view of the Central City should not be re– established because it would require significant tree removal on a steep slope.	X	X
SW	11	Greenway Trail West – between SW Morrison & Yamhill Streets	Willamette River Mt Hood	limit allow	See notes for SE07		NCU
SW	12	Washington Park – Zoo Train station by rose garden	Mt St Helens	prohibit	Located at the terminus of the Zoo Train is a large viewing area. Historically, the viewpoint offered a wide view of Mt St Helens and the Central City skyline; the skyline is no longer visible. There are no conflicting uses with current building heights; but vegetation should be managed to protect the view of Mt St Helens. The view of the Central City should not be re-established because it would require significant tree removal on a steep slope.	NCU	X
SW	13	SW Vista Ave north of SW Montgomery Drive – north point	Mt St Helens, Central City Skyline	allow	Viewpoints SW13 and SW16 are next to each other. SW16 has a limit recommendation because it is located at the top of a public staircase.		

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SW	14	SW Market Street Drive above SW 20th Avenue		not significant	Tier III		
SW	15	Vista Bridge – east side, center	Mt Hood, Central City Skyline	prohibit limit	This is a historic and iconic view of Portland and Mt Hood from a frequently used location. It is recommended that the developed viewpoint be re-opened to the public.	X	X
SW	16	SW Vista Ave north of SW Montgomery Drive – above stairs	Mt St Helens, Central City Skyline	prohibit limit	Viewpoints SW13 and SW16 are next to each other. SW16 has a limit recommendation because it is located at the top of a public staircase. No conflicting uses associated with building heights.	NCU	X
SW	17	Greenway Trail West – at Salmon Street Springs	Willamette River, Mt Hood	limit allow	See notes for SE07		NCU
SW	18	SW Mill Street Terrace	Central City Skyline	allow	This is a Tier II view at an undeveloped viewpoint with low use. Development blocks the historic view of Mt Hood. The view of the Central City skyline is adequate, but there are much better views of the skyline in many other locations that are easier to access.		
SW	19	SW Montgomery Drive north of SW Carter Lane	Mt Hood, Central City Skyline	allow	This is a Tier II view at an undeveloped viewpoint with low use. In addition, it would require significant vegetation removal on a steep slope to reestablish the view.		
SW	21	SW Montgomery Drive – at Frank L Knight City Park	Central City Skyline	allow	This is a Tier II view at an undeveloped viewpoint that serves just the local neighborhood. In addition, it would require significant vegetation removal on a steep slope to reestablish the view.		

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SW	23	Hawthorne Bridge – north side, west	Willamette River	allow	Viewpoint located on a bridge; no height limits or vegetation management necessary.		
SW	24	SW Upper Hall Street hairpin turn	Mt St Helens, Mt Adams, Mt Hood, Central City Skyline	limit prohibit	The existing building height limitations would remain surrounding the immediate viewpoint. Building height limitations in the Central City would be removed because this viewpoint is undeveloped, difficult to access, has low use and serves primarily the local neighborhood. Buildings in the Central City could impact the view of the mountains; however, the elevation of the viewpoint means that much of the view would remain. Vegetation should be managed to protect the view of the Central City skyline and mountains, while they remain visible.	X	X
SW	25	Hawthorne Bridge – south side, center	Willamette River	limit	Viewpoint located on a bridge; no height limits or vegetation management necessary.		NCU
SW	26	Hawthorne Bridge – north side, center	Willamette River, Mt Hood	limit allow	See notes for SE07		NCU
SW	27	Greenway Trail West – north of the Hawthorne Bowl	Willamette River	limit	Viewpoint located on a seawall; no height limits or vegetation management necessary.		NCU
SW	28	Hawthorne Bowl – palm tree planter	Willamette River, Hawthorne Bridge	limit	View across Hawthorne Bowl. No height limits are necessary; vegetation should be managed to protect the view of the river and bridge.		X
SW	29	Greenway Trail West – at SW Clay Street	Willamette River, Hawthorne Bridge, Riverplace Marina	limit	Two views from one developed viewpoint along Greenway Trail. No height limits are necessary; vegetation should be managed to protect the view of the river, Hawthorne Bridge, and marina.		X

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SW	30	SW 18th Ave – at SW Clifton Street	Mt St Helens	not significant	Tier III		
SW	31	SW Cardinell Drive – at top of stairs	Central City Skyline	limit	Viewpoints SW31 and SW33 are near each other. SW31 has a limit recommendation because it is located at the top of a public staircase.		X
SW	32	Riverplace South Public Dock – at end of dock	Willamette River	limit	Viewpoint located on a dock over the river; no height limits or vegetation management necessary.		NCU
SW	33	SW Rivington Drive	Central City Skyline	allow	See notes for SW31.		
SW	34	Lovejoy Fountain	Mt Hood	allow	Not a developed viewpoint, many impacts on BLI sites.		
SW	35	Greenway Trail West – South of Riverplace	Willamette River	limit	Developed viewpoint on Greenway Trail. Vegetation should be managed to maintain the view.		X
SW	36	Greenway Trail West – Montgomery St Gardens	Willamette River, Mt Hood	limit allow	See notes for SE07		X
SW	37	SW Lincoln St – Pedestrian Trail		not significant	Tier III		
SW	38	Greenway Trail West – Pedestrian Trail	Mt Hood	allow	Not a developed viewpoint, many impacts on Buildable Lands Inventory (BLI) sites.		

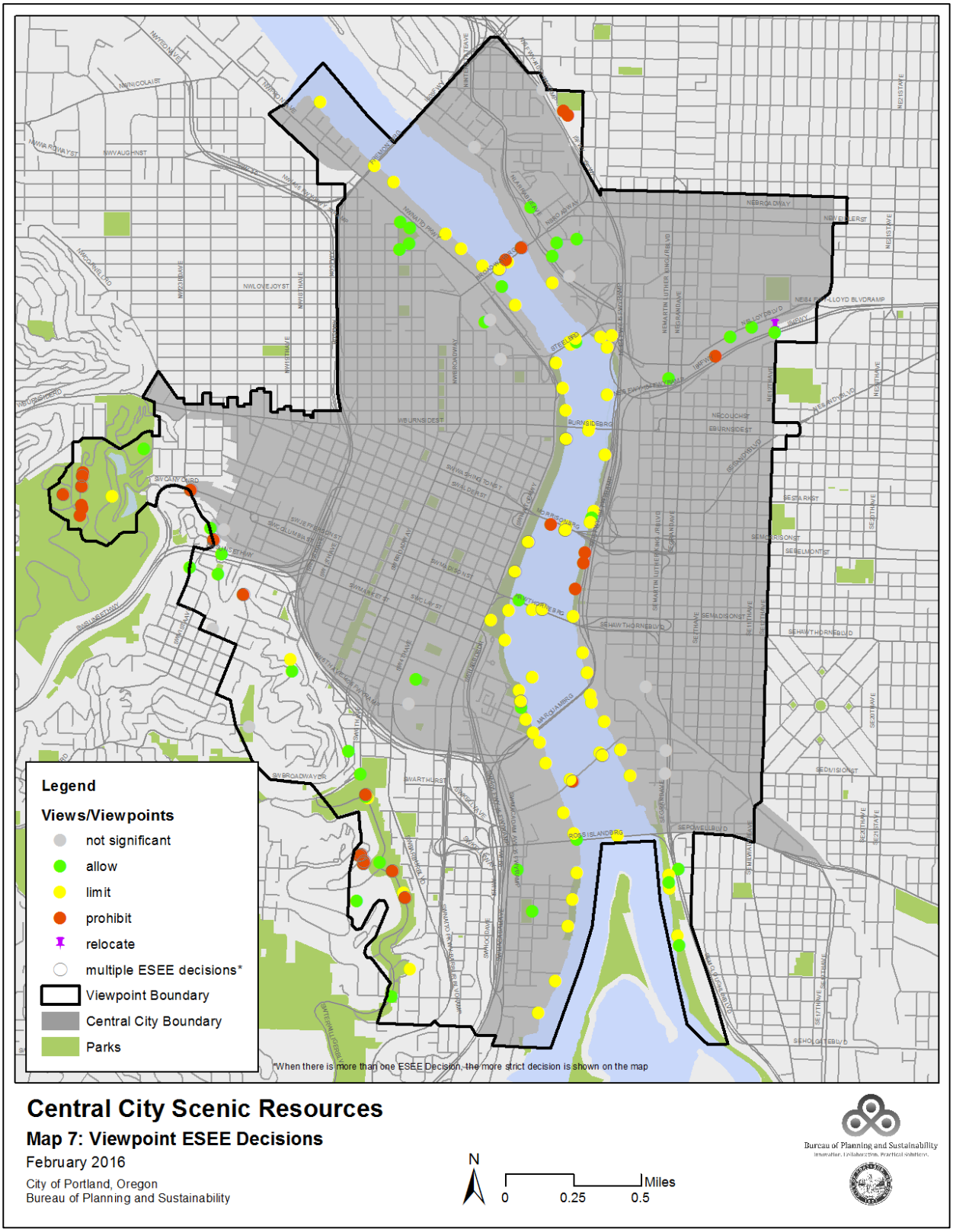
Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SW	39	Greenway Trail West – north of Marquam Bridge	Willamette River	limit	Developed viewpoint on Greenway Trail. Vegetation should be managed to maintain the view.		X
SW	40	Greenway Trail West – SW Hall St	Willamette River	limit	Developed viewpoint on Greenway Trail. Vegetation should be managed to maintain the view.		X
SW	41	SW Davenport St – at Governors Park		not significant	Tier III		
SW	42	Greenway Trail West – south of Marquam Bridge	Tilikum Crossing	limit	Undeveloped viewpoint on Greenway Trail. Vegetation should be managed to maintain the view. Invest in developing the viewpoint.		X
SW	43	Tilikum Crossing – northwest	Willamette River	limit	Viewpoint located on a bridge; no height limits or vegetation management necessary.		NCU
SW	44	Greenway Trail West – north of Tilikum Crossing	Willamette River	limit	Undeveloped viewpoint on Greenway Trail. Vegetation should be managed to maintain the view. Invest in developing the viewpoint.		X
SW	45	SW Broadway Dr	Mt Hood	allow	The 2006 South Waterfront Views and Permeability Study addresses views from the West Hills to Mt Hood. That plan remains in effect. Additional vegetation management should occur to maintain the view.		

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SW	46	Tilikum Crossing – southwest	Mt Hood, Willamette River	prohibit limit	There are X viewpoints from Willamette River bridges and Y viewpoints from the Greenway Trail from which one can see Mt Hood. All were evaluated to determine if one or two have a minimal impact on Buildable Lands Inventory (BLI) sites and therefore could be protected by limiting building height in the Central Eastside. The economic analysis results showed that protection of any of the views would have a significant impact on development at BLI sites. However, the viewpoints located on the Tilikum Crossing are large developed viewpoints with significant use by pedestrians and bicyclists. In addition, views of Mt Hood from this general area are culturally significant to Native Americans. It is recommended that the view of Mt Hood from SW46 be protected by limiting building heights in the Central Eastside. SE21 was not chosen because the development sites within view SW46 are larger and allow more flexibility to redistribute building height.	X	NCU
SW	47	Duniway Park	Mt Hood	allow	The 2006 South Waterfront Views and Permeability Study addresses views from Terwilliger Boulevard to Mt Hood. That plan remains in effect. Additional vegetation management should occur to maintain the view.		

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SW	48	Greenway Trail West – south of Tilikum Crossing	Willamette River, Tilikum Crossing, Ross Island Bridge	limit	Undeveloped viewpoint on Greenway Trail. Vegetation should be managed to maintain the view. Invest in developing the viewpoint.		X
SW	49	SW Terwilliger Blvd – north of SW Campus	Mt St Helens, Central City Skyline	prohibit limit	Viewpoints SW49, SW50, and SW51 are located at the same larger viewing area. SW49 and SW51 are views of the mountains. The panorama view from SW50 is no longer a view. SW51 is a South Waterfront viewpoint.	X	X
SW	50	SW Terwilliger Blvd – north of SW Campus	Historic Panorama	allow			
SW	51	SW Terwilliger Blvd – north of SW Campus	Mt Hood	limit			X
SW	52	Greenway Trail West – north of Ross Island Bridge	Tilikum Crossing	limit	Undeveloped viewpoint on Greenway Trail. Vegetation should be managed to maintain the view. Invest in developing the viewpoint.		X
SW	53	Ross Island Bridge – north side, west	Willamette River, Tilikum Crossing	allow	Viewpoint located on a bridge; no height limits or vegetation management necessary.		
SW	54	OHSU – Viewing Platform, lower deck	Mt Hood, Mt St Helens, Tilikum Crossing	prohibit limit	No conflicting uses associated with building heights; vegetation should be managed to maintain the view.	NCU	X
SW	55	OHSU – Viewing Platform, upper deck	Mt Hood, Mt St Helens, Hawthorne and Morrison Bridges	prohibit limit	No conflicting uses associated with building heights; vegetation should be managed to maintain the view.	NCU	X
SW	56	OHSU – Tram loading deck, north	Mt Hood, Mt St Helens, Hawthorne and Morrison Bridges	prohibit limit	No conflicting uses associated with building heights; vegetation should be managed to maintain the view.	NCU	X

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SW	57	SW Terwilliger Blvd – north of SW Campus	Mt Hood	allow	The 2006 South Waterfront Views and Permeability Study addresses views from Terwilliger Boulevard to Mt Hood. That plan remains in effect. Additional vegetation management should occur to maintain the view.		
SW	58	Gibbs Street Platform	Mt Hood	allow	There are four views from this viewpoint; three are Tier II and one is Tier III (not significant). Only one of the Tier II views is a view of a mountain. The 2006 South Waterfront Public Views and Permeability Study addresses views from Terwilliger Boulevard to Mt Hood. That plan remains in effect.		
SW	59	Greenway Trail West – Zidell	Ross Island Bridge, Ross Island	limit	Undeveloped viewpoint on Greenway Trail. Vegetation should be managed to maintain the view. Invest in developing the viewpoint.		X
SW	60	OHSU – Tram loading deck, south	Mt Hood, Mt St Helens, Hawthorne and Morrison Bridges	prohibit limit	No conflicting uses associated with building heights; vegetation should be managed to maintain the view.	NCU	X
SW	61	SW Terwilliger Blvd – south of SW Campus	Mt St Helens, Central City skyline	prohibit limit	No conflicting uses associated with building heights; vegetation should be managed to maintain the view.		X
SW	62	SW Terwilliger Blvd – north of SW Condor (N)	Mt Hood	limit	The 2006 South Waterfront Views and Permeability Study addresses views from Terwilliger Boulevard to Mt Hood. That plan remains in effect. Additional vegetation management should occur to maintain the view.		X
SW	63	OHSU/Veteran's Sky bridge	Mt St Helens	allow	Not a public view, difficult to find, no developed viewpoint.		

Viewpoint ID		Location	Focal Features	ESEE Recommendation		Implementation Tools	
				Decision	Explanation	Height Limit	Vegetation Management
SW	64	SW Terwilliger Blvd – north of SW Condor (S)	Mt St Helens	prohibit limit	No conflicting uses associated with building heights; vegetation should be managed to maintain the view.	NCU	X
SW	65	Greenway Trail West – at SW Curry	Ross Island Bridge, Ross Island	limit	Developed viewpoint on Greenway Trail. Vegetation should be managed to maintain the view.		X
SW	66	Caruthers Park	OHSU	allow	Tier II – not a view of mountains.		
SW	67	Greenway Trail West – SW Gaines Street	Ross Island	limit	Developed viewpoint along the Greenway Trail.		X
SW	68	Eagle Point Park	Mt Hood Mt St Helens	limit	The 2006 South Waterfront Views and Permeability Study addresses views from Terwilliger Boulevard to Mt Hood. That plan remains in effect. Additional vegetation management should occur to maintain the view.	NCU	X
SW	69	Greenway Trail West – Old Spaghetti Factory	Ross Island	limit	Developed viewpoint on Greenway Trail. Vegetation should be managed to maintain the view.		X
SW	70	SW Terwilliger Blvd at SW Bancroft St	Mt Hood	allow	The 2006 South Waterfront Views and Permeability Study addresses views from Terwilliger Boulevard to Mt Hood. That plan remains in effect. Keep vegetation on steep slope.		
SW	71	Greenway Trail West – south of Unnamed Drive	Ross Island	limit	Undeveloped viewpoint on Greenway Trail. Vegetation should be managed to maintain the view. Invest in developing the viewpoint.		X


Legend
Views/Viewpoints
not significant
allow
limit
prohibit
relocate
multiple ESEE decisions*
Viewpoint Boundary
Central City Boundary
Parks
*When there is more than one ESEE Decision, the more strict decision is shown on the map
Central City Scenic Resources
Map 7: Viewpoint ESEE Decisions
February 2016
City of Portland, Oregon
Bureau of Planning and Sustainability
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Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

C. River Views

River views are views where the Willamette River is a primary focal feature of the view. The view may also include other primary focal features, such as the Central City skyline. All river views received a high relative rank by the experts as part of the inventory. The recommendations for river views are summarized into the following categories:

1. Views of Mt Hood
2. Views of Willamette River Bridges and the Central City Skyline

Views of Mt Hood

There are multiple locations along the western riverbank where one can see Mt Hood. This occurs today because building heights in the Central Eastside have been historically low, supporting primarily industrial uses. It is anticipated that new development, with an evolving focus on high tech and creative industrial uses, will result in buildings that are taller. In addition, there is a lot of potential along Martin Luther King Junior and Grand Boulevards for tall commercial buildings. Buildings located in the Central Eastside with heights more than three stories will have the potential of blocking a view from the western riverbank to Mt Hood.

Views of Mt Hood are a high priority for protection in the Central City. Mt Hood is a defining feature for Portland and views of Mt Hood attract tourists, particularly views from viewpoints located along the Greenway Trail at Governor Tom McCall Waterfront Park and from bridges with bike and pedestrian paths and sidewalks. There are a total of 10 viewpoints where there is a view of Mt Hood today – including 5 along the Greenway Trail and 5 located on bridges.

Staff performed an economic analysis of each of the views of Mt Hood from the Greenway Trail and bridges to determine if it would be possible to protect one or two views without creating a significant economic impact on redevelopment in the Central Eastside. The result of economic analysis is that, due to the low elevation of the viewpoints along the riverbank, all of the view corridors would require significant limitations on building heights. The economic impact ranges from $2M-$67M and from 240 to 8,500 jobs per viewpoint. Two of the viewpoints warranted additional evaluation due to their location and high frequency of use: Salmon Springs and Tilikum Crossing.

Salmon Springs (SW17)

This viewpoint was further evaluated because of the high volume and frequency of use as a tourist destination; the easy access from all modes of transportation; and the amount of investment in the viewpoint. Salmon Springs is located at Governor Tom McCall Waterfront Park just north of the Hawthorne Bridge. There is a large constructed viewpoint, with seating and two telescopes. The Salmon Springs fountain is a popular attraction in the summer. Multiple summer events at the Park result in tens of thousands of tourists visiting Salmon Springs every year. The Portland Spirit has a dock extending from Salmon Springs, which is the main boarding location for tours of the Willamette River.

The view from Salmon Springs extends across the Willamette River and the Interstate-5 (I-5) freeway and 13 blocks of the Central Eastside. Building heights within the view corridor would have to be no

higher than 25 feet near I-5 to 40 ft along Martin Luther King Jr. (MLK) and Grand Boulevards. The current regulations would allow a 200 ft tall building along MLK and Grand. The economic impact of protecting the view of Mt Hood from Salmon Springs is approximately $15.9M in lost development potential and approximately 2,200 potential jobs.

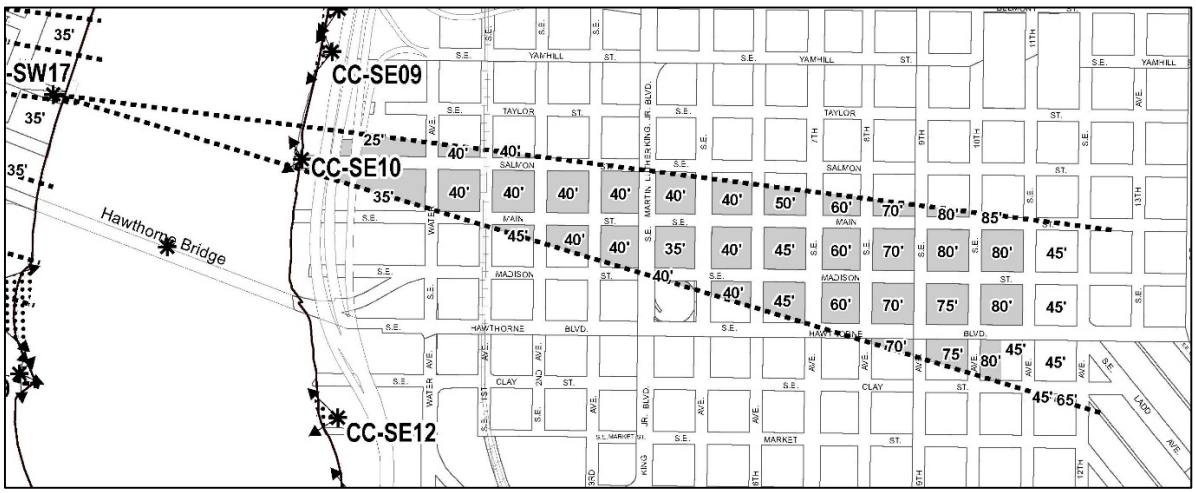


Figure 5: Draft potential height limitations from Viewpoint SW17 to Mt Hood.

Although Salmon Springs is the most used viewpoint in the Governor Tom McCall Waterfront Park and offers a view of Mt Hood today, the economic impacts outweigh protecting the view long term. The recommendation is to maintain the Salmon Springs viewpoint as a view of the Willamette River, Hawthorne Bridge, and the Central Eastside skyline; and not to protect the view of Mt Hood.

Tilikum Crossing (SW46 and SE21)

Tilikum Crossing, also known as Bridge of the People, is the newest bridge crossing the Willamette River. The bridge was constructed for the MAX Orange Line light rail passenger trains and also serves city busses and the Portland Streetcar. There are large lanes for pedestrians and bicyclists. Private cars and trucks are not permitted on the bridge, although emergency vehicles can access the bridge if needed. Four viewpoints were constructed on the bridge – one at each of the cable-stayed towers. Both of the south side viewpoints offer panorama views of the Willamette River, Ross Island Bridge, and Ross Island, as well as a view east to Mt Hood. The viewpoints are wide locations where one can move out of the flow of traffic to enjoy the view.

The view of Mt Hood from this general area is culturally significant. During the opening ceremony for the Tilikum Crossing, a representative from the Confederated Tribes of Grand Ronde spoke about Mt Hood and the relationship to Tilikum Crossing. Because it is not feasible to protect a view of Mt Hood from any other location along the Willamette River, it becomes increasingly important to protect one of the two views from the Tilikum Crossing.

The views from SW46 (south western viewpoint) and SE21 (south eastern viewpoint) to Mt Hood cross the portion of the Central Eastside known as the Southern Triangle. This area developed with industrial uses on sites larger than the typical Central City block pattern. Along the riverfront the uses are commercial. Current building heights are relatively low, but there is potential for taller buildings with redevelopment. To protect the view, building heights along the riverfront would need

to be below 60 ft or a 5 story building. Inland, building heights would need to be below 45 ft (4 stories) to 95 ft (8 stories).

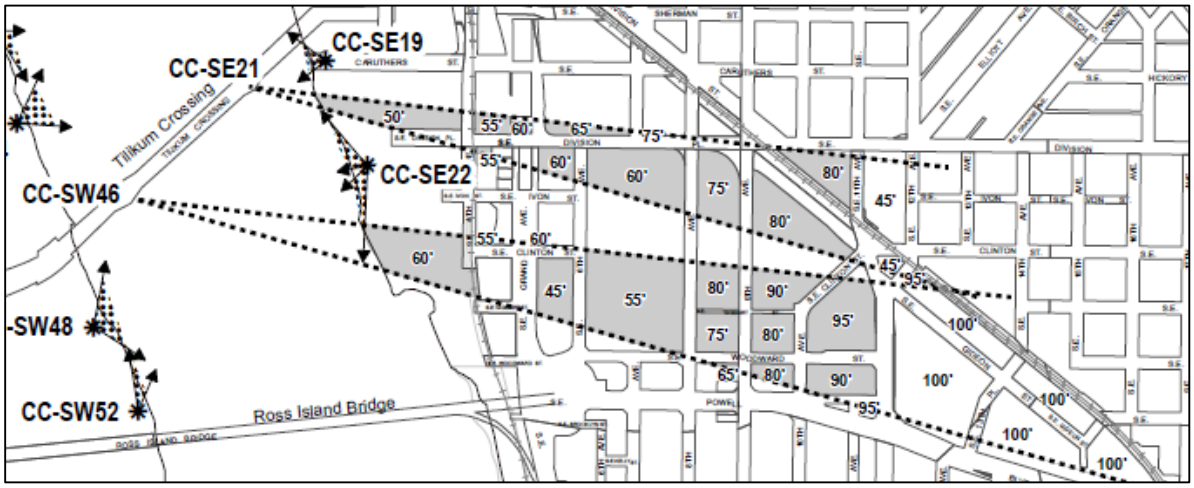


Figure 6: Draft potential height limitations from viewpoints SE21 and SW46 to Mt Hood.

The economic impacts of protecting one of the views ranges from $1.7M to $3M in lost potential development and 240 to 420 lost potential jobs. However, the real impact would be much less because the impacted blocks are very large, ranging from 50,000 sq ft to 200,000 sq ft. (For comparison, a typical city block in the Central City is 40,000 sq ft.) Typically, the view corridor occupies between 2% and 50% of any given site. That means that there is sufficient space outside of the view corridors on nearly all of the impacted sites to transfer the height from within the view corridor to outside of the view corridor. In other words, the development and jobs potential could be made up on the same sites immediately outside of the view corridors. Of the two views, the view from SW46 crosses larger sites providing more potential for transferring floor area ratios outside of the view corridors and thus has less potential economic impacts.

The recommendation is to set building heights in the Southern Triangle to protect the view of Mt Hood from SW46, the south western viewpoint located on the Tilikum Crossing. The view from SE21, the south eastern viewpoint, should be maintained as a view of the Willamette River, the Ross Island Bridge, Ross Island, and the Central Eastside skyline, and not as a view of Mt Hood.

Figures 7 and 8 depict how the view may change under the existing maximum building heights and the proposed maximum building heights. The figures show each vacant or underutilized lot with a potential building envelope that is extruded to the maximum height allowed under the existing or proposed zoning. Those building envelopes are shown in yellow. What these figures show is that under existing maximum building heights, two lots could be built with buildings that would partially block the view of Mt Hood from viewpoint SW46. The proposed maximum building heights would reduce the heights and protect the view.

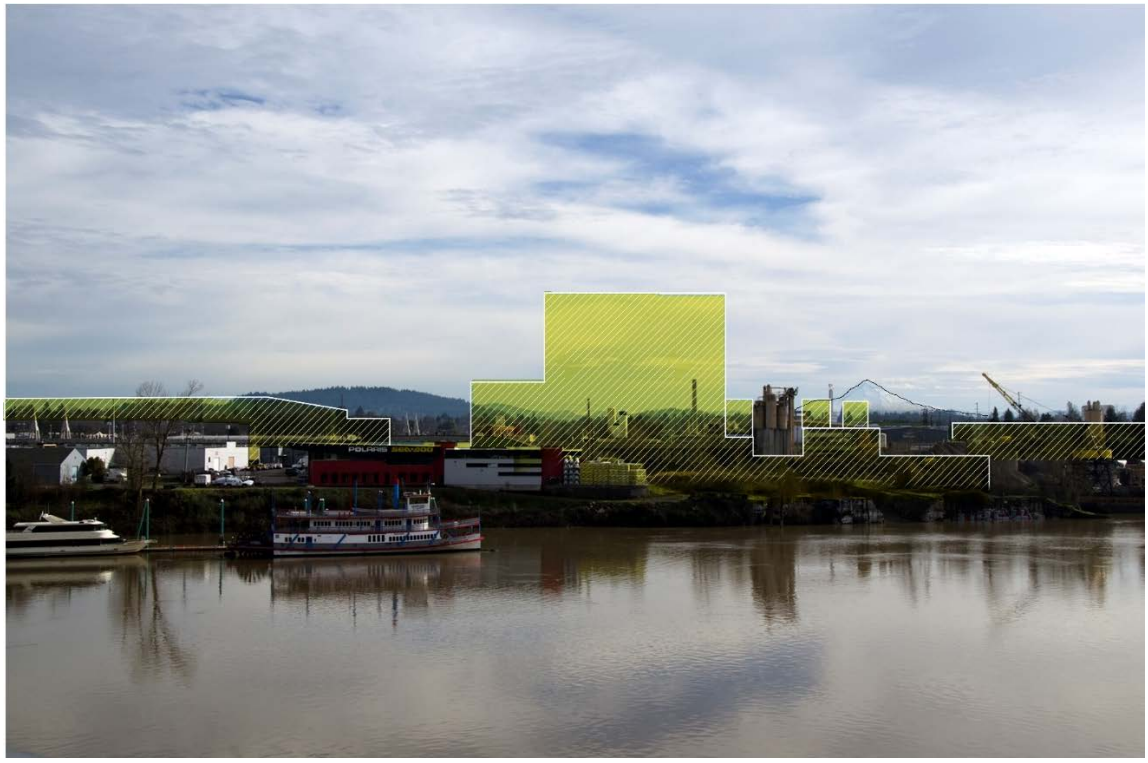


Figure 7: View of Mt Hood from SW46 – Existing Maximum Building Heights

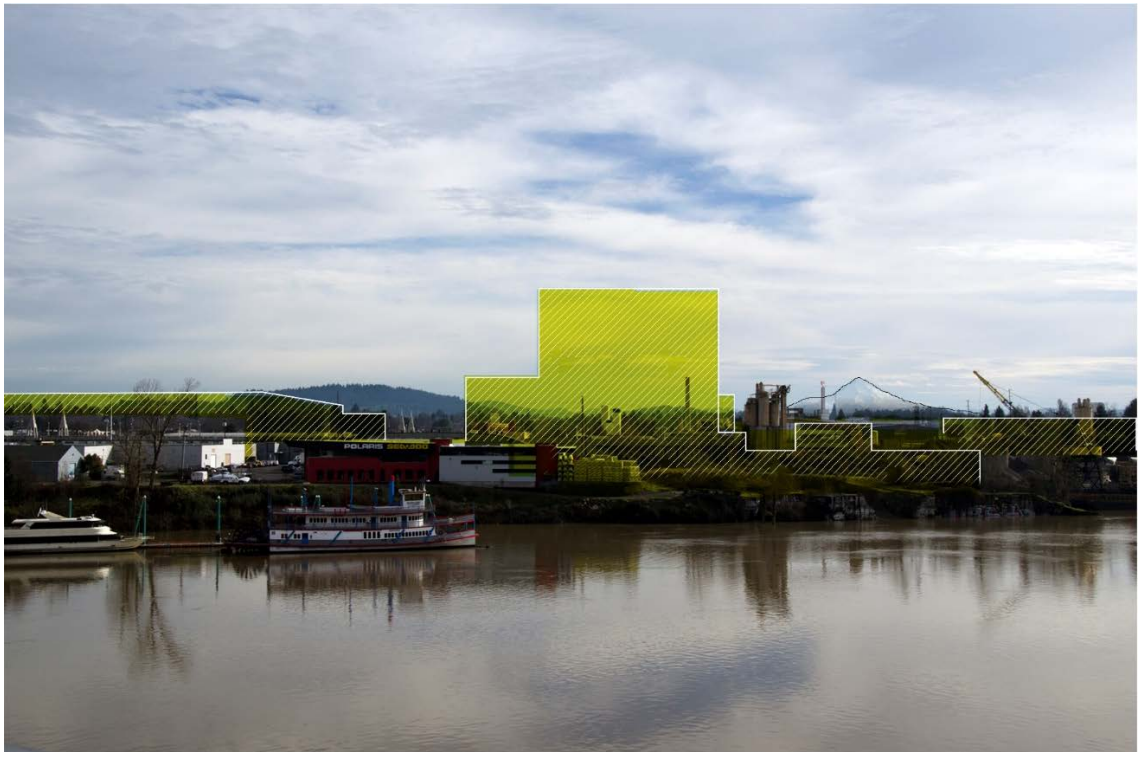


Figure 8: View of Mt Hood from SW46 – Proposed DRAFT Maximum Building Heights

Views of Willamette River Bridges and the Central City Skyline

From the Greenway Trail on the western riverfront and the Eastbank Esplanade on the eastern riverfront, there are many opportunities to view the multiple Willamette River bridges and the Central City skyline. The location of these viewpoints is riverward of any development; therefore, there are no conflicting uses with building heights or massing that would potentially impact the views. However, some of the viewpoints could be impacted by vegetation growing on the riverbank and partially blocking the view.

Riverbank vegetation is an important part of a healthy riparian corridor along the Willamette River. Vegetation provides localized shade, nutrients, and structure to the river, particularly at shallow water locations. Vegetation also provides resting, nesting, and feeding opportunities for birds and other animals. The Willamette River is on the Pacific Flyway for migrating birds. In addition, vegetation helps to stabilize the riverbanks. For all of these reason, it is important to allow the riverbanks to be revegetated where possible.

To maximize the riverbank enhancement opportunities, only the viewpoints that offer the best views of each of the bridges and the best views of the skyline should be protected. Vegetation within these view corridors should be limited to shrubs and groundcover and maintained to keep the vegetation from blocking the views. Trees should not be planted within these view corridors.



View of Steel Bridge as the primary focal feature.



View of Willamette River as the primary focal feature, with the Steel Bridge as a contributing feature.

D. Upland Views

Upland views are views where the primary focal features of the view are area hills and mountains, the Central City skyline, or upland vegetation. The Willamette River may be visible but is not a primary focal feature of the view. In the inventory, the views received a wide range of scores by the experts. Tier I and Tier II views were determined to be significant and warrant additional analysis in the ESEE; Tier III views, with the lowest scores, were determined to not be significant. Tier III views often lacked prominent focal features and had many discordant objects detracting from the views. In addition Tier III viewpoints were typically located in hard to find locations.

The recommendations for Tier I and Tier II upland views are summarized based on their geographic location:

1. Lillis Albina Park
2. Sullivan's Gulch
3. Vista Bridge
4. Washington Park and the International Rose Test Garden
5. West Hills
6. Terwilliger Boulevard
7. Oregon Health and Science University
8. South Waterfront

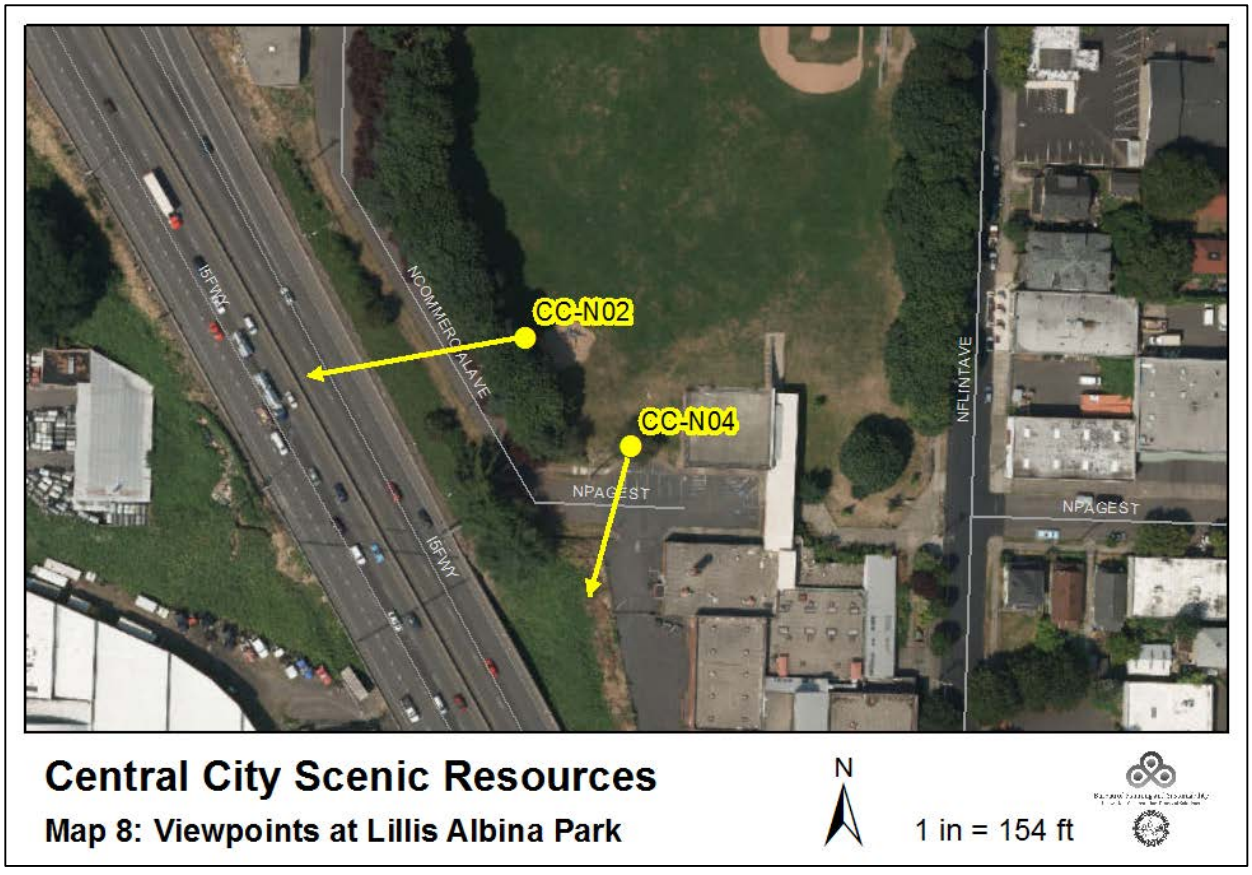


View of Mt St Helens and Mt Adams from Oregon Health and Science University, Peter O. Kohler Pavilion Upper Level (SW55).

Lillis Albina Park

Located in the Lower Albina District of the Central City, Lillis Albina Park has long been planned include a view of the Central City skyline from a yet-to-be-developed viewpoint located near the parking lot on the south side of the park. The North/Northeast Quadrant Plan the policy to protect a view corridor from Lillis Albina Park to the Central City skyline was reconfirmed.

During field visits, staff evaluated multiple locations along the southern and western edges of the park for views of the Central City skyline. The result was that the best view of the Central City skyline continues to be from the southern edge near the parking lot, although the viewpoint was moved slightly east from its original location to avoid existing trees. Staff also discovered a view of the Fremont Bridge from the western edge of the park. Neither of these views was scored as a Tier I view by the experts. However, due to the topography of the district, there are few opportunities for a view of the Central City skyline or Willamette River bridges from upland sites. Therefore, it is recommended that both view corridors be protected by limiting maximum building heights and vegetation within the view corridors. In addition, investments in both viewpoints are recommended to add infrastructure including benches, informational placards, telescopes or other amenities to create formal developed viewpoints.



Viewpoint N02 is a view between existing trees, across the industrial Lower Albina district to the Fremont Bridge with the West Hills in the background. Because the district is zoned for industrial uses, the building heights will likely remain lower even with redevelopment. Applying maximum building heights ranging from 60 ft (5 stories) closest to the viewpoint to 150 ft (representing a grain tower) along the riverfront, will have no economic impacts.



View of Fremont Bridge from Lillis Albina Park.

Viewpoint N04 is the historic viewpoint with a view of the Central City skyline. Today, the most prominent features of the view are the US Bancorp Tower and the West Hills. However, with new development, particularly in the Pearl District, additional tall buildings could add diversity and interest to the view. The view corridor was created to protect a view from the US Bancorp Tower to the edge of the existing trees along N Commercial Avenue. This is a narrower view corridor than was previously protected, but does shift the eastern edge to include the US Bancorp Tower. Building heights in the view corridor were previously 50 ft. The new analysis shows that most of the view corridor can have heights increased to 70 ft (6 stories) or 80 ft (7 stories).

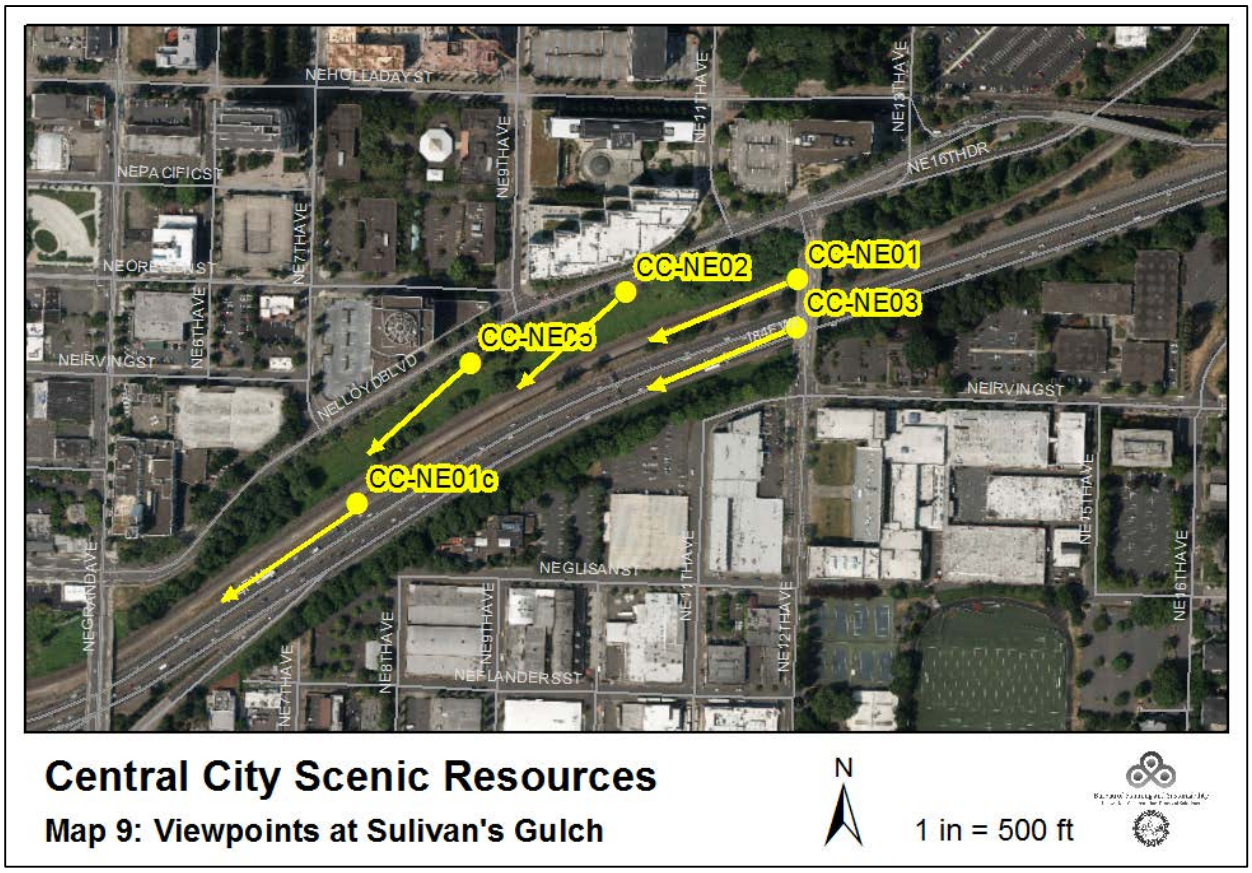


View of Central City Skyline from Lillis Albina Park.

Sullivan's Gulch

Interstate-84 (I-84) runs through a topographic feature known as Sullivan's Gulch. There are two I-84 overpasses within the Central City, with sidewalks and bike lanes that offer views west of the skyline. In addition there is a sidewalk along NE Lloyd Boulevard that also provides a view of the skyline. Since 1991, a viewpoint located on NE 12th Avenue has been designated and maximum building heights limited to protect the view.

During field visits, staff evaluated all of the I-84 overpasses and multiple locations along the NE Lloyd Boulevard sidewalk to determine where a viewpoint with a view of the Central City skyline should be located. Experts scored four viewpoints; two ranked Tier I and two ranked Tier II. After the inventory was completed, staff evaluated a fifth potential location on a yet-to-be-constructed pedestrian and bicycle I-84 overpass between NE 7th and NE 8th Avenues. The views from each are very similar, although the view from the fifth viewpoint had to be interpolated based on the primary focal features of the other viewpoints and the elevations of the side streets.



Each of the viewpoints had a view corridor that would be impacted by redevelopment on *Buildable Lands Inventory* (BLI) sites. However, the view from the future pedestrian and bicycle overpass had the least impacts. In addition, the new overpass would be dedicated to pedestrians and cyclists; private cars and trucks would not be permitted. The overpass could be designed with a resting spot, where people could move out of traffic to enjoy the view, and supporting infrastructure, such as a bench or informational placards, could be included. Therefore, it is recommended that the historic viewpoint be moved from the NE 12th Avenue overpass to a new I-84 overpass between NE 7th and NE 8th Avenues. The relocated viewpoint is labelled NE01c on the map. The view corridor includes the US Bancorp Tower to the north and the Wells Fargo Center to the south. Building heights need to be limited to between 35 ft (3 stories) closest to the viewpoint and 150 ft (14 stories) nearer to the river.

Figures X and Y illustrate how the maximum building heights are adjust to protect the view from NE01c. Because the overpass has not been constructed it was not possible to use a photograph from that exact location. The view from NE01 was used as a proxy. However, the view corridor used to create the maximum building heights is set based on viewpoint NE01c.

Figures 9 and 10 depict how the view may change under the existing maximum building heights and the proposed maximum building heights. The figures show each vacant or underutilized lot with a potential building envelope that is extruded to the maximum height allowed under the existing or proposed zoning. Those building envelopes are shown in yellow. What these figures show is that under existing maximum building heights, lots south of I-84 could be built with buildings that would partially block the view of the Central City skyline from viewpoint NE01c (relocated NE01). The proposed maximum building heights would reduce the heights and protect the view.



Figure 9: View of Central City from NE01 – Existing Maximum Building Heights



Figure 10: View of Central City from NE01 – Proposed DRAFT Maximum Building Heights

Vista Bridge

The historic Vista Bridge is located in the West End over SW Jefferson Street. The view from Vista Bridge across the Central City to Mt Hood has long been designated and protected. Building heights in the Central City were refined in 1991 to continue to protect the view of Mt Hood. However, the technology available in 1991 was not as accurate as it is today and staff discovered that the building heights had not fully protected the view. Encroachment into the view of Mt Hood has compromised part of the view, although one can still see most of Mt Hood. This view is iconic and is located on a known tourist attraction in Portland.

It is recommended that the view of Mt Hood continue to be protected by limiting building heights. However, the view corridor has been changed to reflect the existing conditions. The bottom elevation of the view corridor is set based on the height of existing buildings, rather than 1,000 ft below the timberline. In fact, the timberline is no longer visible. The view corridor has also been narrowed to reflect the buildings to the north that obstruct part of the view. With the recommended building heights the view of Mt Hood will remain as it is today, although the skyline around the view will change.

Figures 11 and 12 depict how the view may change under the existing maximum building heights and the proposed maximum building heights. The figures show each vacant or underutilized lot with a potential building envelope that is extruded to the maximum height allowed under the existing or proposed zoning. Those building envelopes are shown in yellow. The white building envelopes show where a shade analysis is required. The shade analysis determines how tall a building could be without significantly shading a park or open space. The white building envelopes depict the ultimate height. What these figures show is that buildings could be taller without blocking or partially blocking the view of Mt Hood from viewpoint SW15. The view of the Central City skyline is also protected, although the view will change as new buildings are constructed.

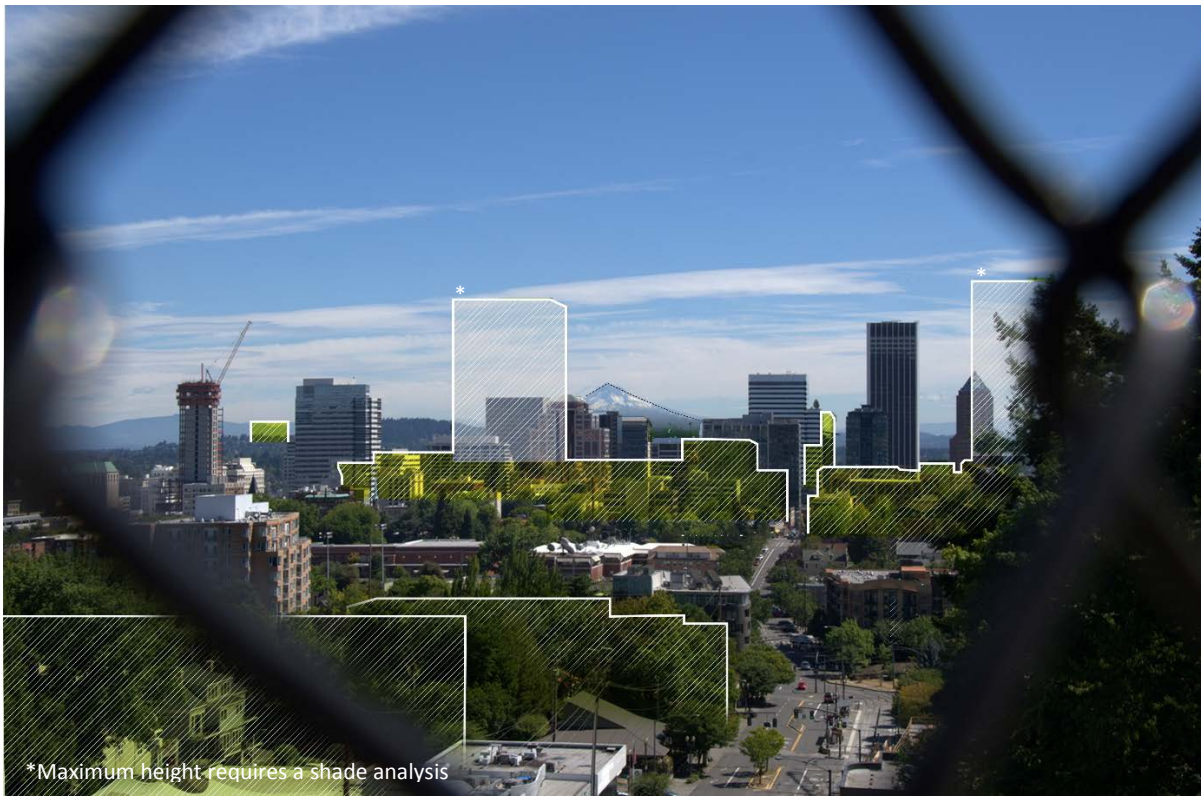


Figure 11: View of Central City and Mt Hood from SW15 - Existing Maximum Building Heights

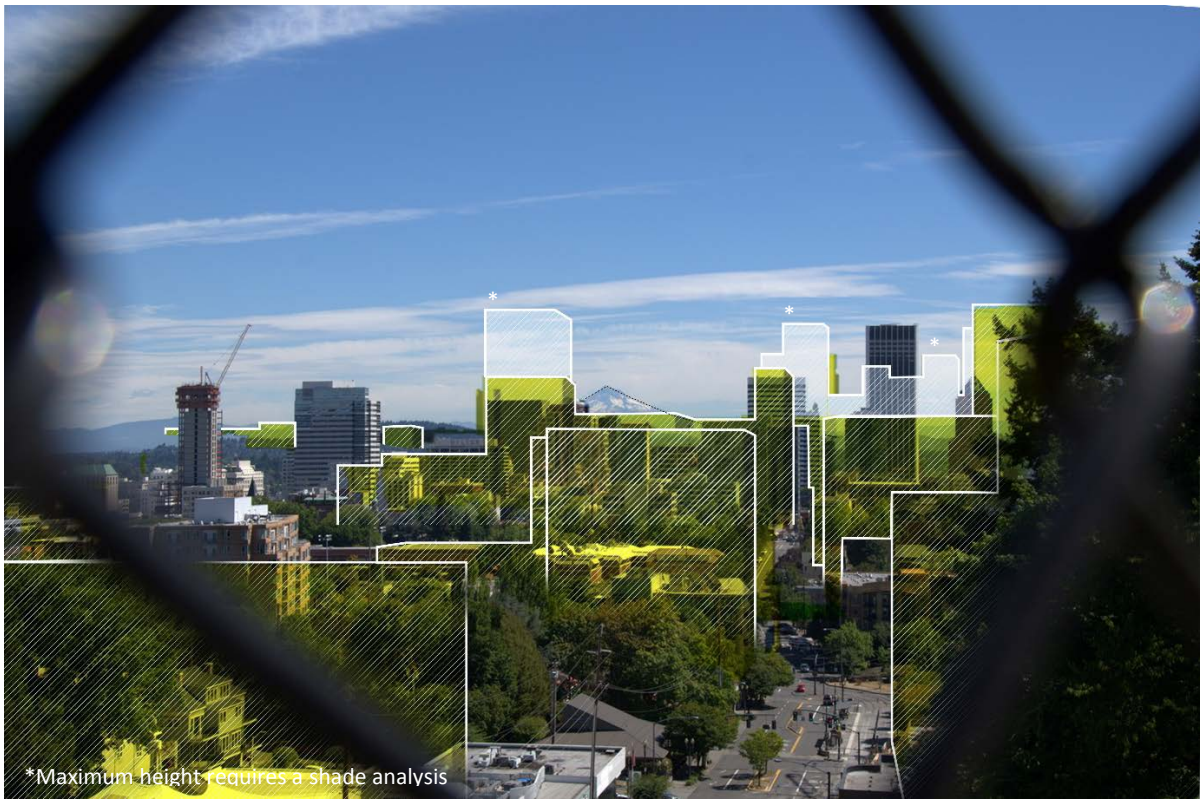


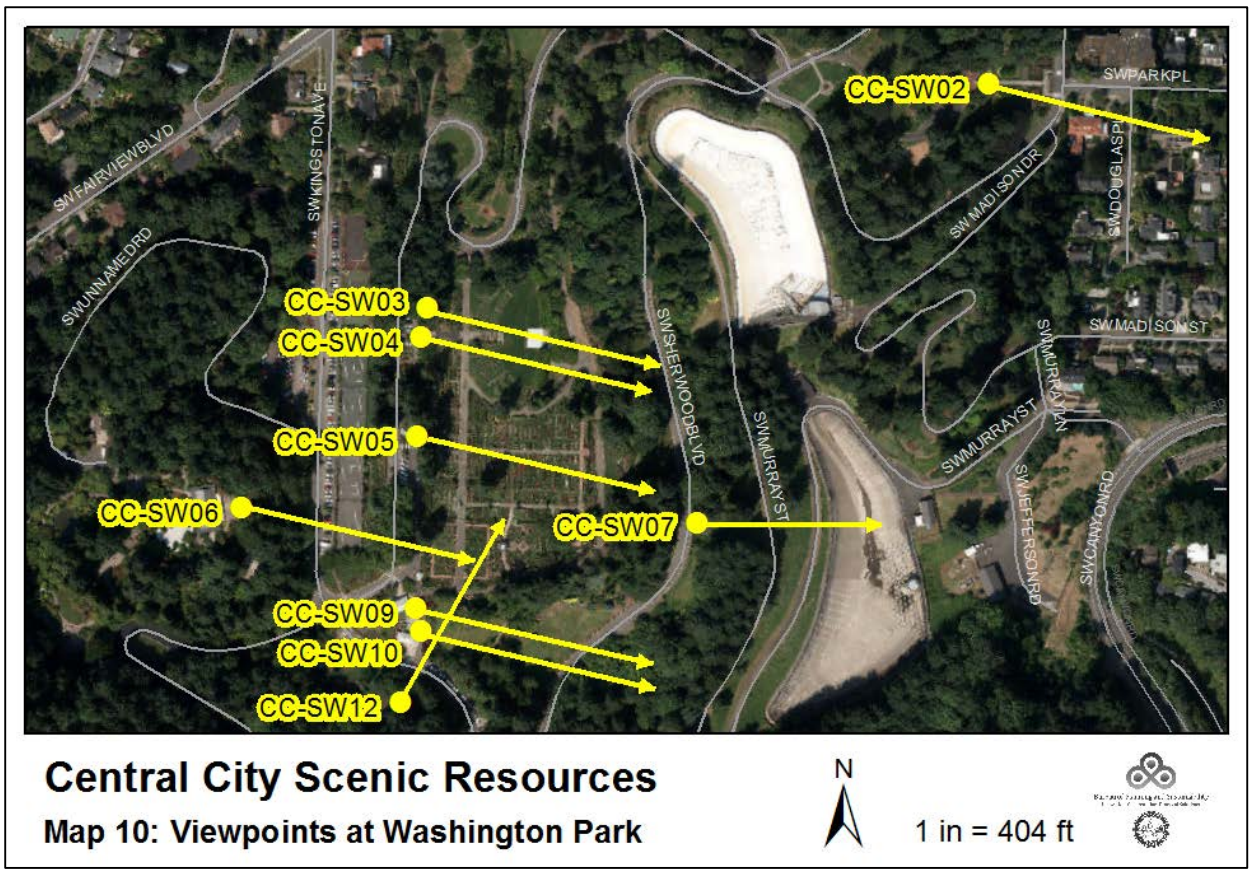
Figure 12: View of Central City and Mt Hood from SW15 – Previous Maximum Building Heights

Washington Park and the International Rose Test Garden

There are many viewpoints located in Washington Park. Washington Park is a significant tourist attraction in Portland, in part due to the beautiful views of Mt Hood, Mt St Helens, and the Central City skyline. This CCSRPP only includes viewpoints with views that cross the Central City and are at a low enough elevation that building heights in the Central City could impact the view. There are nine viewpoints that fit this criteria. They fall into three categories:

1. Views of Mt Hood and Mt Adams
2. Views of the Central City Skyline
3. Views from High Elevations

The recommendation for all viewpoints in Washington Park is to protect the view corridors, maintain developed viewpoints, and invest in undeveloped viewpoints by adding infrastructure including benches, informational placards, and/or telescopes. The one exception is viewpoint SW02 located at the Lewis and Clark monument. This viewpoint is at a lower elevation and the view of Mt Hood is already compromised by development. It is recommended that the vegetation be managed to retain a view of Mt Hood as long as the view remains.



Views of Mt Hood and Mt Adams

Historically Mt Hood could be seen from many locations at the International Rose Test Garden. Over the years, tall trees have matured on the steep hills and have begun to obstruct some of the view. However, the Rose Garden with views of Mt Hood remains one of the most important tourist destinations in Portland. Investment in infrastructure, including telescopes, benches, and viewing platforms, coupled with ease of access from multiple forms of transportation, make this area an important resource to protect.

Viewpoints SW03, SW04, SW05, SW09, and SW10, are recommended for continued protection. Due to the elevation of the viewpoints, there are few conflicts between the view corridors and Buildable Lands Inventory (BLI) sites; therefore, the economic impacts of protecting the views are minimal.

- SW03 and SW04 are located to the north above the amphitheater stage. Viewpoint SW03 is located to the north of the staircase near a picnic table and SW04 is at the top of the staircase by the telescope. Vegetation management is needed at both viewpoints and building heights in the view corridor from SW04 need to be limited to maintain the view of Mt Hood.
- SW05 is located near the top of a staircase above the gazebo. The view of Mt Hood is obstructed by vegetation; however, selective tree pruning and potential removal could open up the view. Building heights need to be limited to maintain the view. This is also a view of the Central City and vegetation should be managed to maintain that view as well.
- SW09 and SW10 are located at the Rose Garden Store. There is a large seating area and a telescope. The Wells Fargo Center partially blocks the view of Mt Hood from SW10, though the experts still rated this view as a Tier I view. SW09 is a view of Mt Adams. Vegetation management is needed in the view corridors from both viewpoints to maintain the view of Mt Hood (SW10) and Mt Adams (SW09). Building heights need to be limited within the view corridor from SW10 to maintain the view of Mt Hood.



View of Mt Hood and Central City Skyline from SW03 at the International Rose Test Garden.

Views of Central City Skyline

Historically, much more of the Central City could be seen from the park than can be seen today. Vegetation has matured and blocks many of the views of the skyline. The trees also provide multiple important functions including habitat, slope stabilization, stormwater management, and air temperature moderation. Therefore, it is recommended that vegetation be managed to re-establish and maintain views of the Central City skyline from SW05 and SW07.

SW05 is located near the top of a staircase above the gazebo. There is an opportunity at this viewpoint to selectively remove some trees and prune others to maintain a view of the Central City skyline with Mt Hood in the background.



View of Central City Skyline from SW05 at the International Rose Test Garden.

SW07 is located along Washington Park's access road (SW Sherwood Boulevard), above the water reservoirs. The view is of the Central City skyline with the historic Vista Bridge in the foreground. Vegetation around the reservoirs should be maintained to protect the view.



View of Central City Skyline from SW07 at Washington Park.

Views from High Elevations

Two of the viewpoints evaluated are located at elevations high enough that the current maximum building heights in the Central City protect the views. If, in a future plan, increases in building heights were considered, these two views should be re-evaluated and building heights limited to continue protecting the views of Mt Hood and Mt St Helens. Vegetation management is also recommended at each viewpoint.

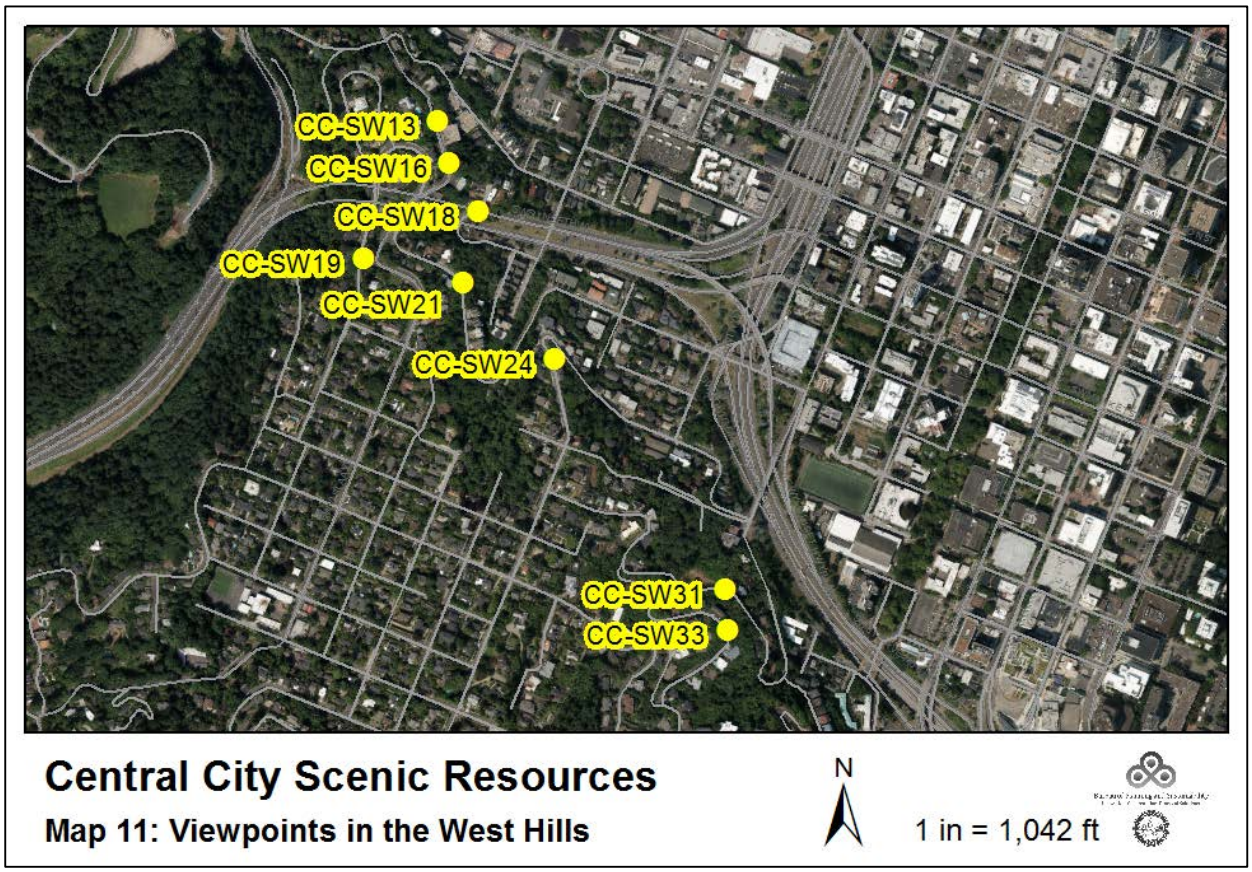
SW06 is located at the Japanese Garden, in front of the tea house. The view is of Mt Hood and the Central City skyline. SW12 is located at the Washington Park Zoo Train station with a view of Mt St Helens with Mt Rainier behind. This is a unique view at a location where many people exit and enter the train. Vegetation should be maintained to protect both views.



View of Mt Hood from the Japanese Garden.

West Hills

The topography of Portland includes west and southwest hills that provide many opportunities for views of the Central City and across the Central City to Mt Hood and Mt St Helens. However, a large portion of the views are from small, neighborhood streets that primarily serve the residents. In addition, the viewpoints are difficult to find and lack infrastructure, like sidewalks, benches, or nearby parking. The policy priority is to protect views that are used frequently by the public, are easily accessible, and have developed viewpoints or viewpoints that could be developed. The viewpoints that are recommended for protection are SW16, SW24, and SW31.



There are two viewpoints in close proximity that offer a view of Mt St Helens and the Central City skyline. SW13 and SW16 are located on SW Vista Avenue. SW13 is a historic viewpoint that was recommended for protection; however, vegetation is currently obstructing the view. Vegetation on the steep slope is providing important functions including slope stability and habitat. SW16 is located at the top of a public staircase and the view of Mt St Helens is mostly unobstructed and limited vegetation pruning will maintain the view. The elevation of viewpoint SW16 is high enough that building heights in the Central City, as they are currently set, will not impact the view. SW13 is not recommended for continued protection.



View of Mt St Helens from SW16 at the top of the public staircase.

Located on SW Upper Hall Street is viewpoint SW24. This viewpoint has been protected since 1991 by building height limits and vegetation maintenance. The view includes all three mountains – Mt Hood, Mt Adams, and Mt St Helens – as well as the Central City skyline. However, the viewpoint itself is difficult to find and there is very little nearby parking, no bus stops, and the sidewalk is not continuous. There is little opportunity to add amenities such as a bench. The viewpoint serves primarily the local neighborhood. It is recommended that building heights immediately surrounding the viewpoint be maintained at their current height limit of 35 ft and vegetation continue to be maintained to protect the view. However, it is recommended that the height limitations within the Central City be removed. There is little conflict with building heights in the Central City due to the elevation of the viewpoint, but new buildings could impact portions of the views of area mountains.



View of Central City, Mt St Helens, Mt Adams, and Mt Hood from SW Upper Hall Street.

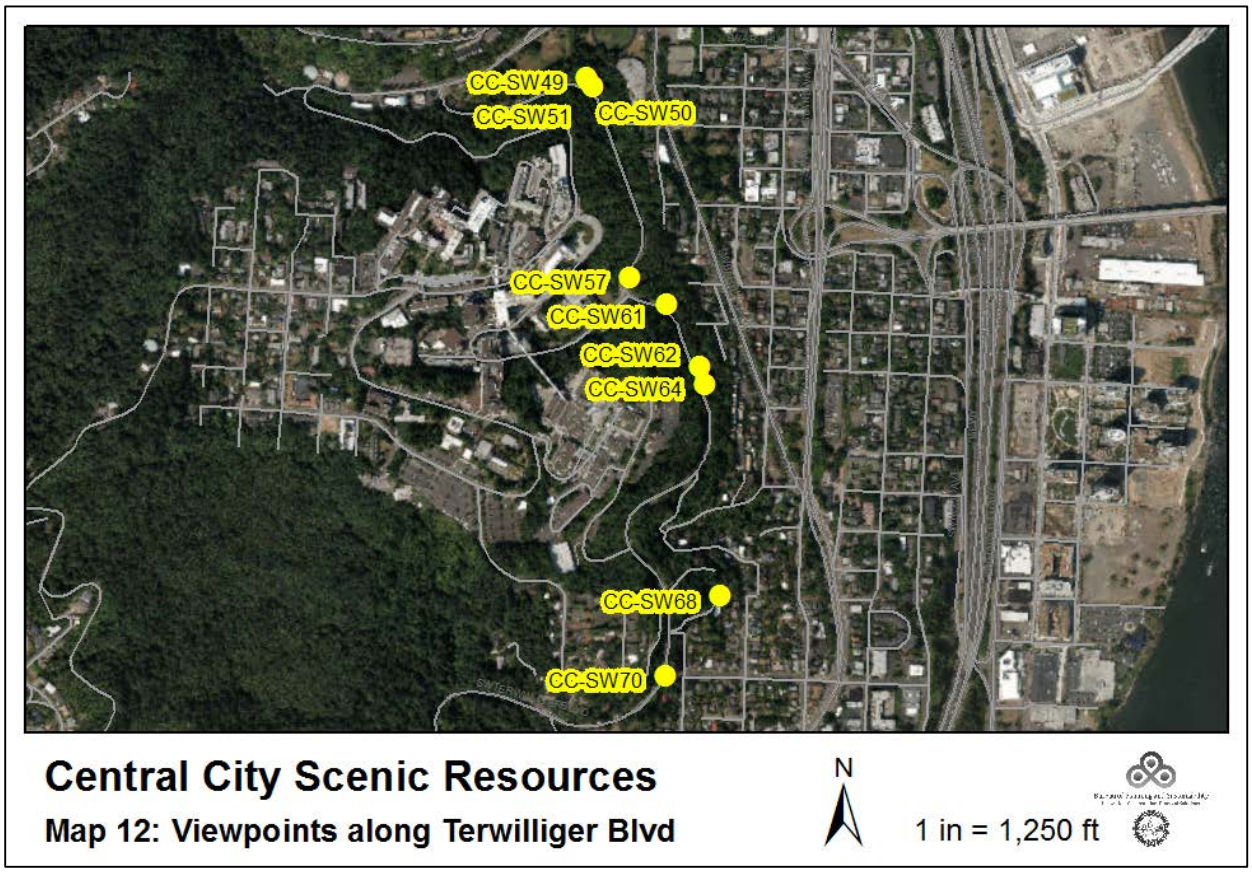
There are two viewpoints in close proximity that offer a view of Mt St Helens and the Central City skyline. SW31 is located on SW Cardinell Drive and SW33 is located on SW Rivington Drive. Although SW33 is located at a slightly higher elevation providing a slightly better viewing perspective, SW31 is located at the top of a public staircase. Both viewpoints serve primarily the local neighborhood and there is little opportunity to add infrastructure. It is recommended that SW33 not be protected and SW31 receive vegetation management to maintain the current view of the Central City skyline.



View of the Central City and Mt St Helens from SW Cardinell Drive (SW31).

Terwilliger Boulevard

Terwilliger Boulevard is one of the first formalized scenic corridors with public viewpoints in Portland. Historically, there were multiple panoramas from viewpoints that included all area mountains and the Central City skyline. Over time vegetation has matured and obscured many of the views. This vegetation provides important functions including habitat, slope stabilization, stormwater management, and air temperature moderation. The vegetation also adds to the scenic qualities of the drive. Therefore, it is recommended that continued protection of viewpoints along Terwilliger Boulevard focus on the developed viewpoints with views of Mt Hood and Mt St Helens.





View of Mt St Helens from SW49 along SW Terwilliger Boulevard.

There are a cluster of viewpoints (SW49, SW50, and SW51) located at a parking area on the northern section of Terwilliger Boulevard. From here there are views of Mt St Helens, Mt Hood, and the Central City skyline. The view of Mt St Helens crosses the Central City and therefore there are some conflicts with existing building heights. It is recommended that building heights be adjusted to maintain the view of Mt St Helens. Building heights need to be limited to 175 ft closest to the viewpoint to 320 ft further from the viewpoint. The economic impact of the height limits is negligible. In addition, vegetation should be maintained to protect the view of Mt St Helens and the Central City skyline.

Figures 13 and 14 depict how the view may change under the existing maximum building heights and the proposed maximum building heights. The figures show each vacant or underutilized lot with a potential building envelope that is extruded to the maximum height allowed under the existing or proposed zoning. Those building envelopes are shown in yellow. What these figures show is that taller buildings could be allowed without blocking or partially blocking the view of Mt St Helens from viewpoint SW49.

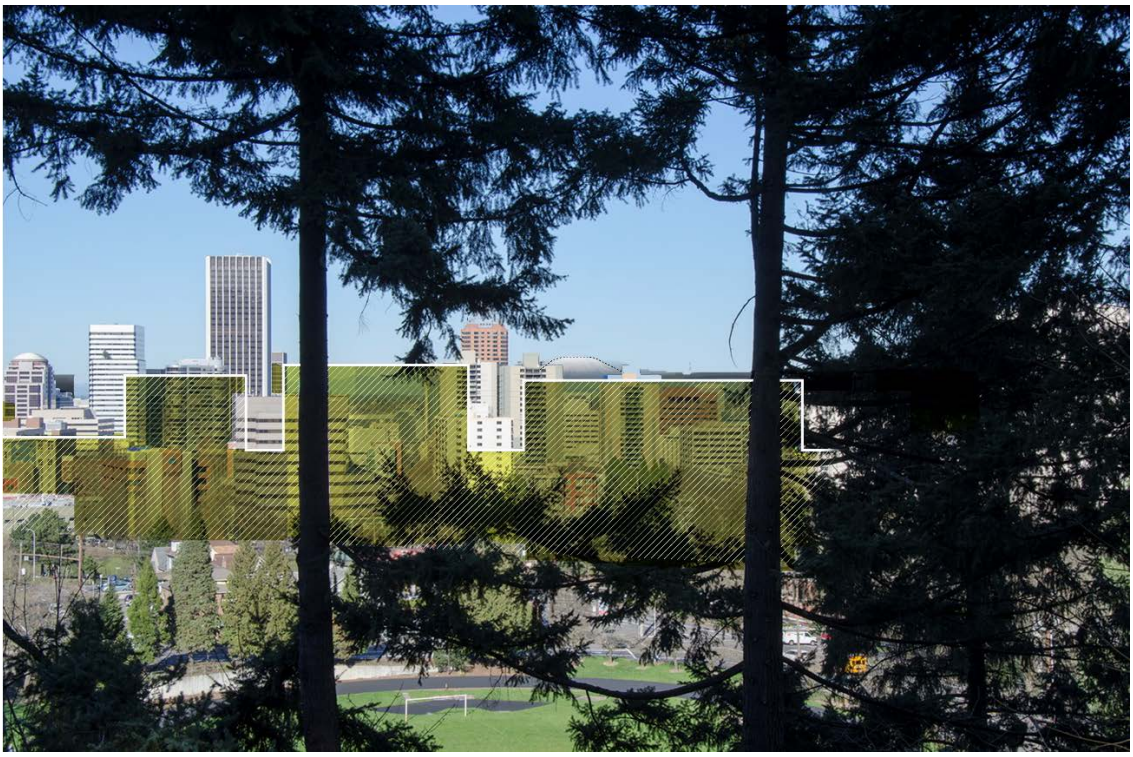


Figure 13: View of Central City and Mt St Helens from SW49 - Existing Maximum Building Heights

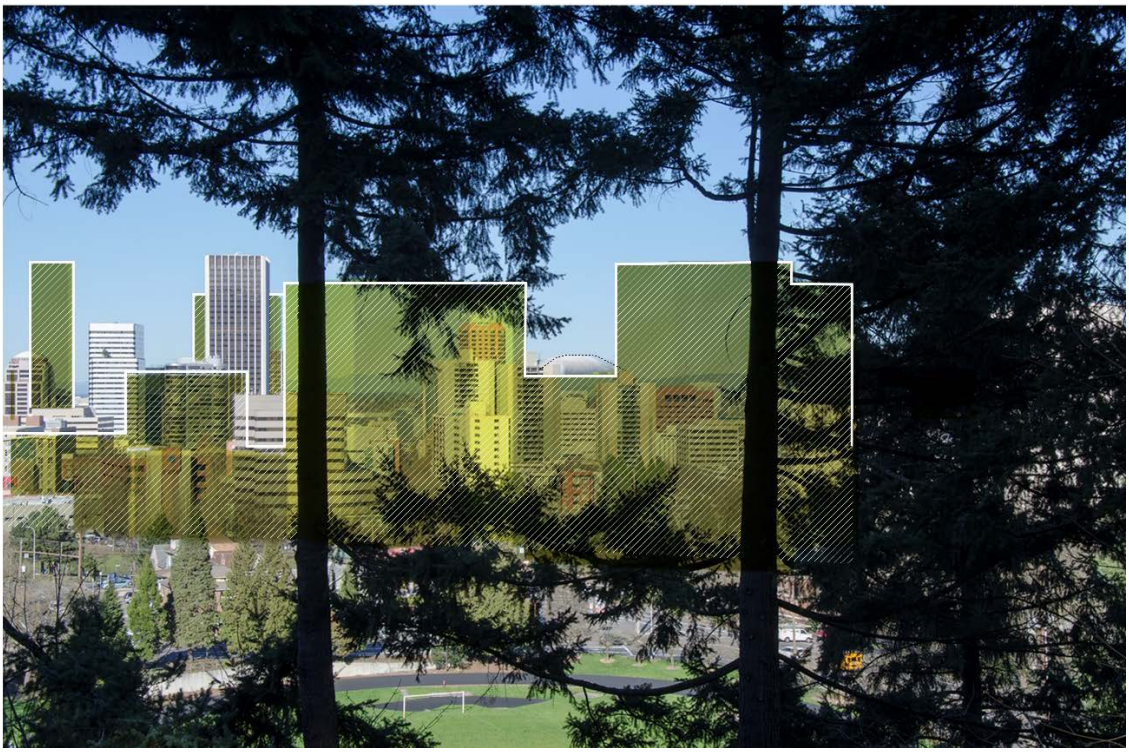


Figure 14: View of Central City and Mt St Helens from SW49 – Proposed Maximum Building Heights

The views of Mt Hood from this location and from other viewpoints along Terwilliger Boulevard were addressed in the *South Waterfront Public Views and Visual Permeability Assessment*, described below. No building height adjustments are recommended in the *South Waterfront Public Views and Visual Permeability Assessment* (2006). Vegetation management is recommended to preserve the views of Mt Hood and the South Waterfront skyline.



View of Mt Hood from SW51 along SW Terwilliger Boulevard.

Oregon Health and Science University

OHSU is one of the highest points in the southwest hills. An aerial tram transports employees, patients, and the public between the hill and the OHSU campus in South Waterfront. The upper platform for the tram has views of all area mountains (Mt Hood, Mt Adams, and Mt St Helens) as well as the Central City skyline and the Willamette River. Located immediately north of the platform are two additional viewing decks. There is an upper deck and lower deck, with seating and information placards. Due to the elevation of OHSU there are no conflicts between views of the mountains and building heights. However, there are view conflicts with vegetation. It is recommended that the viewpoints be maintained and vegetation be selectively pruned or removed to protect the views of Mt Hood, Mt Adams, Mt St Helens, and the Central City skyline.



View of Mt Hood, Mt Adams, Mt St Helens, and Central City Skyline from Oregon Health and Science University Aerial Tram Upper Platform (SW60).

South Waterfront

In 2006, the City conducted the *South Waterfront Public Views and Visual Permeability Assessment*, which included an analysis of views from Terwilliger Boulevard to Mt Hood and from the Springwater Trail to the West Hills. The plan identified five viewpoints that must be considered when designing buildings in South Waterfront. Those viewpoints are: the northernmost pullout along SW Terwilliger Boulevard (SW51), the pullout along SW Terwilliger Boulevard just south of SW Campus Drive (SW62), the pullout along SW Terwilliger Boulevard just north of the Charthouse Restaurant (which is outside of the CCSRPP boundary), the collection of picnic tables and benches along the Springwater Corridor west of SE Franklin (SE26-28), and the intersection of SE Caruthers Street and the Greenway/Springwater Trail (SE19). The recommendations of the *South Waterfront Public Views and Visual Permeability Study* are upheld. Building height limits in South Waterfront are not being amended by this CCSRPP. However, the viewpoints along the Willamette River have been moved slightly to reflect existing conditions and development that has already occurred in South Waterfront.

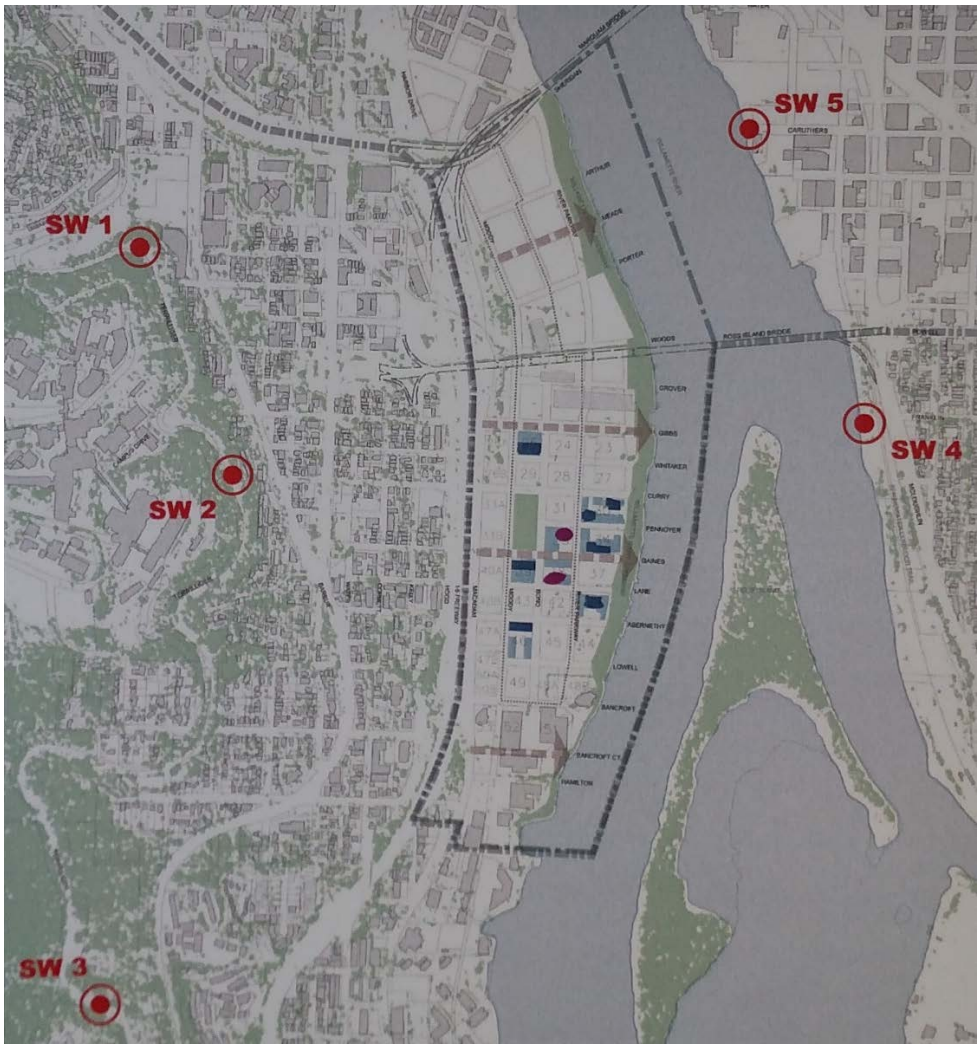
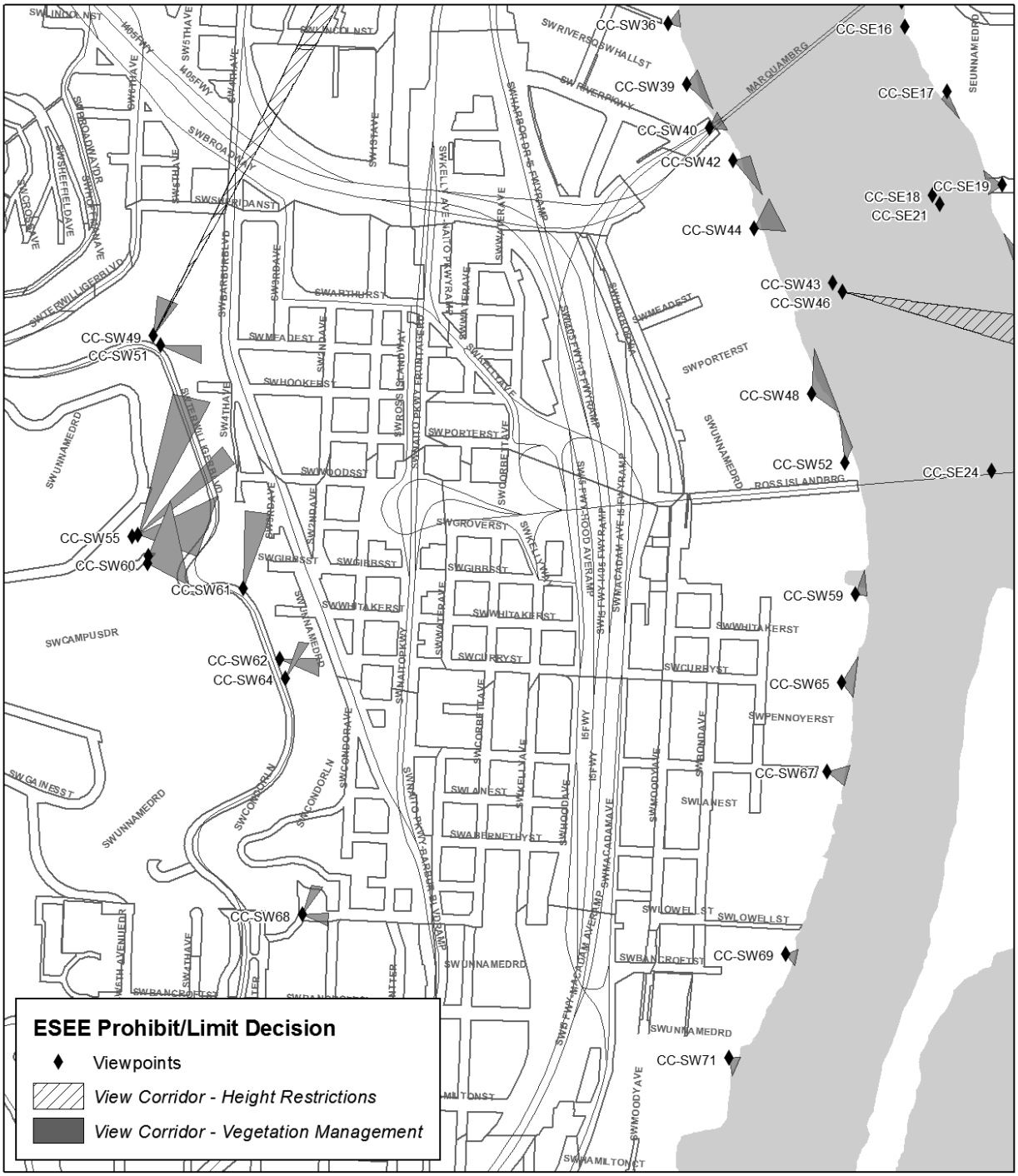


Figure 15: South Waterfront Public Views and Visual Permeability Assessment Viewpoints.

All of the viewpoint and view corridor recommendations are include in maps 13a-13f.



Central City Scenic Resources

Map 13a: ESEE Decisions Viewpoints and View Corridors

February 2016

City of Portland, Oregon
Bureau of Planning and Sustainability

N

0 0.075 0.15 Miles

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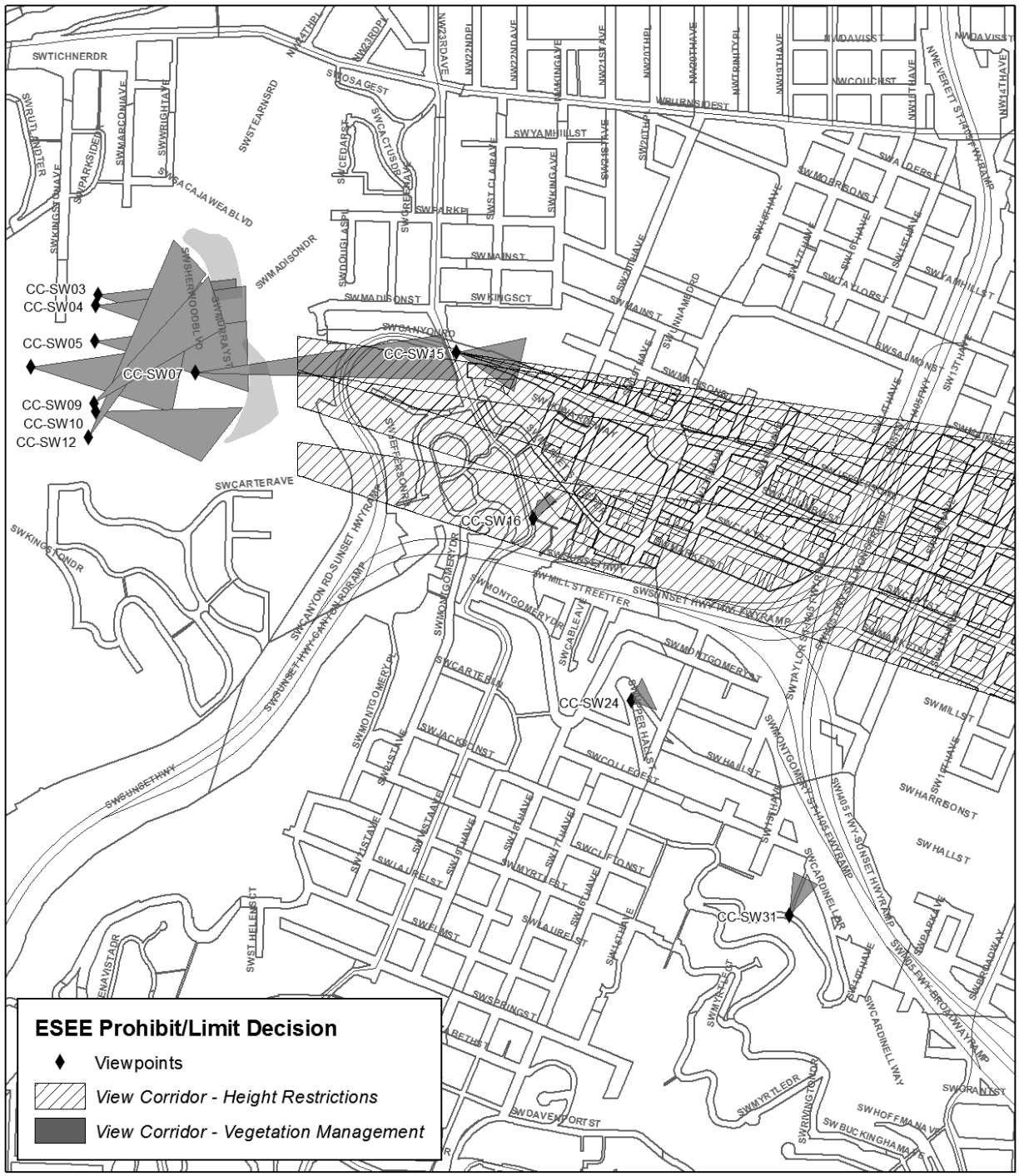

Central City Scenic Resources

Map 13b: ESEE Decisions Viewpoints and View Corridors

February 2016

City of Portland, Oregon
Bureau of Planning and Sustainability

N

0 0.075 0.15 Miles

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Central City Scenic Resources

Map 13c: ESEE Decisions Viewpoints and View Corridors

February 2016

City of Portland, Oregon
Bureau of Planning and Sustainability

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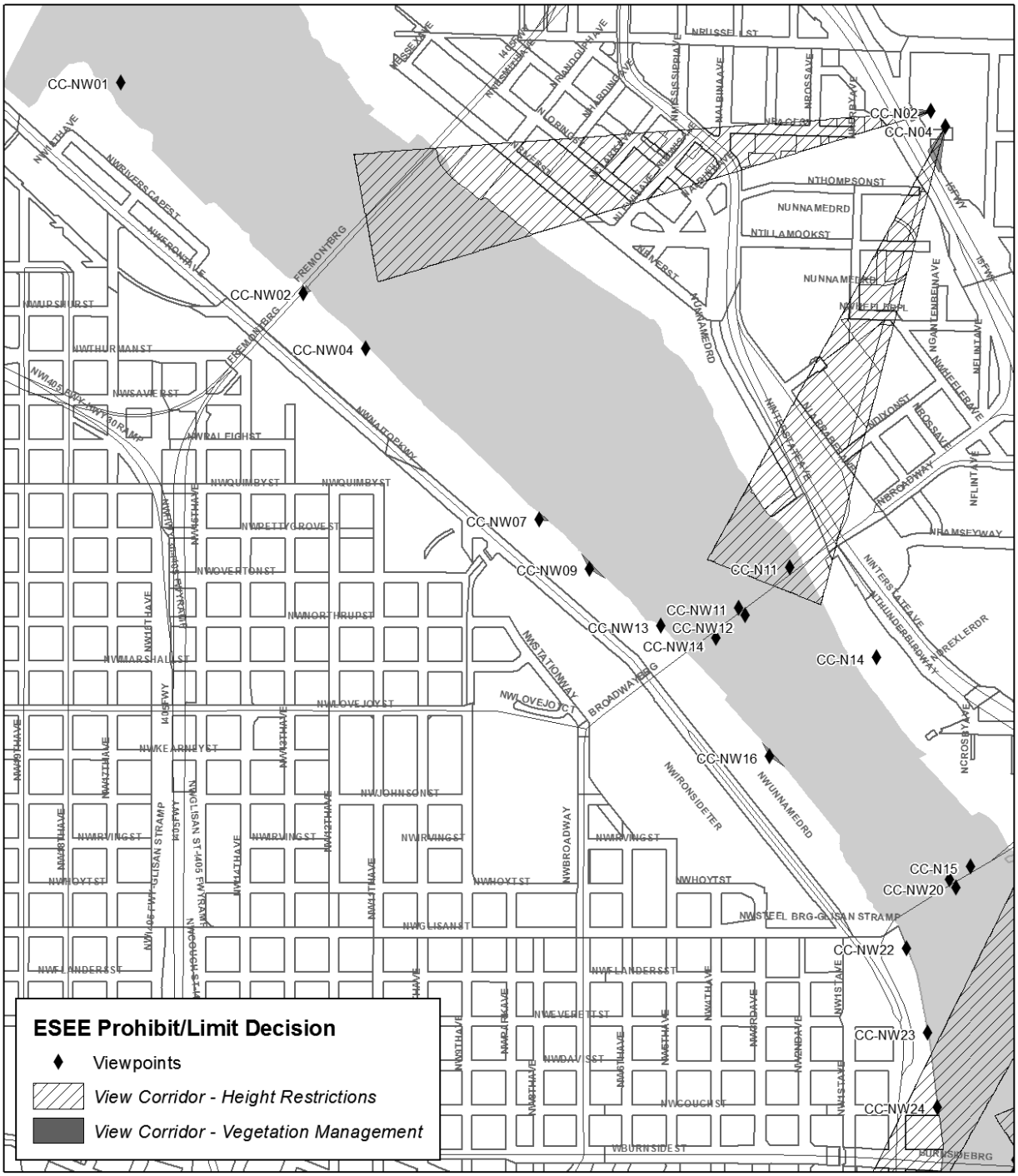

Central City Scenic Resources

Map 13d: ESEE Decisions Viewpoints and View Corridors

February 2016

City of Portland, Oregon
Bureau of Planning and Sustainability

N

0 0.075 0.15 Miles

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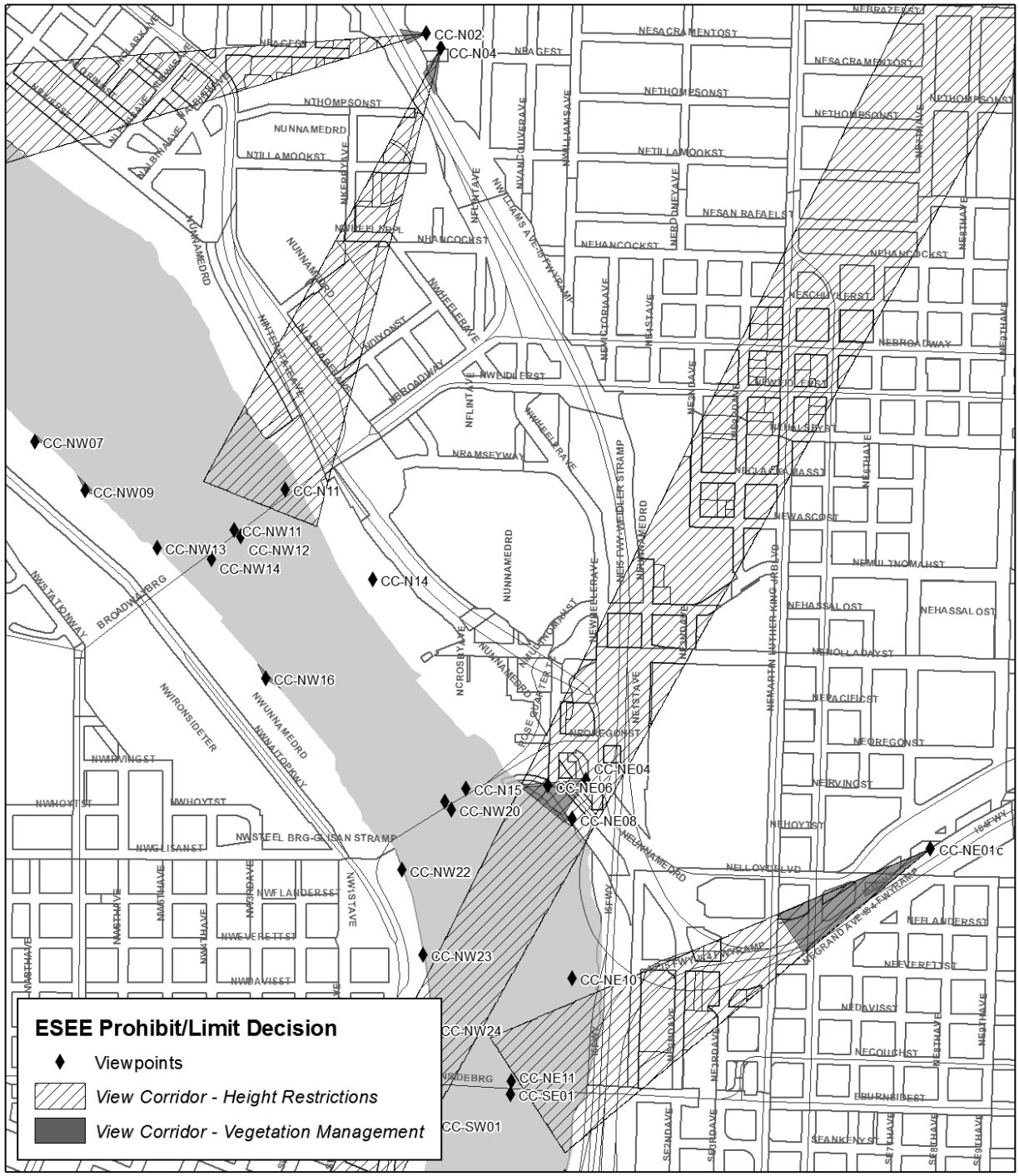

Central City Scenic Resources

Map 13e: ESEE Decisions Viewpoints and View Corridors

February 2016

City of Portland, Oregon
Bureau of Planning and Sustainability

N

0 0.075 0.15 Miles

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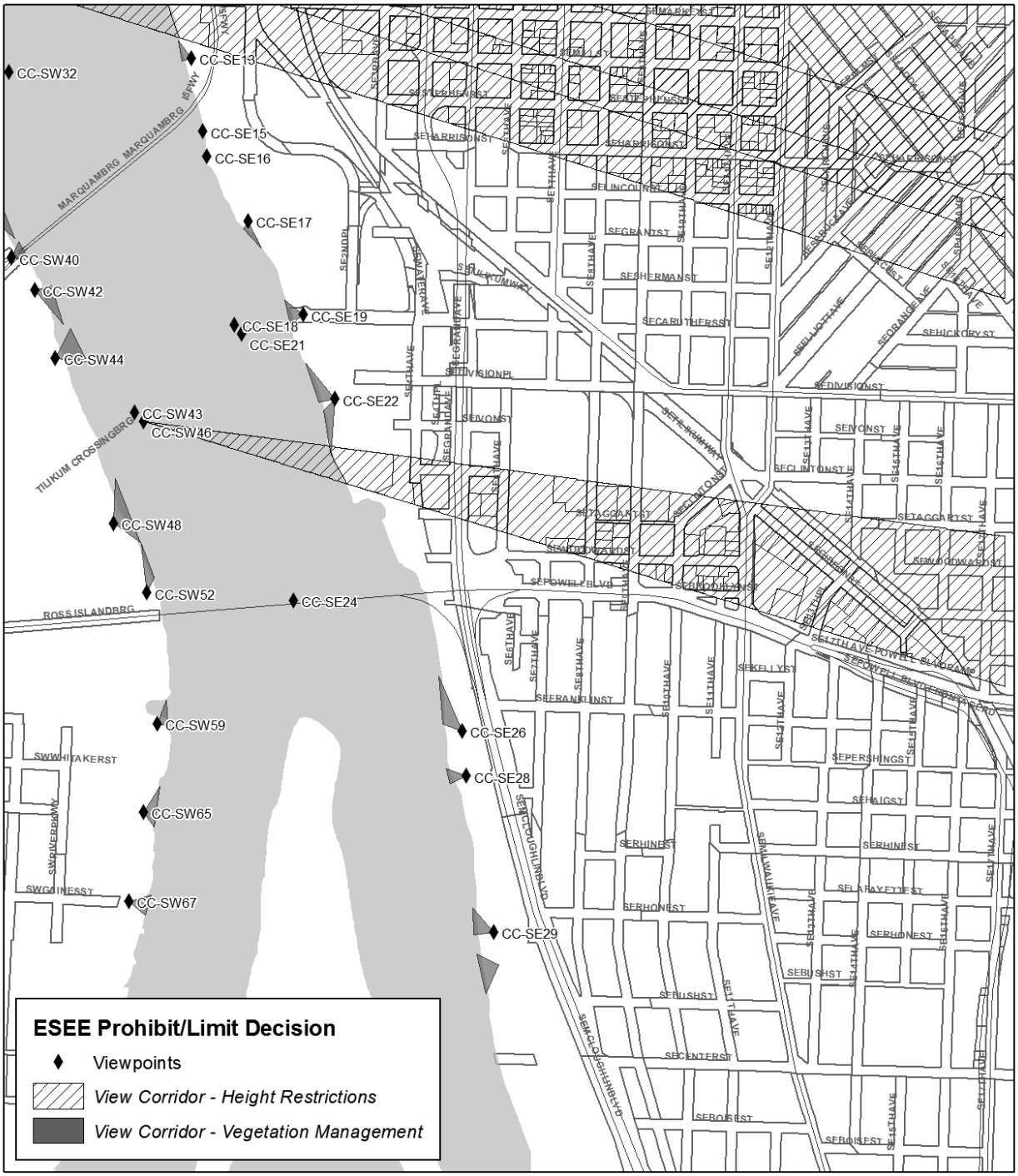

Central City Scenic Resources

Map 13f: ESEE Decisions Viewpoints and View Corridors

February 2016

City of Portland, Oregon
Bureau of Planning and Sustainability

N

0 0.075 0.15 Miles

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4. Implementation Tools

This section contains amendments to the City's zoning code to implement the Central City Scenic Resources Protection Plan. The proposed changes include:

- 33.480, Scenic Resources – New maps that show the locations of viewpoints, view corridors, scenic corridors and scenic sites and clarifications to the zoning code.
- 33.510, Central City – Maximum building heights were adjusted to be protective of views.
- 33.430, Environmental Zones – A new that allows tree removal within view corridors.

Chapter 33.480, Scenic Resources, includes zoning code and maps of viewpoints, view corridors, scenic sites and scenic corridors. Previously maps of the scenic resources were located in the 1991 *Scenic Resources Protection Plan* and Chapter 33.480 references the plan for location of resources. Also, all view corridors that coincide with an environmental overlay zone will be added to the official zoning map as scenic overlay zones. These two changes are occurring citywide, not just in the Central City. The addition of maps to Chapter 33.480 and adding the scenic overlay zone to view corridors on official zoning maps is not a change in legislative intent from the 1991 *Scenic Resources Protection Plan*. Rather, adding the maps to the zoning code and adding the scenic overlay zones to the zoning maps makes the information easier to access and reduces the need to look at multiple documents to understand where the scenic resources are located in relation to the environmental resources.

Chapter 33.510, Central City, includes two maps that relate to building heights. Map 510-3 shows the maximum building heights and areas eligible for height increases using bonuses or transfers. Map 510-4 is the maximum building heights inclusive of increases. The Central City Economic, Social, Environmental and Energy Analysis (CCESEE) decisions were used to adjust maximum heights to be protective of views.

Chapter 33.430, Environmental Zones, is updated to allow vegetation maintenance within view corridors. There are viewpoints and view corridors within environmental overlay zones. Some of these view corridors have vegetation, particularly trees, which are blocking or partially blocking views of the Central City skyline or across the skyline to Mt Hood, Mt St Helens or Mt Adams. Currently, in Chapter 33.430 there is an exemption for vegetation removal within a viewpoint but tree removal in a view corridor requires an Environmental Review. A new standard has been added to allow tree removal, up to 12 inches diameter for a native tree and any size non-native tree, within view corridors provided that the trees are replaced. If the standard cannot be met, an applicant must go through Environmental Review.

The Central City 2035 Plan, Volume 2 contains the specific zoning code and map changes.

5. Citizen Involvement

Scenic resources have been an important issue in the Central City dating back to the late 1970s. Citizens and visitors place value on scenic resources because these resources help define unique neighborhoods, represent our culture and history, increase property values and draw tourists. Citizens have been involved in developing and reviewing parts of the Central City Scenic Resources Protection Plan (CCSRPP) in various ways.

Beginning with the Central City 2035 (CC2035) North/Northeast Quadrant Plan in 2012, followed by the West Quadrant and the Southeast Quadrant plans, staff from the Bureau of Planning and Sustainability have discussed scenic resources with advisory committees and the public. Scenic resources emerged as an important topic because some of the maximum building heights in the Central City were set based on the 1991 *Scenic Resources Protection Plan*. There were questions about whether those heights were protective of the public views. There were also questions about if some of the heights were too restrictive and taller buildings could actually be allowed without impacting public views.

In spring 2014, staff shared a map with the public that showed all existing scenic resources in and around the Central City and asked the public to nominate new resources for potential inclusion. A press release was issued in July 2015. There were 11 nominated views, all of which were evaluated as part of the Central City Scenic Resources Inventory (CCSRI). The draft CCSRI was published in April 2015 and was available for public review through May 31, 2015. An email was sent to the Central City 2035 mailing list, which includes 1,100 addresses, and the River Plan mailing list, which includes 450 addresses.

The Discussion Draft CCSRPP, including the updated CCSRI, Central City Economic, Social, Environmental and Economic Analysis (CCESEE), was published with the CC2035 on February 8, 2016. The CC2035 Discussion Draft was announced via:

- Press release
- Y postcard mailings
- Z emails

The following public events were held for CC2035. The CCSRPP was included in materials and presentations at these events:

DATE	MEETING/EVENT
February 24, 2016	Public Open House
March 2, 2016	Public Open House

Note – As public meetings and events take place, they will be added to the table.

Appendix A: Adopting Ordinance

This will be included in the Recommended Draft Plan.

Appendix B: Relocated, Re-designated and Retired Viewpoints and View Corridors

Through the process of developing the CCSRI, staff have relocated, re-designated and retired some of the scenic resources that were previously inventoried through one or more of these plans:

1) *Central City Plan* (1988)
2) *Willamette Greenway Plan* (1987)
3) *Scenic Views, Sites and Drives Inventory* (1989)
4) *Scenic Resource Inventory Map* (1989)
5) *Scenic Resources Protection Plan* (1991)

The following map shows all of the existing, relocated, re-designated and retired viewpoints. After the map are explanations of the change, a current photo and a historic photo (if available).

Below is a general description of why each type of change was made.

Relocated Viewpoints

- A nearby location offered a more complete or less obstructed view of the primary focal features.
- The historic viewpoint location is not developed as a viewpoint (e.g., no pullout, no benches) and a nearby location is developed as a viewpoint and provides a view of the same primary focal features.
- The historic viewpoint was located on private property but there's a public location nearby with a similar view.
- There was no safe way to access the historic viewpoint location but there is an accessible location nearby with a similar view (e.g., there's no crosswalk or sidewalk on the side of the street where the historic viewpoint location was but a similar view exists from the other side of the street where there is a sidewalk – in this case, the viewpoint was relocated to the side of the street with a sidewalk).

Re-designated Viewpoints

- The past plan designated a viewpoint or gateway/focal point where the view is from an intersection looking down a street to a prominent focal terminus. These viewpoints better meet the current definition of a view street and were re-designated as such.

Retired Viewpoints

- The view is completely or significantly blocked by new development.
- There is no safe place from which to document the view nor is there an alternative viewpoint location nearby with a similar view.
- The historic viewpoint is on private property and there is no alternative public viewpoint location nearby with a similar view.
- The view is completely or significantly blocked by a large expanse of overgrown vegetation, even during leaf-off, such that the historic focal features are no longer visible.

- Historic mapping of the location and the description did not provide enough detail to know what the viewpoint, gateway/focal point or corridor was a view of. Staff performed field visits to these locations and determined that no scenic resources were present.

Relocated or Re-designated View Corridors

Some view corridors were relocated if an alternative view street was determined to offer one of the following:

- A similar but more prominent view of the same focal terminus.
- A similar view that goes with, rather than against, the flow of traffic.

The old view corridors that were retained as view streets have been updated to include the full extent of the view. Some view streets were extended because the focal terminus could be seen from a further distance, while other view streets were shortened because vegetation or development obscures the view from a further distance.

A couple of the view corridors were re-designated as scenic corridors in the CCSRI:

- North Park Blocks
- South Park Blocks

Retired View Corridors

- The view is not a minimum two blocks from the viewing intersection to the focal terminus.
- The view down the street does not end in a prominent focal terminus.
- The view is at least two blocks long and ends in a focal terminus; however, the terminus is not prominent.
- The purpose of the corridor is to provide wayfinding to the Willamette Greenway/Tom McCall Waterfront Park. These corridors will be re-evaluated with the update of the *Willamette Greenway Plan*.

Description | **Current photo** | **Historic photo**

East Down SW Madison from OR Art Institute

Old ID: VC24-50 **NEW ID:** View Street

REDESIGNATED AS A VIEW STREET. Historically, this view looked east down SW Madison Street from the plaza adjacent to the Oregon Art Institute. The view was of the Hawthorne Bridge towers with a mixture of street wall development: a church, a multifamily structure, office buildings, and the Performing Arts Center. Today, the view remains as a seasonal view; the towers are only visible during leaf-off. This view has been retained in the inventory as a View Street.



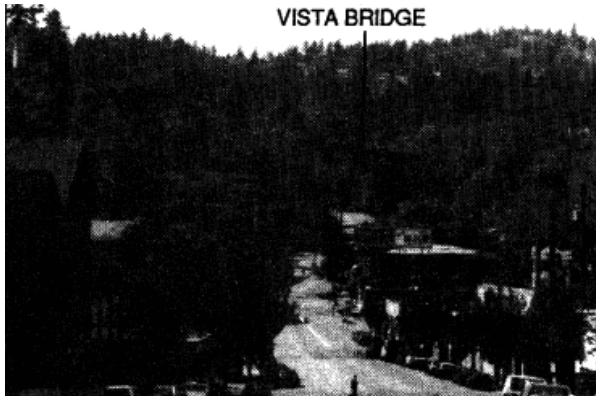


Vista Bridge from SW Jefferson

Old ID: VB23-14 **New ID:** View Street

REDESIGNATED AS A VIEW STREET. Historically, this was a view of the Vista Bridge from SW Jefferson Street and SW 14th Avenue, just west of the I-405 overpass. This view has been retained in the current inventory update as a View Street.



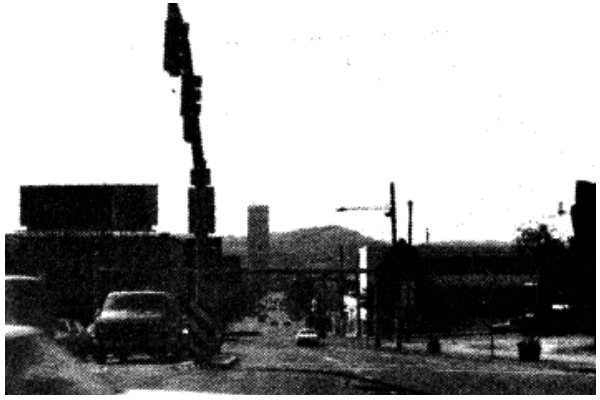


First Interstate Tower from East Burnside

Old ID: VC24-51 **New ID:** View Street

REDESIGNATED AS A VIEW STREET. Historically, this was described as a view of the First Interstate Tower from East Burnside at the intersection of NE Sandy Boulevard and NE 12th Avenue. It was noted that the West Hills were also visible. Today, the view of the West Hills and tower (now called the U.S. Bancorp Tower) remains and is included in this inventory as a View Street.





Description	Current photo	Historic photo
Front Ave at the Fremont Bridge **Old ID:** Gateway 44 **NEW ID:** **RETIRED**. Historically, this was Gateway/Focal Point 44. It is assumed that this view is looking south down NW Front Avenue toward the city. This view has been retired because there is no significant view or prominent focal feature.		No historic photo
W Burnside Street at I-405 **Old ID:** Gateway 45 **New ID:** **RETIRED**. Historically, this was Gateway/Focal Point 45. It is assumed that this view is looking east down W Burnside Street. This view has been retired because there is no significant view or prominent publicly-owned focal feature.		No historic photo
SW Columbia and Jefferson Streets at 18th Ave **Old ID:** Gateway 46 **New ID:** **RETIRED**. Historically, this was Gateway/Focal Point 46. It is assumed that this is a view of downtown from the planted traffic circle between SW Jefferson and SW Columbia Streets at SW 18th Avenue. This view has been retired because there is no significant view or prominent publicly-owned focal feature.		No historic photo

Description | **Current photo** | **Historic photo**

SW 5th Avenue at I-405

Old ID: Gateway 47 **NEW ID:**

RETIRED. Historically, this was Gateway/Focal Point 47. It is assumed that this view is looking north up SW 5th Avenue toward downtown. This view has been retired because there is no significant view or prominent publicly-owned focal feature.



No historic photo

NE Broadway Street at 16th Avenue

Old ID: Gateway 48 **New ID:**

RETIRED. Historically, this was Gateway/Focal Point 48. It is assumed that this view is looking west on NE Broadway Street toward the grain mill and West Hills. This view has been retired because there is no significant view or prominent publicly-owned focal feature.



No historic photo

Holladay St at 16th Avenue

Old ID: Gateway 49 **New ID:** View Street

REDESIGNATED AS A VIEW STREET. Historically, this was Gateway/Focal Point 49. This view has been retained in the current inventory update as a View Street looking west from NE 16th Avenue under the Interstate 84 off-ramp toward the Oregon state domed building.



No historic photo

Description | **Current photo** | **Historic photo**

Broadway at Union Avenue (now MLK)

Old ID: Gateway 50 **NEW ID:**

RETIRED. Historically, this was Gateway/Focal Point 50. It is assumed that this view is looking west on NE Broadway Street toward the grain mill and West Hills. This view has been retired because there is no significant view or prominent publicly-owned focal feature.



No historic photo

E Burnside and Sandy Blvd at 12th Ave

Old ID: Gateway 51 **New ID:**

RETIRED. Historically, this was Gateway/Focal Point 51. It is unclear whether the view was meant to be down SE Sandy Boulevard or E Burnside Street. Because the view down E Burnside Street was already in the 1989 inventory as VC24-51, it was assumed that this view was down SE Sandy Blvd. This view has been retired because there is no significant view or prominent focal feature. The view down E Burnside Street (VC24-51) remains in the inventory as a View Street.



No historic photo

Powell Blvd at the Ross Island Bridge

Old ID: Gateway 52 **New ID:**

RETIRED. Historically, this was Gateway/Focal Point 52. It is assumed that this view is looking north up OR Route 99E. This view has been retired because there is no significant view or prominent focal feature from this location.



No historic photo

Description | **Current photo** | **Historic photo**

SW Macadam Ave at Bancroft St

Old ID: Gateway 53 **NEW ID:**

RETIRED. Historically, this was Gateway/Focal Point 53. It is assumed that this view is looking north up SW Macadam Avenue toward the city. This view has been retired because there is no significant view or prominent focal feature.



No historic photo

Panoramic View from Fremont Bridge

Old ID: VP17-08; CCPV33&34 **New ID:**

RETIRED. Historically, there were three viewpoints identified on the Fremont Bridge, one from the 1989 SRI and two from the Central City Plan. The bridge is not accessible by sidewalk or bike lane. While driving across the Fremont Bridge, there are panoramic views to the north and south; however, there is no safe or legal place to pull over to document or enjoy the view. Consequently, these viewpoints have been retired.



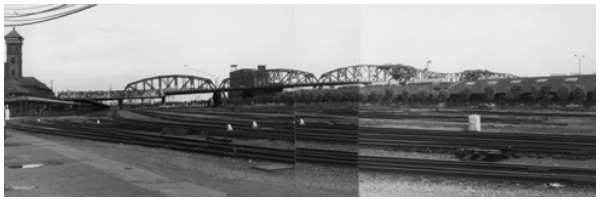
No historic photo

Broadway Bridge from the Rail Yards

Old ID: VB24-30 **New ID:** CCNW18

RELOCATED. Historically, this was a view of the Broadway Bridge, the McCormick Pier Apartments, Albers Mill, and Union Station from the rail yards to the southwest of the station. Today, this viewpoint is not publicly accessible and, therefore, does not meet the criteria to be included in the inventory. A similar view was documented from the nearby pedestrian bridge (see CCNW18).





Description | **Current photo** | **Historic photo**

Mt Hood from the South Park Blocks

Old ID: VM24-21 **NEW ID:**

RETIRED. Historically, this was a view of Mt Hood from the South Park Blocks - from approximately the center of the southernmost park block. Mt Hood was visible between buildings and was framed by the trees in the park. Today, the view is completely blocked by new development.





Riverplace from Montgomery Street Stairs

Old ID: VC24-44 **New ID:**

RETIRED. Historically, this was described as a view of Riverplace from the top of the SW Montgomery Street Stairs. It was noted that the RiverPlace development, the Marquam Bridge, and the river were all visible. Today, the view is completely blocked by new development and street trees (even during leaf-off). A small section of the Marquam Bridge is still visible but new development on the right obscures a majority of the bridge. The river is no longer visible at all.





Mt St Helens from Jefferson Street Overpass

Old ID: VM24-22 **New ID:**

RETIRED. Historically, this was a view of Mt St Helens from the SW Jefferson Street overpass above the I-405 freeway. Today, new development has blocked this view of the mountain.





Description | **Current photo** | **Historic photo**

Mt St Helens from Gazebo at SW Front Ave

Old ID: VM24-19 **NEW ID:**

RETIRED. Historically, this was described as a view of Mt St Helens from the gazebo at SW Front Avenue. Today, the view is completely blocked by street trees and trees in Waterfront Park, even during leaf off. The very tops of the Hawthorne Bridge towers are still visible.





Mt Hood from NW Lovejoy Street

Old ID: VM24-42 **New ID:**

RETIRED. Historically, this was a view of Mt Hood from the NW Lovejoy Street on-ramp to the Broadway Bridge. The view also included Union Station and the Steel and Broadway Bridges. Today, the view of Mt Hood is completely blocked by new Pearl Waterfront development and the raised on-ramp. Minimal views of Union Station and the Broadway and Steel Bridges remain but there's significant discordance. Due to the discordance and because the primary view, Mt Hood, is no longer visible, this viewpoint has been retired.





SW Spring St at SW 15th

Old ID: VC23-34 **New ID:**

RETIRED. Historically, this viewpoint was located along a foot path at the eastern end of SW Spring Street but the path is no longer there and a private driveway and residence has been developed to the north of where the path used to be. Staff scouted the area and were able to see Mt Adams and the downtown skyline through the vegetation, but just barely. This viewpoint was removed because, though technically in the public right-of-way, it is on a steep, undeveloped piece of land that is difficult to access and has a very limited view.



No historic photo

Description | **Current photo** | **Historic photo**

Morrison Bridge - north side, center

Old ID: CCPV20 **NEW ID:** CCSE06

RELOCATED. The original viewpoint was located on the north side of the Morrison Bridge in the center. There is no pedestrian refuge at this location, no guardrail separating the sidewalk from traffic lanes, and the sidewalk is very narrow. The Morrison Bridge has two pedestrian refuges on the north side, one east of center and one west of center. This viewpoint was relocated to the eastern pedestrian refuge on the north side and is included in this inventory as CCSE06.

No current photo

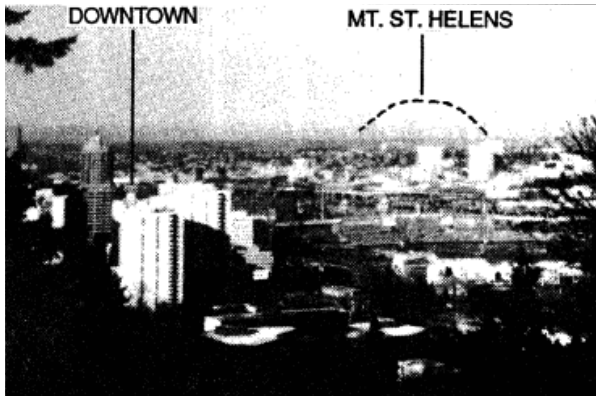
No historic photo

View of St Helens from Veteran's Hospital

Old ID: VM31-21 **New ID:** CCSW63

RELOCATED. Historically, this was described as a view of downtown, the Willamette River, the east side, and Mt St Helens. The viewpoint was located "behind the new Veteran's Hospital at the edge of the loading area." Today, Mt St Helens is mostly obscured by vegetation and the sky bridge from this location. This view has been relocated to the Veterans Hospital/OHSU sky bridge and is included in this inventory as CCSW63.



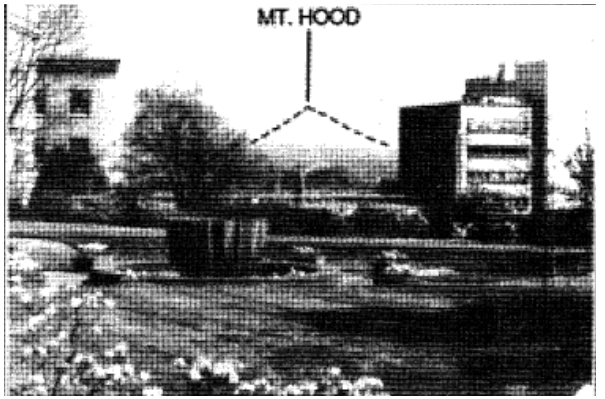


View of Mt Hood from OHSU

Old ID: VM31-25 **New ID:** CCSW54&55

RELOCATED. Historically, the vantage point for this view of Mt Hood was from "the fountain in front of the Oregon Health Sciences University off of SW Sam Jackson Park Road." Today, the view from the fountain is completely blocked by development. When the building was constructed, this viewpoint was moved to the Peter O. Kohler Pavilion and is retained in this inventory as CCSW54 and CCSW55 (lower and upper pavilion, respectively).





Description | **Current photo** | **Historic photo**

View of Mt Hood from the Broadway Bridge

Old ID: VM24-38 **NEW ID:** CCNW14

RELOCATED. Historically, this view of Mt Hood was taken from the north sidewalk on the Broadway Bridge looking through the bridge supports. The viewpoint has been moved to the south side of the bridge to remove the discordance of the bridge supports and allow for the photo to be taken as a panorama. The relocated viewpoint is included in this inventory as CCNW14.

No current photo

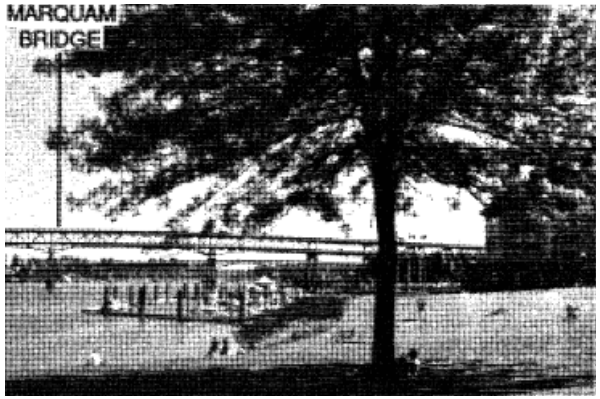


Marquam & RI Bridges from Waterfront Park

Old ID: VB24-24 **New ID:** CCSW27

RELOCATED. Historically, there were two viewpoints in the Hawthorne Bowl. This viewpoint was located in "the open area in Waterfront Park north of the RiverPlace development"; the other was in the grassy area in the center of the Bowl (see VB24-35, below). This viewpoint has been moved from the Hawthorne Bowl to the developed viewpoint just north of the Bowl and is included in this inventory as CCSW27. The current view was taken as a panorama and includes the Marquam and Ross Island Bridges, as well as the Hawthorne Bridge.





Hawthorne Bridge from Waterfront Park

Old ID: VB24-35 **New ID:** CCSW28

RELOCATED. Historically, there were two viewpoints in the Hawthorne Bowl. This viewpoint was in the grassy area in the center of the Bowl near the water; the other was in the grassy area in the north section of the Bowl (see VB24-24, above). This viewpoint has been moved to the developed viewpoint with the palm tree planting near SW Columbia Street and is included in this inventory as CCSW28. The current view was taken as a panorama and includes the Hawthorne Bridge as well as the Marquam and Ross Island Bridges.





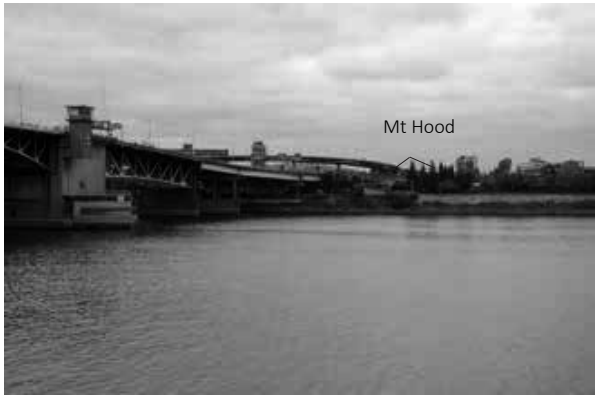
Description

Mt Hood from south of Morrison Bridge

Old ID: VM24-46 **NEW ID:** CCSW11

RELOCATED. Historically, this viewpoint was located along the Greenway Trail at SW Morrison Street, with "Mt Hood visible above the eastern off-ramps of the Morrison Bridge." The view of Mt Hood is less obscured if the viewer moves a bit south due to the relative positioning of the off-ramps and the mountain. Thus, this viewpoint was relocated south of the original to the Greenway Trail between SW Morrison and SW Yamhill Streets. There are also benches at this new viewpoint location. This viewpoint is retained in the inventory as CCSW11.

Current photo



Historic photo

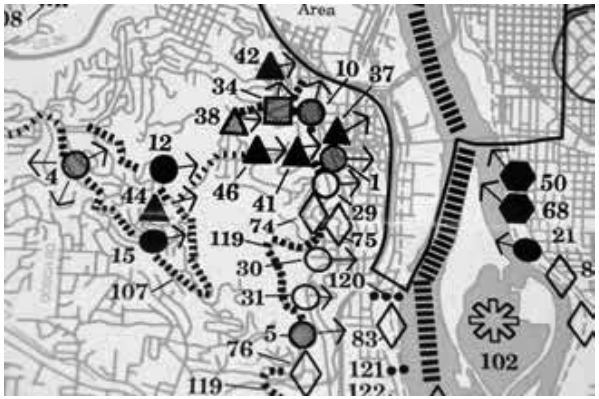


SW Terwilliger Blvd Viewpoint 74

Old ID: Viewpoint 74 **New ID:** CCSW61

CONSOLIDATED. This was one of two marked viewpoints along the section of SW Terwilliger Blvd between SW Campus Drive and SW Condor Lane (the other is viewpoint 75, below); the exact location of this viewpoint is unclear from the map. Staff interpretation is that the viewpoints mark the pull-outs and that Viewpoint 74 is the pull-out south of SW Campus Drive. Viewpoints and views have been consolidated in this inventory update; the view from this pull-out is retained as CCSW61.





SW Terwilliger Blvd Viewpoint 75

Old ID: Viewpoint 75 **New ID:** CCSW62&64

CONSOLIDATED. This was one of two marked viewpoints along the section of SW Terwilliger Blvd between SW Campus Drive and SW Condor Lane (the other is viewpoint 74, above); the exact location of this viewpoint is unclear from the map. Staff interpretation is that the viewpoints mark the pull-outs and this is the pull-out north of SW Condor Ave. Viewpoints and views have been consolidated in this inventory update; there are two views from the 1989 inventory along this stretch of Terwilliger that remain in the inventory: CCSW62 (VP31-29) and CCSW64 (29).







Description

Hawthorne Bridge from Eastbank Esplanade

Old ID: VB24-25 **NEW ID:** CCSE10

RELOCATED. Historically, this viewpoint was located along the Eastbank Esplanade south of the Morrison Bridge between SE Yamhill and SE Taylor Streets. Since then, a large, two-block long viewing platform has been developed at SE Salmon Street, stretching from SE Main Street to SE Taylor Street. This viewpoint has been relocated to the developed viewpoint and the view was taken from the center of the viewing platform where it aligns with SE Salmon Street. The viewpoint is retained in the inventory as CCSE10.

Current photo



Historic photo

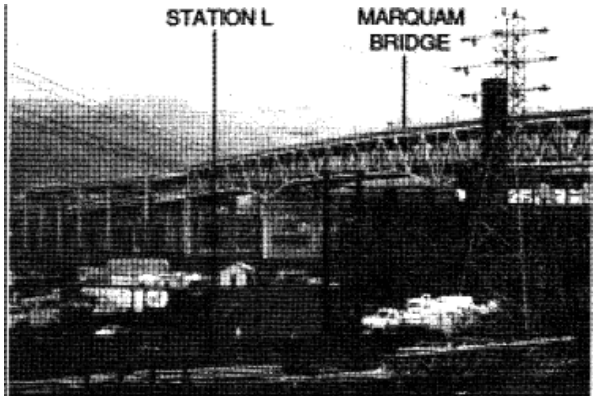


View of Marquam Bridge from Station L

Old ID: VB24-49 **New ID:** CCSE14

RELOCATED. Historically, this viewpoint was on "the east side of the Station L site, the future location of OMSI" depicted on the old map as being just west of SE 3rd Ave at SE Stephens St. Today, the property just west of SE 3rd Ave at SE Stephens St is private property and blocks a view of the Marquam Bridge. This viewpoint has been relocated to the public ROW on the SE corner of SE 3rd Ave and SE Stephens St and the viewpoint is retained in the inventory as CCSE14 but the view is no longer of Marquam Bridge; it is of Tilikum Crossing and the West Hills.

No current photo



Old ID: **New ID:**

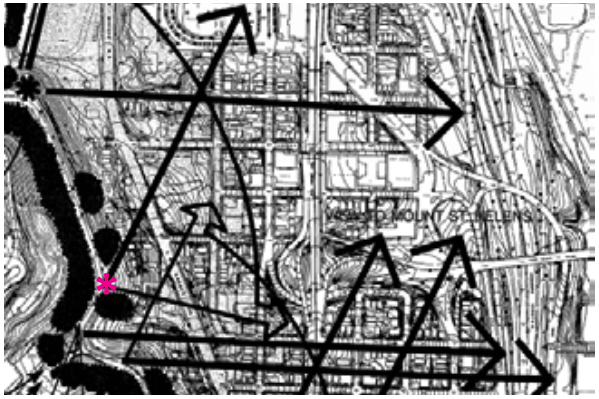
Description | **Current photo** | **Source Plan**

SW Terwilliger north of SW Campus Drive

Source Plan: Terwilliger Landscape Concept Plan

Based on the 1983 Proposed Terwilliger Landscape Concept Plan, this was a view of Mt St Helens and also part of a panoramic view that included a view of Mt Hood. Today, neither mountain is visible through the trees. This is not a developed viewpoint nor is there an automobile pull-out. Two views just south of this viewpoint were retained in the inventory (CCSW57 and CCSW61), one of which includes a view of Mt St Helens and an automobile pull-out; therefore, this viewpoint was not included.





SW Terwilliger at Elk Point - Mt St Helens view

Source Plan: Terwilliger Landscape Concept Plan

Based on the 1983 Proposed Terwilliger Landscape Concept Plan, this was a view of Mt St Helens. Though this viewpoint is outside of the Central City boundary, it was considered because a view of Mt St Helens would have crossed the Central City. However, significant vegetation has grown up and blocked the view. A view of Mt Hood remains but was not included in this inventory as it does not cross the Central City. This viewpoint was not included in the current inventory because there are no existing views that cross the Central City.



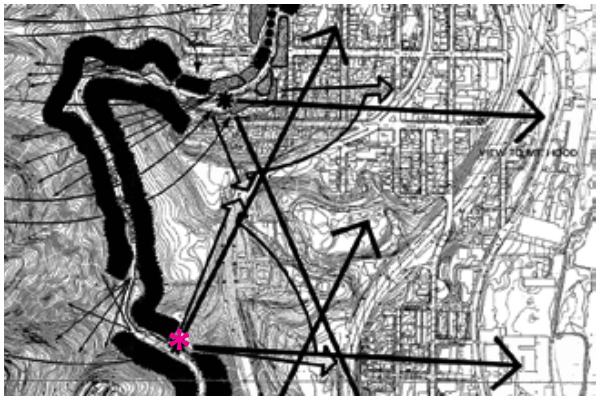


SW Terwilliger north of Elk Point

Source Plan: Terwilliger Landscape Concept Plan

Based on the 1983 Proposed Terwilliger Landscape Concept Plan, this was a panoramic view that included views of Mt St Helens and Mt Hood. Though there is a bench, a thick layer of vegetation has grown up and would require significant thinning for a view to be restored. This viewpoint was not included.





Description | **Current photo** | **Source Plan**

SW Terwilliger north of Eagle Point

Source Plan: Terwilliger Landscape Concept Plan

Based on the 1983 Proposed Terwilliger Landscape Concept Plan, this was a view of Mt St Helens. The plan notes call to "selectively thin to improve view of Mount St. Helens." Today, there is a thick layer of trees blocking this view and significant thinning would be needed to restore the view. It is not a developed viewpoint nor is there an automobile pull-out. Eagle's Point (CCSW68) sits directly to the south of this viewpoint; it also has a view of Mt St Helens and will be developed as a viewpoint. Therefore, this viewpoint was not included in the inventory.



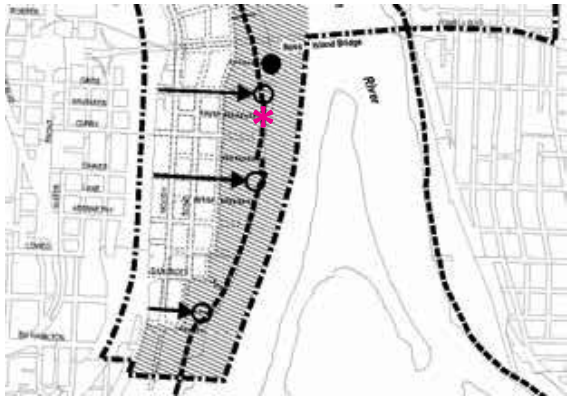


Greenway Trail West at SW Whitaker Street

Source Plan:

Though this point along the South Waterfront Greenway Trail was developed with a bench and an overlook, there are many similar views along this stretch of the Greenway Trail between the Ross Island Bridge and Central City's southern boundary. Three of these similar views are on the South Waterfront Greenway Public Access map (Map 510-15) and included in this inventory (CCSW59, 67, and 71). A fourth view from this stretch is also included (CCSW65). This viewpoint is not in the Public Access plan and, therefore, was not included in this inventory.





Greenway Trail West at SW Pennoyer Street

Source Plan:

Though this point along the South Waterfront Greenway Trail was developed with an overlook, there are many similar views along this stretch of the Greenway Trail between the Ross Island Bridge and Central City's southern boundary. Three of these similar views are on the South Waterfront Greenway Public Access map (Map 510-15) and included in this inventory (CCSW59, 67, and 71). A fourth view from this stretch is also included (CCSW65). This viewpoint is not in the Public Access plan and, therefore, was not included in this inventory.





Description

SW Terwilliger north of SW VA Hospital Road

Source Plan: Terwilliger Landscape Concept Plan

Based on the 1983 Proposed Terwilliger Landscape Concept Plan, this was a view of Mt Hood. Today, there is a thick layer of trees blocking this view and significant thinning would be needed to restore the view. It is not a developed viewpoint nor is there an automobile pull-out. There are two other views of Mt Hood nearby which remain in the inventory: Eagle's Point (CCSW68), just to the south, and SW Terwilliger Boulevard north of SW Condor Lane (CCSW62), to the north. Therefore, this viewpoint was not included in the inventory.

Current photo



Source Plan



Source Plan:

Source Plan:



Historic View of Mt Hood from the International Rose Test Garden circa 1988

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Volume 1: Goals and Policies

The long-range vision for the Central City

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CENTRALCITY 2035

Volume 4
BACKGROUND MATERIALS

February 8, 2016 - Discussion Draft

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.
City of Portland, Oregon
Charlie Hales, Mayor • Susan Anderson, Director

Portland's Central City 2035 Plan proposes changes to create a prosperous, healthy, equitable and resilient urban core.

For more information:

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CC2035 |**TABLE OF CONTENTS**

BACKGROUND REPORTS AND SUPPORTING DOCUMENTATION

Documents previously adopted by resolution.....1

Additional memos and studies prepared to inform CC2035

- General/Land use.....1
- Environment.....1
- Transportation.....2
- Urban Design.....2
- Area specific (N/NE Quadrant).....2
- Area specific (West Quadrant).....3
- Area specific (Southeast Quadrant).....3

Background Reports and Supporting Documentation

Documents Previously Adopted by Resolution to Inform CC2035

1. Central City 2035 Concept Plan (2012)
   https://www.portlandoregon.gov/bps/article/427039

2. N/NE Quadrant Plan (2012)
   https://www.portlandoregon.gov/bps/article/422031

3. West Quadrant Plan (2015)
   https://www.portlandoregon.gov/bps/67412

4. Southeast Quadrant Plan (2015)
   https://www.portlandoregon.gov/bps/68508

5. Willamette River Greenway Inventory: An Update to Portland's Statewide Planning Goal 15 Inventory (2014)
   https://www.portlandoregon.gov/bps/article/508803

6. Central City Floor Area Ratio (FAR) Bonus and Transfer Study (2015)
   https://www.portlandoregon.gov/bps/article/535198

Additional Studies and Memos Prepared to Inform CC2035

GENERAL/LAND USE

7. Central City 2035 Subdistrict Profiles (2010)
   http://www.portlandoregon.gov/bps/article/304417

8. Height Memo (2013)
   https://www.portlandoregon.gov/bps/article/564018

9. Central City Development Capacity Study (2011)
   https://www.portlandoregon.gov/bps/article/383999

ENVIRONMENT

10. Central Reach Concept (and narrative)
    https://www.portlandoregon.gov/bps/article/479549

11. Central City 2035 Central Reach Existing Policies and Conditions Report (2014)
    https://www.portlandoregon.gov/bps/article/336027

12. Maritime Transportation Security Act (2002)
    https://www.gpo.gov/fdsys/pkg/PLAW-107publ295/pdf/PLAW-107publ295.pdf

13. Integrating the Greenway Design Guidelines into CC2035
    Background documentation forthcoming

14. Permitting for a Better Willamette River-Scope of Work
    https://www.portlandoregon.gov/bps/article/564242

TRANSPORTATION

15. Multimodal Mixed-use Area (MMA)
    Background documentation forthcoming

16. Transportation Modeling
    Background documentation forthcoming

17. Freeway Loop Study: Project Summary Report
    https://www.portlandoregon.gov/bps/article/319717

18. I-5: I-84 to I-405 Design Workshop Concept Report
    https://www.portlandoregon.gov/bps/article/327979

URBAN DESIGN

19. The "Green Loop"
    http://www.portlandoregon.gov/bps/article/478158

20. Central Portland Plan: Urban Design Assessment (2008)
    https://www.portlandoregon.gov/bps/article/218810

AREA SPECIFIC – N/NE Quadrant

21. North of Broadway/Blanchard Site Development Study (2010)
    https://www.portlandoregon.gov/bps/article/327600

22. N/NE Quadrant & I-5 Broadway/Weidler Plans Land Use, Urban Design and Local Transportation Charrette: Summary of Results (2011)
    https://www.portlandoregon.gov/bps/article/345474

23. N/NE Quadrant and I-5 Broadway/Weidler Plans: Open House Summary (2011)
    https://www.portlandoregon.gov/bps/article/330160

24. N/NE Quadrant and I-5 Broadway Weidler Plans: Freeway/Local Transportation Interface Charrette Summary (2012)
    https://www.portlandoregon.gov/bps/article/415776

25. N/NE Quadrant Plan Street and Development Character Concept (2012)
    https://www.portlandoregon.gov/bps/article/501417

AREA SPECIFIC – West Quadrant

26. West Quadrant Reader (2013)
    https://www.portlandoregon.gov/bps/article/438072

27. West Quadrant Plan Concept Development Workbook (2013)
    https://www.portlandoregon.gov/bps/article/463034

28. Goose Hollow Event Report & Appendix (2013)
    Report: https://www.portlandoregon.gov/bps/article/435506
    Appendix: https://www.portlandoregon.gov/bps/article/435492

29. Old Town/Chinatown Planning Events: Summary of Results (2013)
    https://www.portlandoregon.gov/bps/article/450996

30. West Quadrant Issues and Opportunities Summary Report (2013)
    https://www.portlandoregon.gov/bps/article/451003

31. West Quadrant Plan Concept Development Outside Feedback Summary (2013)
    https://www.portlandoregon.gov/bps/article/471494

AREA SPECIFIC – Southeast Quadrant

32. Portland's Central Eastside (2013)
    https://www.portlandoregon.gov/bps/article/480760

33. OMSI and Clinton Station Area Profiles (2013)
    https://www.portlandoregon.gov/bps/article/451963

34. Rhine and Holgate Station Area Profiles (2013)
    https://www.portlandoregon.gov/bps/article/451964

35. Station Area Charrette Summary Diagrams (2013)
    https://www.portlandoregon.gov/bps/article/465139

36. Inner SE Station Areas Concept Plan (2013)
    https://www.portlandoregon.gov/bps/article/472826

37. Central Eastside Parking Management Plan (2012)
    https://www.portlandoregon.gov/transportation/53032

38. Burnside Bridgehead Framework Plan (2010)
    http://vmw.pdc.us/bb/default.asp

39. Central Eastside Street Plan (2010)
    https://www.portlandoregon.gov/transportation/article/357101

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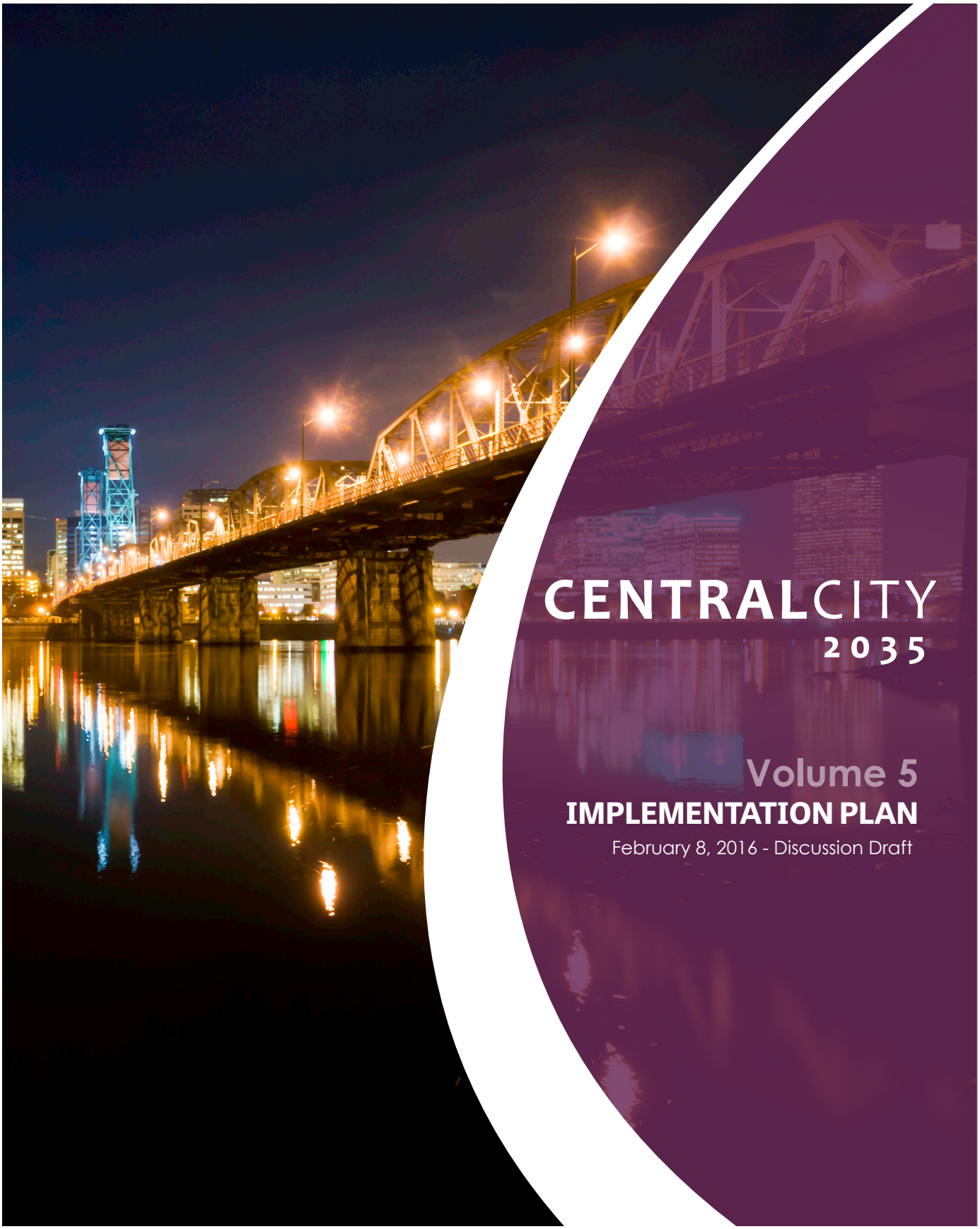

CENTRALCITY 2035

Volume 5
IMPLEMENTATION PLAN

February 8, 2016 - Discussion Draft

Bureau of Planning and Sustainability
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Portland's Central City 2035 Plan proposes changes to create a prosperous, healthy, equitable and resilient urban core.

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CC2035 |**TABLE OF CONTENTS**

TARGETS AND PERFORMANCE MEASURES

1. Central City 2035 Targets Overview 1
2. Transportation Performance Targets 3
3. Jobs/Housing Projections 4
4. Riverbank Enhancement Target 5
5. Ecoroofs Target Memo 15
6. Tree Canopy Scenarios and Targets
    a. Executive Summary 25
    b. Report 29

BUREAU WORK PLANS/ACTIONS CHARTS

I. Introduction 75

II. City Bureaus and Offices

- Portland Bureau of Development Services (BDS) 77
- Portland Bureau of Emergency Management (PBEM) 78
- Portland Bureau of Environmental Services (BES) 78
- Portland Bureau of Planning and Sustainability (BPS) 83
- Portland Development Commission (PDC) 100
- Portland Fire and Rescue (PFR) 106
- Portland Housing Bureau (PHB) 107
- Portland Office of Management and Finance (OMF) 109
- Portland Office of Neighborhood Involvement (ONI) 110
- Portland Bureau of Transportation (PBOT) 110
- Portland Police Bureau (PPB) 129
- Portland Parks and Recreation (PPR) 129
- Portland Water Bureau (PWB) 137

III. Other Government Entities
- Department of Environmental Quality (DEQ).....137
- Metro.....138
- Multnomah County (County).....138
- Oregon Department of Transportation (ODOT).....139
- TriMet.....140

IV. Other
- Architectural Heritage Center (AHC).....142
- Downtown Neighborhood Association (DNA).....143
- Lloyd EcoDistrict.....143
- Go Lloyd.....144
- Goose Hollow Foothills League (GHFL).....144
- Lloyd District Community Association (LDCA).....145
- Northwest District Association (NWDA).....145
- Old Town / Chinatown Community Association (OTCTCA).....146
- Old Town Heritage Group (OTHG).....146
- Pearl District Neighborhood Association (PDNA).....147
- Portland Business Alliance (PBA).....147
- Regional Arts and Culture Council (RACC).....148
- South Portland Neighborhood Association (SPNA).....148
- Travel Portland.....149

V. Private.....150

THE "GREEN LOOP"

The "Green Loop" Concept Report.....157

1. Central City 2035 Performance Targets Overview

Introduction

Several performance targets are being proposed for adoption through a non-binding resolution as part of the CC2035 plan. The targets will help measure the City's progress toward achieving the CC2035 and will allow the City to adjust its course after 5, 10 or 15 years of plan implementation. For example, if we calculate that we are not meeting the tree canopy target, the City could choose to fund additional street tree plantings.

The following summaries briefly describe each of the proposed targets. A full explanation of the targets and methodology used to set and evaluate progress follows.

Transportation

The target for the Central City is 40%-85% of commute trips to and from the Central City to be by non-single occupancy vehicles. Here are the targets for each district:

- Downtown: 85%
- West End: 80%
- Goose Hollow: 75%
- The Pearl: 75%
- Old Town/Chinatown: 85%
- Lower Albina: 40%
- Lloyd: 75%
- Central Eastside: 60%
- South Waterfront: 75%
- South Downtown/University: 80%

Jobs/Housing Projections

CENTRAL CITY JOBS AND HOUSING PROJECTIONS

DISTRICT	JOBS		HOUSEHOLDS	
	2010	2035	2010	2035
Downtown	47,700	55,200	1,900	4,600
West End	6,900	9,900	3,400	6,800
Goose Hollow	4,800	7,300	3,500	4,900
The Pearl	10,600	14,700	5,300	11,600
Old Town/ Chinatown	5,700	8,200	2,200	3,900
Lower Albina	2,100	2,300	100	300
Lloyd	16,800	25,800	1,000	9,000
Central Eastside	16,700	25,000	1,000	7,900
South Waterfront	1,600	11,200	1,300	5,100
South Downtown/ University	10,500	14,400	3,100	6,200
CENTRAL CITY	123,400	174,000	22,800	60,400

Riverbank Enhancement

The target selected for the Central City is 12,600 linear feet (32% of the Central City riverfront) of new riverbank enhancement and at least five riverbank restoration sites complete by 2035. The targets by ownership are shown below:

- City or Portland Ownership: 2,890 ln ft
- Other Public Ownership: 3,740 ln ft
- Private Redevelopment: 4,170 ln ft
- City/Private Partnerships: 1,800 ln ft

Ecoroofs

The ecoroof target for the Central City is 18% of total existing or redeveloped roof area. This target equates to 408 acres of total ecoroof area by 2035.

Tree Canopy

Unlike the other targets, BPS has developing scenarios that will result in different tree canopy ranges. These scenarios will be discussed through the public hearings and work session process and then a final option will be selected. This approach is being used because there are different options to choose from that will result in significantly different ranges.

2. Transportation Performance Targets

2035 Performance Targets (from Quadrant Plans)

Downtown: In 2035, at least 85% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

West End: In 2035, at least 80% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

Goose Hollow: In 2035, at least 75% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

Pearl: In 2035, at least 75% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

Old Town/Chinatown: In 2035, at least 85% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

Lower Albina: In 2035, at least 40% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

Lloyd: In 2035, at least 75% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

Central Eastside: In 2035, at least 60% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

South Waterfront: In 2035, at least 75% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

South Downtown/University: In 2035, at least 80% of commute trips to and from the district are by non-single occupancy vehicle (SOV).

3. Central City Jobs and Housing Projections

The Central City is expected to have 174,000 jobs and 60,400 housing units by 2035. These projections and the region's urban form are guided by plans developed by the regional government, Metro. Each jurisdiction within the region, including the City of Portland, is responsible for implementing the regional growth concept in their local Comprehensive Plan. For more information, visit Metro's website: www.oregonmetro.gov.

Allocating Jobs and Housing to Areas

To help us understand what these forecasts might mean for Portland and Portland's Central City, the City uses a tool called the Buildable Lands Inventory (BLI). This tool helps the City identify the amount of development capacity that exists within a given area. Development capacity is defined as the likely number of new dwelling units or jobs that can be accommodated in the city under existing regulations, considering existing and planned infrastructure.

The Comprehensive Plan, under consideration at City Council right now, guides approximately 30 percent of new growth to the Central City. The BLI then identifies lands within the Central City that could potentially be developed or redeveloped should a market demand exist. Finally, the forecast numbers are allocated to different Central City districts based on how much development capacity exists in each, as determined by the BLI. For more information on the BLI, visit the project website at http://www.portlandonline.com/portlandplan/bli.

CENTRAL CITY JOBS AND HOUSING PROJECTIONS

DISTRICT	JOBS		HOUSEHOLDS	
	2010	2035	2010	2035
Downtown	47,700	55,200	1,900	4,600
West End	6,900	9,900	3,400	6,800
Goose Hollow	4,800	7,300	3,500	4,900
The Pearl	10,600	14,700	5,300	11,600
Old Town/ Chinatown	5,700	8,200	2,200	3,900
Lower Albina	2,100	2,300	100	300
Lloyd	16,800	25,800	1,000	9,000
Central Eastside	16,700	25,000	1,000	7,900
South Waterfront	1,600	11,200	1,300	5,100
South Downtown/ University	10,500	14,400	3,100	6,200
CENTRAL CITY	123,400	174,000	22,800	60,400

4. Riverbank Enhancement Target

As part of the Central City 2035 plan, targets related to many topics (e.g., jobs, parking, tree canopy) are being proposed. City Council will adopt these targets by resolution and the targets will serve to help the city evaluate if the plan is being achieved as envisioned. The targets are non-binding. However, measuring how we are doing after 5, 10 or 15 years of plan implementation will help the city adjust its course. For example, the city could choose to fund additional street tree plantings in areas not meeting the tree canopy target.

A technical team with staff from Bureau of Planning and Sustainability (BPS), Bureau of Environmental Services (BES), and Portland Parks (Parks) developed an updated methodology for setting riverbank enhancement and restoration targets in the Willamette River Central Reach. The methodology was adopted by resolution in June 2015.

Definitions

River enhancement is a process to improve/enhance/heighten functions of *existing habitat*. Enhancement does not increase the size of a habitat area.

> For example, a site includes shallow water with no in-water structure and a river bank that has a 30% slope and vegetated with invasive plants. Enhancement actions would include installing root wads, large wood and other beneficial structure in the shallow water and revegetating the bank with a mix of native riparian plants.

River restoration is when habitat is re-established on a site or a portion of a site. Restoration increases the size of the habitat area or reintroduces habitat functions that are currently absent.

> For example, taking the same site as above, restoration actions would include laying back the river bank to make it less steep, moving non-habitat uses (e.g., a trial) further from the river and vegetating the bank with native plants. The size of the habitat area would be increased.

In both enhancement and restoration areas, long-term maintenance is a vital component to ensure the actions are successful.

Introduction

The following Central City wide goals, policies and actions pertain to in-water and riverbank enhancement. There are specific district actions in some case; however, the overall intention is that riverbank enhancement occur everywhere there is an opportunity.

> CC2035 Goal I: Protect and improve in-water and riverbank habitat, water quality and flood storage capacity to make and keep the river healthy for fish, wildlife and people.

CC2035 Policy In-water Habitat: Maintain and enhance in-water habitat throughout the Central Reach and focus on two-three specific shallow water habitat restoration areas to promote the conservation and restoration of fish and wildlife populations.

CC2035 Action WR4: Enhance and create connectivity between in-water, river bank and upland areas to maintain and improve fish and wildlife habitat.

Examples of riverbank enhancement actions include:

- Removing invasive, non-native plants and installing native or appropriate climate-adaptive vegetation. A mix of trees, shrubs and ground cover is appropriate; however, an enhancement action does not have to include large structure vegetation. For example, along the Greenway Trail there are developed viewpoints at which people can stop and enjoy views of the river, bridges and the city skyline. An enhancement action in front of a developed viewpoint could include removing Himalayan blackberries and planting native spirea, nokta rose and snow berry shrubs that will not grow tall and block the view. That said, enhancement actions that include large structure vegetation will result in additional functional improvements to the habitat. Therefore, trees should be included in enhancement areas to the maximum extent practicable.

- In some sections riverbank the soil type, amount of moister and steepness of slope may make it difficult to establish vegetation. There are bioengineering techniques that could be used in these situations. Installing small terraces or planting wells creates less steep locations where soil can be brought in and then planted. These types of enhancement actions do not constitute restoration unless the overall habitat footprint is increased.

- Removing rip rap or other materials that are no long necessary to stabilize the riverbank and planting native, or appropriate climate-adaptive vegetation. Some locations along the Central Reach riverbank are less steep and include a mix of rip rap and other unconsolidated fill (e.g., broken concrete or asphalt). For a variety of reasons, that material may no longer be necessary to stabilize the riverbank and could be removed and the bank planted. Removal of the rip rap may require re-engineering or grading the riverbank. Re-engineering the riverbank does not constitute restoration until either the overall footprint of the habitat is increase and/or a function that is not currently present at the site is re-established (e.g., flooding).

Riverbank restoration includes the same actions as enhancement; however, there would be additional actions that either increase the footprint or width of the habitat area or re-establish a functions not currently present at the site (e.g., flooding). Examples of riverbank restoration actions include:

- Laying back the riverbank to reduce its steepness while simultaneously moving non-habitat uses and development further away from the river. The riverbank would also be revegetated with native or appropriate climate-adaptive vegetation. This action would increase the width of the functioning riparian area.

- Removing or breeching a levee or other flood control structure and/or removing fill to re-establish flooding within the historic floodplain of the river. Flooding contributes to a number of important riparian functions including nutrient cycling, sediment transfer, habitat creation and maintenance and water storage.

Existing Conditions

The existing riverbank conditions are presented below. The riverbank data was produced by the Bureau of Environment Services and is maintained by Bureau of Planning and Sustainability. The riverbank data is divided into these six categories:

1) Vegetated with any mix of native or non-native/invasive plants
2) Non-vegetated and stabilized with rip rap or unconsolidated fill with an estimated slope less than 30% steep
3) Non-vegetated and stabilized with rip rap or unconsolidated fill with an estimated slope 30% or greater (steeper)
4) Stabilized with pilings,
5) Stabilized with seawall
6) Beach

5.5 Table 1 presents the linear feet of existing riverbank by ownership of the land.

5.5 Table 1: Central City Existing Riverbank Conditions

Riverbank	Ownership	North/Northeast Quadrant (ln ft)	West Quadrant (ln ft)	Southeast Quadrant (ln ft)	Total (ln ft)
Vegetated	Public	1,019	3,959	3,344	8,321
	Private	1,607	8,141	2,349	12,098
Beaches	Public	0	455	186	642
	Private	0	899	0	899
Non-vegetated; rip rap; unconsolidated fill less than 30% slope	Public	337	24	524	886
	Private	184	970	259	1,414
Non-vegetated; rip rap; unconsolidated fill 30% or greater slope	Public	135	0	1,527	1,663
	Private	3,224	1,186	572	4,982
Pilings	Public	0	960	159	1,119
	Private	552	545	0	1,097
Seawall	Public	0	5,193	451	5,644
	Private	0	451	0	451
Sub-Total	**Public**	1,492	10,592	6,191	18,275
	Private	5,567	12,192	3,180	20,940
Total		**7,058**	**22,785**	**9,372**	**39,215**

Of the total riverbank in the Central City, 39,270 linear feet, 53% is privately owned and 47% is owned by the City of Portland or other public entities such as Oregon Department of Transportation (ODOT). The Eastbank Esplanade, which represents nearly 6,000 linear ft of riverbank, is located almost entirely on ODOT right-of-way but is managed by Portland Parks and Recreation.

Based on the *Central City Development Capacity Study* (2011), approximately 4,960 linear feet of private property, 13% of the riverbank, is likely to redevelop by 2035.[1] The remaining 15,980 linear feet is not expected to redevelop by 2035. This is important because the Greenway requirements apply during redevelopment; outside of redevelopment there is no requirement to enhance the riverbank.

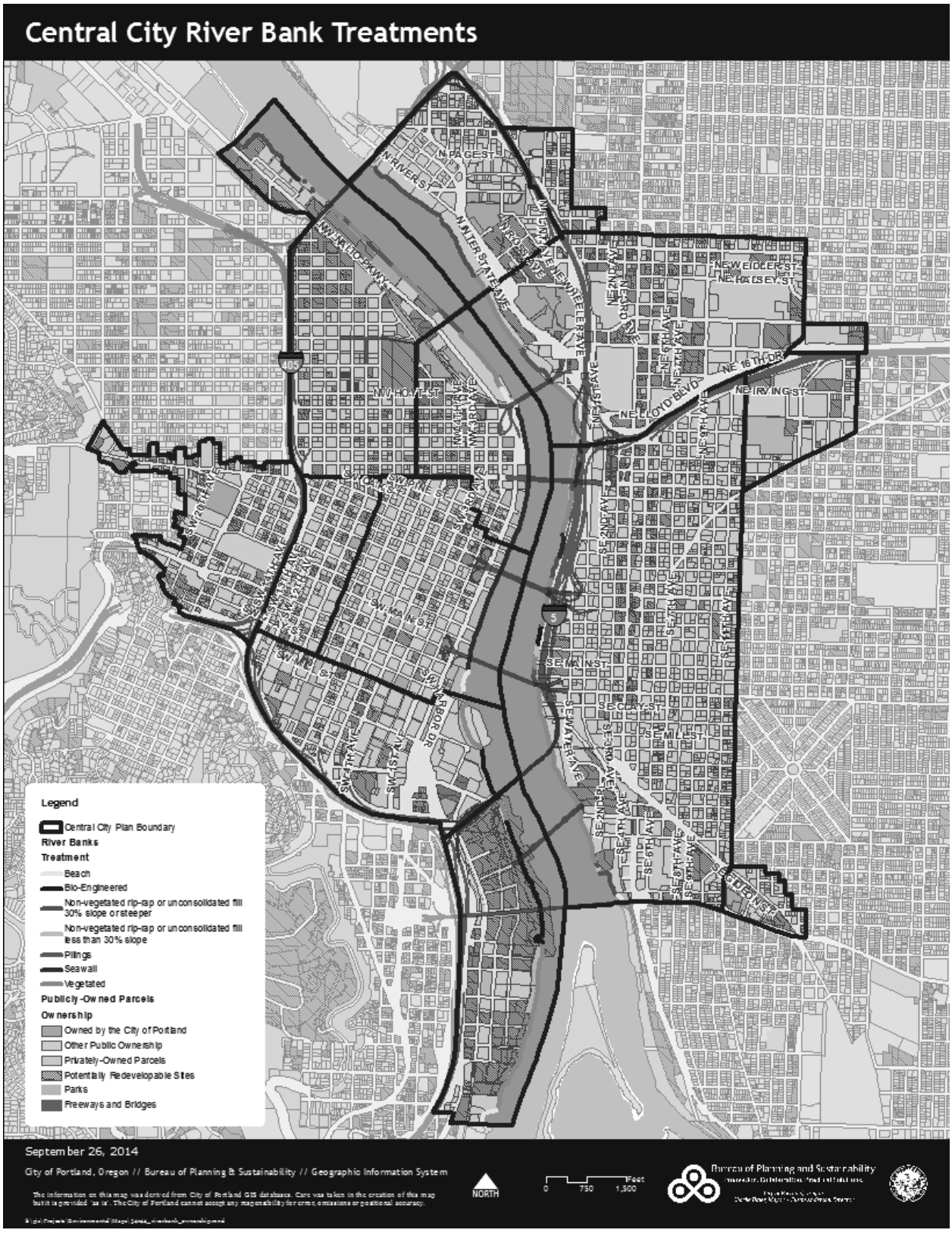
Restoring riverbanks and in-water habitat will be most successful where the existing conditions include relatively shallow water, which is critical factor for ESA-listed fish species. It would be very difficult to attempt to create a new shallow water areas without the river washing it away. There are seven (7) locations in the Central City with existing shallow water where restoration might occur:

- Centennial Mills
- McCormick Pier
- I84/I5 Interchange Area (near Duckworth Dock)
- Eastbank Crescent (Morrison Bridge to Hawthorn Bridge)
- Hawthorn Bowl
- Eastbank Crescent (near Hollman Dock)
- Ivon Street Area

Portions of these restoration opportunity areas overlap with areas counted in this memo towards riverbank enhancement. A separate memo is being produced that explores restoration concepts. If restored, the linear feet of restoration should be counted towards meeting the riverbank enhancement target.

The map below shows the public and private ownership of land, parcels that are likely to redevelop by 2035 and existing riverbank conditions.

[1] Portions of South Waterfront are subject to a development agreement. As part of that agreement riverbank enhancement has already been completed and redevelopment of the parcels is underway. In addition, clean-up activities have been completed at the Zidell property. These areas are not included in the linear feet of parcels likely to redevelop by 2035.


Central City River Bank Treatments
Legend
Central City Plan Boundary
River Banks
Treatment
Beach
Bio-Engineered
Non-vegetated rip-rap or unconsolidated fill 30% slope or steeper
Non-vegetated rip-rap or unconsolidated fill less than 30% slope
Pilings
Seawall
Vegetated
Publicly-Owned Parcels
Ownership
Owned by the City of Portland
Other Public Ownership
Privately-Owned Parcels
Potentially Redevelopable Sites
Parks
Freeways and Bridges
September 26, 2014
City of Portland, Oregon // Bureau of Planning & Sustainability // Geographic Information System
NORTH
0
750
1,500
Feet
Bureau of Planning and Sustainability

Methodology

Riverbank Enhancement

In order to set a target, reasonable assumptions must be made about how much of the riverbank that can support a mix of native vegetation will be enhanced by 2035.

Below are assumptions regarding the types of riverbank that could be enhanced using a mix of native and appropriate climate-adaptive vegetation:

Vegetated Riverbanks

It is assumed that any riverbank with existing vegetation can be enhanced because these areas, through on-going maintenance, can support a mix of native vegetation. The underlining riverbank treatment may be riprap or other fill material.

Riverbank with an existing condition of "bioengeered" are vegetated but are assumed to have already been enhanced.

Beaches

Areas that are beach also tend to have less steep slopes, allowing for accumulation of sand and silt to maintain the beach. It is assumed that the riverbank above beach can be enhanced to support a mix of native vegetation. Beaches also represent opportunity areas for in-water enhancement; however, in-water enhancement is not included in the target for riverbank enhancement.

Non-vegetated, Rip Rap, or Unconsolidated Fill Less than 30% Slope

It is assumed that riverbanks that are not currently vegetated with an underlying treatment of rip rap or unconsolidated fill and have a slope less than 30% can be enhanced. Through bioengineering and on-going maintenance, these banks should support a mix of native vegetation.

Non-vegetated, Rip Rap, or Unconsolidated Fill 30% or Greater Slope

It is assumed that riverbanks that are not vegetated with an underlying treatment of rip rap or unconsolidated fill and have a slope of 30% or greater cannot support a mix of native vegetation because the soil will not retain the necessary moisture to support native species.

Pilings and Seawall

Riverbanks stabilized with pilings or seawall cannot be planted with native vegetation. However, there are innovative approaches to installing habitat along seawalls that are being tested in other locations. Such approaches include floating habitat mats and under water planted habitat walls.

In summary, the riverbanks that are assumed to have the potential for successful enhancement actions are those that are:

1) **vegetated**
2) **beaches**
3) **non-vegetated, rip rap or unconsolidated fill with less than 30% slope, and**
4) **a few, small innovative approaches along a seawall.**

All other riverbanks types are assumed to not no support riverbank enhancement actions; restoration actions may be appropriate.

Below are assumptions about the amount of enhancement likely to occur based on property ownership. The assumptions are applied to only the riverbank types that have the potential to support enhancement actions.

Publicly Owned

Publicly owned riverbank can be enhanced. The City of Portland owns or manages parks and recreational facilities, such as the Eastbank Esplanade and Hawthorne Bowl. Other riverbank that is publically owned includes Oregon Department of Transportation, Multnomah County, Metro and public rights-of-way.

Considering the existing uses of these properties and how much land is available for habitat enhancement actions, staff assumes that:

- 70% of river banks owned by the City of Portland will be enhanced, and
- 70% of the riverbanks owned by other public entities will be enhanced.

There are many current and desired uses on public property including events (e.g., Blues Festival), boating, swimming, walking and biking. Those activities can have negative impacts on habitat. There are ways to design or program a site to reduce the impacts; however, staff were conservative regarding how much area could be dedicated to habitat.

It is assumed that some habitat enhancement will occur along the Tom McCall Waterfront Park seawall. Being conservative, staff assume that 200 linear feet of enhancement will occur along some portions of the seawall.

Centennial Mills is owned by the City of Portland. Although most of the riverbank at the site is pilings or two steep for enhancement, it is assumed that if the pilings are removed, the riverbank behind the pilings would be enhanced. Staff assume that 200 linear feet of enhancement will occur at the Centennial Mills site. Additional restoration actions may also be appropriate for this site.

Privately Owned Parcels that are Likely to Redevelop

Based on the *Central City Development Capacity Study* (2011), 4,960 linear feet of private property, 13% of the riverbank, is likely to redevelop by 2035, excluding portions of South Waterfront that have already been enhanced. Staff looked at those properties, considered the desired uses, such as connecting the Greenway Trail, and how much land may be available for habitat enhancement or restoration actions.

Staff assumed that, through compliance with the Willamette Greenway Plan, the riverbanks of private property will be enhanced during redevelopment. Sites with river-dependent uses, such as a dock that is required for loading/unloading goods and services, would retain some riverbank for that

purpose; however, through redevelopment much of the riverbank would be enhanced. Sites without river-dependent uses could be fully enhanced.

There are 4,960 linear feet of riverbank likely to redevelop in the Central City. Of that 4,630 linear feet is vegetated, beach or non-vegetated, rip rap or unconsolidated fill and less than 30% slope. It is assumed that 90% of the 4,630 linear feet will be enhanced by 2035.

Partnerships with Private Property

There are 15,980 linear feet of privately owned riverbank that are not likely to redevelop by 2035; 11,460 of which is vegetated, beach, or non-vegetated, rip rap or unconsolidated fill and less than 30% slope. The City and property owners could proactively partner to enhance the riverbanks. There are some grants available riparian enhancement. Staff assume that 1,800 linear feet of enhancement could be accomplished through partnerships with private property.

Riverbank Enhancement Targets

Based on the methodology above, including which riverbanks can support enhancement actions and assumptions about property ownership, the targets for riverbank enhancement in the Central City are:

City or Portland Ownership		
Vegetated/Beach/<30%	Total = 3,550 ln ft	Target = 2,490 ln ft
Tom McCall Waterfront Park Seawall	Total = 5,200 ln ft	Target = 200 ln ft
Centennial Mills	Total = 690 ln ft	Target = 200 ln ft
Other Public Ownership		
Vegetated/Beach/<30%	Total = 5,340 ln ft	Target = 3,740 ln ft*

*Note – This includes the Eastbank Esplanade, which is on ODOT right-of-way but managed by City of Portland.

Private Redevelopment		
Vegetated/Beach/<30%	Total = 4,630 ln ft	Target = 4,170 ln ft
City/Private Partnerships	Total = 11,460 ln ft	Target = 1,800 ln ft

Riverbank Enhancement Target = 12,600 linear feet (41% of riverbanks that meet the criteria for enhancement; 32% of all Central City riverbanks, regardless of bank type or likeliness to redevelop)

Riverbank Restoration

Restoring riverbanks and in-water habitat will be most successful where the existing conditions include relatively shallow water, which is critical factor for ESA-listed fish species. It would be very difficult to attempt to create a new shallow water areas without the river washing it away.

Within the Central Reach there are seven (7) locations with existing shallow water where restoration might occur:

- Centennial Mills
- McCormick Pier
- I-5/I-84 Interchange
- Eastbank Esplanade
- Hawthorne Bowl
- Eastbank Crescent
- Cottonwood Bay

There are other goals and priorities for each of these sites including boating, commerce, swimming, events, etc. For restoration to be successful, public access to the restoration area must be limited, thus uses within a single site will be need to be split. In addition, a feasibility study would need to be completed to determine what restoration actions can occur or the cost to restore (note – some areas may require contamination clean-up prior to restoration).

It is assumed that by 2035, at least five (5) of the seven (7) opportunity areas could be restored. The other opportunity sites could be enhanced and contribute towards meeting the enhancement target.

Riverbank Restoration Target = at least five sites

Implementation Cost Estimates

Estimating enhancement and restoration costs is difficult because each site will require different actions. Without specific project sites and knowing details about underlying soil, amount of overbuild and armoring, structures and other information, many assumptions must be made. What is presented below is intended to give a ball-park estimate regarding riverbank *enhancement* costs in the Central City. Restoration costs are not estimated here because the engineering and construction costs are too site-specific.

Some general assumptions have been made about enhancement sites in the Central City:

1. Enhancement sites would be clean; no contamination clean up would be necessary.
2. No real estate acquisition is necessary. The owner of the property would perform the enhancement work on-site.
3. No utility movement or relocation would necessary.
4. All actions will require long term managements and maintenance.

Much research has been done over the years to estimate the cost of riverbank enhancement actions. The primary source of information use here is the *River Plan/North Reach Willamette River Mitigation In-Lieu Fees Technical Report* produced by Tetra Tech, Inc. (October 2010). The in-lieu fees report evaluated three sites in the Portland Harbor and broke out costs by the actions taken to restore the site. The costs are based primarily on prior US Army Corps of Engineer or City of Portland Environmental Services and Portland Transportation projects.

Riverbank enhancement in other documents is knows as riparian enhancement. The riparian area is the land adjacent to a river, stream, drainageway or wetland. Riparian areas in the Central City include a mix of habitat types: floodplain, sparsely vegetated, grassland, shrubland (includes blackberries) and woodland. The estimated costs in the Tetra Tech memo considered all habitat within the riparian area together, which results in a wide range of costs. For example, in some cases bioengineering or grading to create terraces or planting wells would be necessary and some case not.

The total costs for enhancement actions within the riparian area for the three Portland Harbor sites researched in the Tetra Tech memo was $10 to $97 per square foot; an average of $45 per square foot.

5.5 Table 2: Riparian Enhancement Cost Estimates (Tetra Tech, 2010)

Line Item	**Average Unit Costs**
Site Preparation	$380,000 - $2.1M
Erosion Control	$3.50 / square foot
Structure Removal	$200 / ton
Grading	$35 / ton
Revegetation	$22,000 / acre
Markups	$4.6M - $16M

Long-term maintenance is also a requirement for any enhancement action to be successful. As part of the West Hayden Island project, the City of Portland Bureau of Environmental Services estimated the long-term maintenance costs for a riparian forest. The cost was based on their experience with multiple enhancement and restoration actions throughout Portland. Again, there is a mix of habitat types in the Central City, not just forest; however, this estimate provides a conservative ball-park estimate. The estimate is $230/acre; however, the first 5 years will cost more and the out years will cost less. Maintenance is calculated for 100 years, discounted every year, and then reported in 2012 dollars.

Note, all of these estimates are per unit, such a square footage or ton. It is not possible to do a direct calculation without knowing how large each enhancement site is. Therefore, the purposes of coming up with an estimate, it is assumed that the width of any given enhancement area in the Central City is 50 feet. There are wider enhancement areas, such as the Hawthorne Bowl, and narrow enhancement areas, such as portions of the East bank Esplanade.

Using these numbers and assumptions, the range of costs to achieve the riverbank enhancement targets are:

City or Portland Ownership	Total = 144,500 sq ft	Initial Cost = $1.4M – 14M	Maintenance = $1M
Other Public Ownership	Total = 187,000 sq ft	Initial Cost = $1.9M - $18M	Maintenance = $1.1M
Private Redevelopment	Total = 207,500 sq ft	Initial Cost = $2.1M - $20M	Maintenance = $1.4M
City/Private Partnerships	Total = 90,000 sq ft	Initial Cost = $1M - $8.7M	Maintenance = $0.5M

CITY OF PORTLAND
ENVIRONMENTAL SERVICES
1120 SW Fifth Avenue, Room 1000, Portland, Oregon 97204 ▪ Nick Fish, Commissioner ▪ Michael Jordan, Director

MEMORANDUM

Date: June 17, 2015

To: BPS Central City 2035 Planning Team

From: Matt Burlin

CC: Jane Bacchieri, Paul Ketcham, Kaitlin Lovell, Dawn Uchiyama

Subject: Setting Ecoroof Targets for the Central City 2035 Plan

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As part of the Central City 2035 plan, targets related to many topics (e.g., jobs, parking, tree canopy) are being proposed. City Council will adopt these targets by resolution, and the targets will serve to help the city know if the plan is being achieved as envisioned. The targets are non-binding. However, measuring how we are doing after 5, 10 or 15 years of plan implementation will help the city adjust its course.

1. Background

Ecoroofs replace conventional roofing with a vegetated roof system that slows and retains stormwater runoff. An ecoroof consists of a layer of vegetation and growing medium on top of a synthetic, waterproof membrane. In addition to decreasing stormwater runoff, ecoroofs can insulate buildings and save energy, reduce air pollution, absorb carbon dioxide, cool urban temperatures. Ecoroofs also increase habitat for birds and pollinators and can provide much needed greenspace for people in highly urbanized areas of Portland.

In 2008, as part of the Grey to Green Initiative, Environmental Services (BES) administered a direct financial incentive to increase ecoroof implementation on non-City property. In five years, the program supported the construction of 135 ecoroofs totaling 8.37 acres. The $1.9M of incentive funding leveraged an addition $6M in private investment[1]. These construction projects created jobs and helped build capacity in the green roof industry despite slowing development trends due to the economic recession.

The ecoroof incentive is now closed; however, ecoroofs remain a tool in the stormwater management toolbox. With 12,500 acres of roof area in Portland, ecoroofs are an important tool to address stormwater system capacity issues as well as other common urban challenges associated with expansive impervious area, dense development and watershed health such as energy use, carbon dioxide, and urban heat island mitigation.

[1] Cost Analysis for the Portland Ecoroof Incentive. December 2014. http://www.portlandoregon.gov/bes/article/522382

2. Planning Context for Ecoroof Targets

Ecoroofs are a key component of green infrastructure and are referenced in several city planning documents (listed in Appendix A). As part of the CC2035, many watershed and green infrastructure elements have been converted to actions with short term and long term targets. Examples include tree canopy expansion and linear feet of riverbank enhancement.

The Stormwater Management Manual and that ecoroofs are one mechanism that can be used to meet the requirements of the manual. Within the Central City, where lot-line to lot-line development is allowed, there is often not room on a site for stormwater management and ecoroofs become the only viable options. While the focus and establishment of an ecoroof target has been driven by stormwater system needs, the outcome will help other city bureaus focused on those additional benefits of green infrastructure including the Climate Action Plan.

3. Baseline Conditions for Targets

An analysis of ecoroof potential in the Central City 2035 Plan will be limited to the opportunity for retrofits (existing building inventory) and new construction (potential for development or redevelopment).

Existing roof coverage was calculated using building data[2] via the City of Portland GIS HUB. Using these data, the total roof area for the Central City is 2,383 acres, which is % of the whole area (minus the Willamette River). Ecoroofs on existing buildings will likely have more structural and cost limitations, though a complete structural analysis is necessary to indicate potential on the site scale. This analysis assumes that all existing buildings have the potential for an ecoroof, and that site conditions will be assessed in a later exercise.

As of May 2015, there are 93 ecoroofs in the Central City totaling 13.9 acres, or roughly 0.6% of the Central City roof area.

4. Methodology

The Ecoroof Prioritization Strategy (EPS) is an existing tool, developed by BES staff, that provides a framework for selecting optimal ecoroof locations across the City of Portland. The EPS can be used to guide program outreach, policy and code development, and inform watershed and citywide planning efforts. The purpose of EPS is to develop a strategic approach to identify areas where ecoroof applications would provide the greatest benefit to Portland's storm and sewer infrastructure, watershed health, and community livability.

4.1 Process

The EPS process develops and assigns a composite value of total potential ecoroof benefit for every building and underutilized lot in the city, allowing a comparative analysis across the city, watershed, or neighborhood. For the purpose of this analysis, the process was modified to prescribe an ecoroof target in the Central City:

a. **Collect data layers that convey storm, sewer, watershed, and community livability needs.** Collect all the GIS data sets available that quantify each of the multiple benefits

[2] Metadata: http://www.portlandmaps.com/metadata/index.cfm?action=DisplayLayer&header=no&DatasetName=building_footprints_pdx

provided by ecoroofs. It's unlikely all relevant data sets exist, so this step will be continuous as more or better data is made available.

b. **Document relevance of ecoroof benefits addressing those needs.** Data sets vary in their relevance and applicability to ecoroof benefits, so the EPS documents the data source and all assumptions made for each driver.
c. **Apply value to benefits provided through ecoroof application for each driver.** The EPS applies a qualitative numeric value for each benefit provided.
d. **Calculate total potential for ecoroof application meeting all drivers for all parts of the city.** With each data set given a numeric value, they are compiled to show total benefit from all data sets for all parts of the city.
e. **Identify areas where ecoroof application would have the greatest value.** Once the data sets are compiled into a composite score, identify hot spots across the city and flag buildings and underutilized lots in those areas. The result is a comprehensive inventory of buildings city-wide that provide the greatest ecoroof potential.

4.2 Supporting Data

Ecoroof value was assessed by combining qualitative values from available data sets including combined sewer capacity risk, water quality, habitat connectivity, environmental protection zones, and urban heat island. For the purpose of this analysis, sewer and storm system needs were given a higher weight than other drivers to ensure that ecoroof targets meet stormwater and sewer system capacity goals, with value added for additional the benefits identified through the analysis. More information on supporting data can be found in Appendix B.

4.3 Identifying Target Inventory

a. **Identify existing buildings that are high targets.** The next step was to apply composite scores to all Central City buildings. The analysis identified 2,763 buildings totaling 2,383 acres (mean building size 37,509 ft^2).

b. **Identify lots that are high targets and likely to be redeveloped**. The Development Capacity GIS Model[3] is a tool developed by the Bureau of Planning and Sustainability to inform the development of the Portland Plan. Using the model, it is possible to identify underutilized lots across the city that are likely to be developed or redeveloped and may be opportunities for ecoroofs. For all underutilized lots (excluding single-family residential), a composite score was calculated using the same analysis in the previous section. Within the Central City the analysis identified 1,359 lots likely to be developed totaling 408 acres (mean lot size 13,079 ft^2).

c. **Preform sensitivity Analysis.** The EPS assigns priority to high value buildings and redevelopment opportunities. Using a sensitivity analysis of the highest priorities allows us to set the target at a realistic level.

[3] City of Portland Development Capacity Analysis. City of Portland Bureau of Planning and Sustainability. May 2010.

Priority Targets	Ex.Building Acres	Redevelopment Acres	Total Acres
Highest 1% priority	23.8	4.1	27.9
Highest 5%	119.1	20.4	139.5
Highest 10%	238.3	40.8	279.1
Highest 15%	357.4	61.2	418.6
Highest 25%	595.7	102.0	697.7

4.4 Additional Considerations

Developing a 2035 target should consider several factors:

- Annual ecoroof implementation to date: Since, 2004, the City of Portland has seen 19 acres of ecoroofs installed, or 1.9 acres per year. Annual implementation has increased. In the last five years, average annual ecoroof implementation was over 2.3 acres. In that same timeframe the ecoroof incentive supported an average of 1.7 acres per year.
- The recession had a huge impact on development, which affected the available opportunities for ecoroof construction. As development trends improve, we can expect opportunities to increase.
- While it's unclear if other American cities have comparable targets, a survey of green roof programs in cities like Portland may allow comparison. Green Roofs for Healthy Cities, an international trade association, summarizes annual ecoroof implementation for their North American constituents. In 2013, GRHC reported 10% growth in the green roof industry, and have reported double-digit growth every year for the last decade.[4]
- Technological advancements that expand the applicability of ecoroofs is expected. The industry is already responding to structural and economic limits to implementation. Thinner, lighter-weight, lower-cost, minimal-irrigation designs are making ecoroofs more possible on more types of buildings, and this trend is likely to continue.
- The uncertainties of climate change will mean that resources to combat warmer and wetter seasons will be more limited. Roof space may become a more important asset in managing our storm and sewer systems.
- Ecoroofs may be more applicable in areas of the Central City that expect redevelopment or present constraints for ground-level stormwater management. Further analysis of Central City quads will permit the assignment of ecoroof targets on that scale.

5. Recommended Ecoroof Targets

Evaluating existing conditions, the above considerations, and analysis through the Ecoroof Prioritization Model, the recommended overall ecoroof target for the Central City is 15% of total area or approximately 18% of existing or redeveloped roof area by 2035. This target equates to 408 acres of green roofs by 2035. Variations in district character may result in the concentration of green roof areas in certain districts. Next steps will include a finer analysis and an assessment of opportunity for and limits to implementation.

[4] 2013 Annual Green Roof Industry Survey. Green Roofs for Healthy Cities. April 2014
http://www.greenroofs.org/resources/GreenRoofIndustrySurveyReport2013.pdf

Ecoroof costs vary considerably depending on design, a building's structural capacity (for retrofits), and site conditions. As part of the Ecoroof Incentive Program (2008-2013)[5] BES conducted a cost analysis of 109 incentive projects to identify relationships to installation type, land use, size of roof, and other characteristics. The analysis found that the average cost for ecoroof construction was $10.34 per square foot. Incentive funding contributed $1.9 million and leveraged an additional $6 million for total construction costs of around $8 million from 2008 to 2015.

Total construction costs to meet 15% coverage target by 2035 would be approximately $178 million, or $8.9 million per year. This cost would be bore by private development during the construction of new buildings or reroofing of existing buildings in the Central City. However, research shows that through energy savings, improved roof durability, reduced stormwater fees, and several other benefits, the costs would be paid off in just over 6 years[6]. A more robust economic analysis is recommended to determine the true potential for ecoroofs in the Central City and the appropriate tools needed to reach 2035 targets.

[5] http://www.portlandoregon.gov/bes/article/522380

[6] The Benefits and Challenges of Green Roofs on Public and Commercial Buildings: A Report of the United States General Services Administration. May 2011 http://www.gsa.gov/portal/mediaId/158783/fileName/The_Benefits_and_Challenges_of_Green_Roofs_on_Public_and_Commercial_Buildings.action

Ecoroof Target
APPENDIX A: Supporting City Planning Documents

Portland Watershed Management Plan
The Portland Watershed Management Plan (PWMP) uses comprehensive approach to meet state and federal regulations for water quality and endangered species protection. Ecoroofs help to implement the stormwater management strategy of the PWMP.

Portland Plan
The Portland Plan, adopted in 2012, includes…

H-3 Continue to manage and invest in quality basic public services. These services include public safety, emergency services, transportation and transit, drinking water, sewer, stormwater and green infrastructure, parks and natural areas and civic buildings.

H-24 Develop the network of habitat connections, neighborhood greenways and plan for civic corridors as a spine of Portland's civic, transportation and green infrastructure systems. Enhance safety, livability and watershed health and catalyze private investment and support livability.

P-10 Continue to promote innovation in public projects related to transportation and environmental services, including the following: (1) green infrastructure approaches as part of cleaning up the Willamette River, (2) an innovative active transportation system transit, walking, use of mobility devices, biking, car and bike sharing, etc., and (3) urban parks and natural areas. These will enhance the livability of the city and give Portland a competitive advantage in retaining and attracting an educated, productive workforce.

Climate Action Plan

Central City 2035
The following Central City goals, policies and actions pertain to ecoroofs. There are specific district actions in some cases; however, the overall intention is that increasing ecoroof coverage occurs throughout the Central City.

Willamette River

Policy 45. Water Quality. Improve the quality of stormwater runoff from the street using stormwater management tools such as bioswales and street trees. Increase the use of ecoroofs, green walls and rain gardens with redevelopment.

Action WR3: Improve water quality in the Willamette River by integrating green infrastructure and urban design.

Urban Design

Policy 48. Signature open spaces. Advance the Central City's iconic interconnected system of parks, trails, and natural areas by offering a wide range of social, recreational, contemplative and respite functions to serve an increasingly diverse population of residents, workers and visitors.

Action UD1: Develop incentives to encourage publicly accessible, private plazas, ecoroofs and pocket parks as new development occurs.

Health and the Environment

Goal R: Advance the Central City as a living laboratory that demonstrates how the design and function of a dense urban center can provide equitable benefits to human health, the natural environment and the local economy.

Policy 56. Green infrastructure. Expand the use of green infrastructure, such as trees, vegetation, swales and ecoroofs, as a component of the Central City's overall infrastructure system.

Policy 59. Green Infrastructure. Increase the use of ecoroofs, vertical gardens, sustainable site development, landscaped setbacks and courtyards, living walls and other vegetated facilities to manage stormwater, improve the pedestrian environment, reduce the heat island effect, improve air and water quality and create habitat for birds and pollinators on new buildings.

Policy 61. Upland Habitat Connections. Create an upland wildlife habitat corridor using street trees, native vegetation in landscaping, public open spaces and ecoroofs that provides a connection for avian and pollinator species between the West Hills and Willamette River.

Ecoroof Target
APPENDIX B: Supporting Data

A. Storm and Sewer Infrastructure

Ecoroofs help to retain and slow stormwater runoff from roofs and thus can assist in reducing the timing and volume of stormwater managed by the storm and sewer pipe system.

1. Present Worth of Capacity Deficiency Risk - These data, shown in Figure 4-10 of the March 2012 City of Portland System Plan[7], show the geographic distribution of capacity deficiency risk within the BES service area (combined and sanitary sewer basins) in terms of 100 year present worth value. This capacity deficiency risk includes basement sewer back up risk and the risk of future CSOs.
2. Municipal Separate Storm Sewer System (MS4) Drainage sub-basins - MS4 sub-basins will generate runoff that drains into waterways. Ecoroofs on these buildings will reduce the volume of stormwater runoff from roofs, and the remaining volume will be cooler and potentially cleaner when it leaves the roof.

B. Watershed Health

Ecoroofs are part of the Stormwater Management Strategy in the Portland Watershed Management Plan to improve hydrologic function and watershed health[8]. The impervious area reduction from ecoroof installations can reduce stormwater runoff volume and reduce impacts to ecologically sensitive areas and those prone to landslide risk.

1. Habitat Connectivity - The 2011 Terrestrial Ecology Enhancement Strategy[9] (TEES) identifies ecoroofs as a tool to address barriers to or gaps in habitat connectivity. Ecoroofs provide habitat for insects and birds, and help connect habitat corridors and fill gaps. For the purpose of this analysis, all buildings within 50 feet of habitat corridors, gaps, or anchors will be valued as providing habitat benefit.
2. Environmental Zones[10] - Environmental zones protect resources and functional values that have been identified by the City as providing benefits to the public. For properties developing in an e-zone, minimal site enhancements include the removal of impervious surface and installation of native plants. For the purpose of this analysis, all surveyed buildings within 100 feet of designated environmental zones will be valued positively based on the reduction and removal of roof runoff.

C. Community Livability

Ecoroofs provide an additional suite of benefits to community livability and health, including air quality, cooling, and aesthetics. Data are limited for these drivers.

1. Urban Heat Island - Through evapotranspiration and shading of the roof membrane, ecoroofs reduce heat transfer between buildings and the atmosphere, which helps to

[7] City of Portland System Plan: Combined and Sanitary Sewer Elements: Executive Report. March 2012
[8] Actions for Watershed Health: 2005 Portland Watershed Management Plan. City of Portland Environmental Services, 2005
[9] Terrestrial Ecology Enhancement Strategy. City of Portland, Oregon. June, 2011. http://www.portlandoregon.gov/bes/article/354986
[10] Overlay Zones, BPS website. http://www.portlandoregon.gov/bps/article/64465

reduce the temperature in urban centers, particularly in dense urban areas with high impervious area and low vegetation. GIS data modeled and provided by Portland State University show that the warmest areas of Portland's heat islands are in the Central City, industrial areas, and along major arterials, and are more than 2°C warmer. For the purpose of this analysis, all surveyed buildings within these areas will be valued positively for reducing roof contribution to temperature increases.

6A. Central City 2035 Discussion Draft – Tree Canopy Scenarios and Targets

Executive Summary

Introduction

The Discussion Draft Central City 2035 plan presents draft tree canopy targets for public review and comment. The proposal includes targets for each Central City district and quadrant.

The draft tree canopy targets were informed through the development of two future tree canopy scenarios for the Central City. The scenarios were developed by the Bureau of Planning and Sustainability, in collaboration with staff from the Bureau of Environmental Services, Portland Parks and Recreation/Urban Forestry, and the Portland Bureau of Transportation.

- The ***Baseline Future Tree Canopy Scenario (Baseline Scenario)*** calculated the tree canopy impact of anticipated future development and investments based on current policies, regulations, and programs.

- The ***Central City 2035 Future Tree Canopy Scenario (Central City 2035 Scenario)*** estimates the impact of new policies, regulations, and investments proposed in the draft plan, or expected through implementation of the plan. Assumptions were developed to estimate the tree canopy impacts associated with:
    - Optional front building setbacks on certain streets (aka required building lines)
    - Expanded river setback and required plantings.
    - New Central City Master Plan concept.
    - Investments in riverbank enhancement.
    - Investments in street tree planting for the Green Loop and Central City-wide.
    - Several planned new parks.

The scenarios are intended to:

a. Estimate how tree canopy will change given different policies, regulations, investments, and anticipated future development. Separate estimates were produced for trees in public rights-of-way, tax lots and parks.
b. Use GIS modeling to "reality check" the preliminary tree canopy targets in the quadrant plans.
c. Compare Central City 2035 plan and current policies and practices in terms of tree canopy.
d. Respond to anticipated stakeholder questions and concerns.
e. Inform other future projects and program decisions.

Meeting the tree canopy targets

The tree canopy targets proposed in the Discussion Draft Central City 2035 Plan are based on the results of the *Central City 2035 Plan Future Tree Canopy Scenario.* Staff believes that these targets are both aspirational and achievable. Meeting the targets will require effective implementation of the new policies, regulations, and

additional investments assumed for that scenario. The targets are lower than the preliminary targets developed for the quadrant plans because the analysis shows that the previous targets are not achievable.

It should be noted that the draft tree canopy targets are based on estimates of canopy associated with mature trees. In reality, even if all of the policies, regulations, and investments assumed for the Central City 2035 Scenario are successfully implemented by 2035, many existing trees and trees that are planted between now and 2035 will not reach maturity until after 2035. Therefore, the tree canopy targets will not be met until after 2035. The sooner the policies, regulations, and investments are implemented, the more tree canopy will accrue by 2035.

The draft tree canopy targets will be further refined to reflect additional analysis, including incorporation of more recent tree canopy data (LiDAR 2014), additional restrictions on planting trees in narrow planting strips, and analysis of potential tree canopy associated with building design (e.g., podium buildings) or ecoroofs.

Scenario Results and Recommendations

The analysis indicates that many more acres of tree canopy in the Central City can and will be generated between now and 2035. Still, given the size of the Central City, projected canopy increases translate to a modest increase in the percentage of tree canopy percentage over the area.

The analysis highlights key challenges associated with increasing Central City tree canopy, including:

- Extensive existing development in the Central City.
- Proposed zoning that continues to allow 100 percent lot coverage in much of the Central City to support housing, employment, public transit, and a quality pedestrian environment.
- Existing exemptions from Title 11 Tree Preservation and Tree Density standards in certain zones.
- Constraints on planting street trees, including physical barriers, funding limitations, and property owner resistance to planting street trees.

The *Baseline Scenario* estimates that Central City tree canopy will increase by 44 to 67 acres, or from roughly 7 percent to 9 – 10 percent under current policies, regulations and investment levels. Projected increases are associated primarily with assumed tree canopy growth in the Pearl and South Waterfront districts where existing trees have been planted relatively recently. Other canopy gains are associated with investments in street tree planting and new parks. Variability in canopy among the Central City districts is projected to continue under the *Baseline Scenario*, in large part due to existing variability. Canopy area is projected to increase in most districts. In a few districts, canopy area is projected to decrease somewhat due to expected future development. The loss of canopy on developing tax lots would be partially offset by planting new street trees adjacent to development sites.

The *Central City 2035 Plan Scenario* projects an increase of 80 to 116 acres on average across the Central City relative to existing canopy. This would increase total Central City tree canopy from the existing 7.3 percent, to 10.5 to 11.9 percent. The scenario also indicates that:

- Variability in tree canopy between districts is expected to continue. The percent of canopy in districts with the lowest current canopy levels, specifically Lower Albina and Central Eastside, is projected to increase by about one-third to nearly double, respectively. Tree canopy in districts with the highest current percentage of tree canopy, Goose Hollow and South Downtown/University, is projected to stay

relatively stable over time. In the Pearl and South Waterfront Districts, tree canopy is projected to increase dramatically, largely based on estimated growth of existing trees. In other districts, increases in canopy vary, ranging from about 20 percent to about 70 percent.

- The Central City 2035 Scenario estimates that future tree canopy will be within the 10 – 15 percent Central City canopy target contained in the Portland Plan. This scenario would not meet the 15 percent Urban Forestry Management Plan (UFMP) canopy target for commercial and industrial areas, however the UFMP notes that in some areas "such as downtown commercial areas…it may not be possible to attain this level of coverage…"

- To achieve the targets tools are needed to ensure that: 1) strategic preservation and planting of trees when development occurs, and 2) there is adequate space and subsurface soil volume to plant and establish trees. In addition, substantial investment is needed to fund proactive street tree planting, streetscape improvements (e.g., Green Loop), proposed riverbank enhancements, and new parks.

Staff considered other options that are described in Appendix, but are not included in the proposed target package. These options include requiring building setbacks, applying Title 11 Tree Preservation and/or Tree Density standards in all zones (i.e., remove zone-based exemptions), investing more in street tree planting and maintenance, adding more parks or park-like open spaces, and considering additional options to improve tree canopy in rights-of-way. These options are intended to be illustrative, or to inform future projects and programs that are outside of the Central City 2035 plan (e.g., tree code updates).

The future tree canopy results and proposed Central City 2035 tree canopy targets are presented below.

Central City Tree Canopy Scenario Results and Draft Tree Canopy Targets

CC District		District Area[1] (acres)	Existing tree canopy	Baseline Future Tree Canopy Scenario[2] LOW	Baseline Future Tree Canopy Scenario[2] HIGH	CC2035 Plan Future Tree Canopy Scenario and Draft Tree Canopy Targets[3] LOW	CC2035 Plan Future Tree Canopy Scenario and Draft Tree Canopy Targets[3] HIGH
SE QUAD							
Central Eastside	acres	706	20.3	24.7	27.8	36.7	43.5
	%		*2.9%*	*3.5%*	*3.9%*	*5.2%*	*6.2%*
SE Quad Total	**acres**	**706**	**20.3**	**24.7**	**27.8**	**36.7**	**43.5**
	%		***2.9%***	***3.5%***	***3.9%***	***5.2%***	***6.2%***
N/NE QUAD							
Lloyd District	acres	385	28.9	27.4	29.3	33.5	37.0
	%		*7.5%*	*7.1%*	*7.6%*	*8.7%*	*9.6%*
Lower Albina	acres	138	5.2	6.1	6.1	6.7	6.8
	%		*3.8%*	*4.4%*	*4.5%*	*4.9%*	*5.0%*
N/NE Quad Total	**acres**	**523**	**34.1**	**33.5**	**35.5**	**40.2**	**43.8**
	%		***6.5%***	***6.4%***	***6.8%***	***7.7%***	***8.4%***
WEST QUAD							
Downtown	acres	222	28.0	29.4	31.2	31.6	33.6
	%		*12.6%*	*13.2%*	*14.0%*	*14.2%*	*15.1%*
Goose Hollow	acres	175	23.1	20.4	22.1	21.6	23.8
	%		*13.3%*	*11.7%*	*12.7%*	*12.4%*	*13.6%*
Old Town/Chinatown	acres	130	8.8	9.4	10.3	10.3	11.3
	%		*6.7%*	*7.2%*	*7.9%*	*7.9%*	*8.7%*
Pearl District	acres	277	9.4	47.3	50.8	50.3	56.0
	%		*3.4%*	*17.1%*	*18.4%*	*18.2%*	*20.2%*
South Downtown/University	acres	218	43.3	37.6	42.2	38.1	43.2
	%		*19.9%*	*17.2%*	*19.3%*	*17.5%*	*19.8%*
South Waterfront	acres	177	10.2	16.0	20.7	23.8	33.2
	%		*5.8%*	*9.1%*	*11.7%*	*13.5%*	*18.8%*
West End	acres	95	6.7	9.8	10.8	11.2	12.2
	%		*7.0%*	*10.3%*	*11.4%*	*11.8%*	*12.8%*
West Quad Total	**acres**	**1,294**	**129.5**	**169.9**	**188.1**	**187.0**	**213.2**
	%		***10.0%***	***13.1%***	***14.5%***	***14.5%***	***16.5%***
Central City Total	**acres**	***2,523***	**183.9**	**228.1**	**251.3**	**263.8**	**300.5**
	%		***7.3%***	***9.0%***	***10.0%***	***10.5%***	***11.9%***

1 Does not include water.

2 Includes existing tree canopy.

3 Includes existing and baseline tree canopy.

6B. Central City Tree Canopy Scenarios and Targets Report

Table of Contents

I. Introduction

A. Overview

B. Tree Canopy Benefits, Plans, and Policies
   1. Central City-wide policies
   2. Central City District-specific policies

II. Analysis

A. General Approach, Key Assumptions, and Scenario Concepts

B. Methodology and Results
   1. Baseline Future Tree Canopy Scenario
      a. Existing tree canopy
      b. Baseline right-of-way Tree Canopy
      c. Baseline Tax lot tree canopy
      d. Result
   2. Central City Future Tree Canopy Scenario and Tree Canopy Targets
      a. Optional Front Building Setbacks for New Development
      b. Streetscape Improvements for the Green Loop
      c. Expanded Willamette River Setback
      d. Riverbank Enhancements
      e. Planned Central City Parks and Public Spaces
      f. Investment in Street Tree Planting
      g. Central City Master Plans
      h. Results and Draft Tree Canopy Targets
      i. Next steps

III. Conclusions and Recommendations

Appendix A – Alternative Options

I. Introduction

A. Overview

As part of the Central City 2035 plan, targets related to several topics (e.g., jobs, parking, and tree canopy) are proposed. Staff anticipates that the City Council will adopt these targets by resolution, and the targets will serve to help the city know if the plan is being achieved as envisioned.

The targets are expected to be non-binding. However, they will allow the city to track progress after 5, 10 or 15 years of plan implementation, which will help the city adjust its course where needed. For example, the city could choose to fund additional street tree plantings or revisit specific policies or practices in areas not meeting the targets.

This report presents the general approach used to generate future tree canopy scenarios and proposed tree canopy targets for this Discussion Draft. The canopy targets will be refined for the Proposed Draft based on incorporation of new LiDAR tree canopy data, and several other analysis tasks, as outlined in this report.

Several additional options were evaluated for illustrative purposes, or to inform projects outside of the Central City 2035 plan, including future tree code updates. These options are described in Appendix A.

B. Tree Canopy Benefits, Plans, and Policies

Tree canopy provides numerous environmental, aesthetic, public health, and economic benefits. Trees help clean and cool the air and water, contribute to the quality of neighborhoods, business districts, and pedestrian environments, and provide important habitat in the city. In *Portland's Urban Forest Canopy,* (Portland Parks and Recreation, 2007) the annual benefits of Portland's public trees are estimated, including air cleaning and carbon sequestration ($1 million), stormwater processing ($11 million), increased property resale values ($13 million), and reduced energy costs ($750,000), for an estimated total annual benefit of over $27 million. Per tree values differ based on species, size, and age of the tree, with larger trees providing more benefits. On average, one public tree in Portland will return $3.81 in environmental and aesthetic benefits for every dollar invested. Portland's public trees, including street trees and park trees, are estimated to have a replacement value of over $2.3 billion, with the replacement value of private trees estimated to be $2.6 billion.

Tree canopy targets for Portland were first established in the 2004 Urban Forestry Management Plan (UFMP). The UFMP set a 15 percent tree canopy coverage target for commercial/industrial/institutional areas. The UFMP states, "There are some areas — such as downtown commercial areas — where it may not be possible to attain this level of coverage. Other areas may be able to achieve a much higher canopy cover." The UFMP establishes a 35 percent canopy target for rights-of-way, a 35-40 percent canopy target for residential areas, and a 30 percent canopy target for parks. The UFMP does not include a citywide canopy target; however, when the targets for different development types are aggregated and applied across the entire area of the city, the average is 33 percent.

The Portland Plan, adopted in 2012, calls for tree canopy to cover at least one-third of the city, on average, by 2035. The Portland Plan also includes measures of success, including a Central City tree canopy target of 10 – 15 percent and a minimum of 20 – 25 percent tree canopy in all residential neighborhoods. The Central City canopy target reflects the fact that the Central City is highly urbanized, with development that is commonly lot line to lot line. This is in contrast with residential or less intensive non-residential areas where there is often more room for trees in yards and landscaped areas.

The City's Climate Change Preparation Strategy, adopted by the City Council in 2015, also features tree preservation and planting as a tool to help meet key objectives and strategies such as decreasing the urban heat island effect and increasing the resilience of the built environment to increased winter rainfall. Actions defined in the strategy include implementing the UFMP, using trees and other green infrastructure to reduce impervious area, and maintaining tree canopy in parks.



Left: SE 2nd Avenue in the Central Eastside Industrial District. Right: Tree canopy along SW Oak Street on the border of the Downtown and Old Town/Chinatown districts.

The following draft Central City 2035 policies establish the explicit intention to increase and improve the quality of tree canopy, or call for places and amenities that are anticipated to include tree canopy. Most of these policies were included in the Central City Concept Plan, N/NE Quadrant Plan, West Quadrant Plan, and/or SE Quadrant Plan. Some have been revised since, or are presented in the Discussion Draft for the first time. Note: This is not an exhaustive list of all relevant policies in the Discussion Draft.

1. Central City-wide policies

Policy 3.6 Streetscape. Improve the street environment and pedestrian experience by providing urban greenery and community uses of the right-of-way and by integrating high-density uses.

Policy 5.5 Large site development. Encourage development of large sites that includes new compatible uses, sustainability and equity considerations, scenic resource preservation, pedestrian connections throughout the site, strong street presence, and new open space amenities.

Policy 5.7 Public realm. Enhance the character and function of the public realm through design standards, guidelines, amenities and land uses that activate the pedestrian environment and encourage community gathering.

Policy 5.11 "Green Loop" concept. Create a "Green Loop" within Central City that connects east and west side neighborhoods to open spaces and the Willamette River, with high quality bicycle accommodations and innovative park-like pedestrian environments and wildlife habitat connections….

Policy 5.14 Signature open spaces. Advance and expand the Central City's iconic, interconnected system of parks, trails, and natural areas by offering a wide range of social, recreational, contemplative, respite and ecological functions to serve an increasingly diverse population of residents and visitors.

Policy 5.15 Open space network. Beyond signature open spaces, acquire new parks and open spaces and expand opportunities in existing parks and open spaces to meet the needs of Central City residents, workers and visitors for both passive and active recreation, especially in areas zoned for high density and mixed use development. Enhance the network by improving connections among parks, open spaces and the riverfront.

Policy 6.2.b Climate change resilience - Heat island. Reduce the adverse impacts of urban heat islands on public health, especially those affecting more vulnerable communities.

Policy 6.2.c Climate change resilience - Wildlife movement. Protect and improve the quality, diversity, and accessibility of terrestrial and aquatic wildlife movement corridors.

Policy 6.3 Multiple functions. Encourage green infrastructure, parks, open space, and recreation opportunities in the Central City that serve multiple functions to improve stormwater management, reduce heat island effects, create pockets of refuge and habitat, and provide places of respite and recreation for employees, residents and visitors.

Policy 6.4 Green Infrastructure. Increase the use of trees, ecoroofs, vertical gardens, sustainable site development, landscaped setbacks and courtyards, living walls and other vegetated facilities to manage stormwater, improve the pedestrian environment, reduce the heat island effects, improve air and water quality and create habitat for birds and pollinators.

Policy 6.6 Upland habitat connections. Create an upland wildlife habitat corridor using trees, native vegetation in landscaping, public open spaces and ecoroofs that provide a connection for avian and pollinator species between the West Hills and Willamette River.

***Policy 6.7 Strategic tree canopy enhancement.** Plant and preserve trees on tax lots, in parks and public spaces, and along rights-of-way, throughout the Central City to meet urban forestry and other Central City goals and guiding principles including resiliency, human and environmental health, livability, equity, and active transportation.

a. **Tree Priorities**. Encourage planting and preservation of large, healthy non-nuisance trees, native trees, and climate change-resilient trees.

b. **Tree diversity**. Improve tree species and age diversity throughout the Central City.

***Policy 6.8 Effective tree planting.** Optimize tree planting opportunities and conditions throughout the Central City.

a. **Tree size**. Require that trees planted along rights-of-way are as large as is appropriate for the planting space.

b. **Soil volume**. Require minimum subsurface soil volumes to accommodate larger and healthier trees. In areas with limited planting space, this could be accomplished through the installation of modular suspended pavement systems or structural soils, which increase available soil volume and allow the planting of larger trees without increasing planting strip size.

c. **Tree accommodation**. Encourage wider sidewalk corridor furnishing zones and other right-of-way design elements (e.g., medians, bulb-outs) to facilitate planting and accommodation of larger canopy tree species.

d. **Innovative design**. Encourage innovative building and site design that incorporates trees.

***Policy 6.10 City investment in street trees.** Invest in street trees as a valuable public infrastructure asset.

a. **Multiple benefits**. Plant and establish street trees to provide multiple benefits, including stormwater management, quality pedestrian environment, reduction in urban heat island, and wildlife habitat.

b. **Maintenance**. Support and invest in innovative approaches, including public/private partnerships, to ensure adequate long-term maintenance of street trees to address tree-related concerns such as sidewalk repair.

2. Central City District-specific policies

Policy 4.DT-1b Governor Tom McCall Waterfront Park – Water quality and watershed health. Maintain and enhance in-water and riparian habitat at Hawthorne Bowl, incorporate native vegetation and large canopy trees into landscaping within Governor Tom McCall Waterfront Park…

Policy 4.SW-2 Water quality and watershed health. Maintain and enhance in–water habitat incorporate low impact design in new/replaced docks, support innovative stormwater management opportunities and replace invasive, non-native plants with native plants and trees on the river bank.

Policy 5.GH-2 Natural features. Support and enhance existing natural features resulting from the subdistrict's proximity to the West Hills, such as the varied topography, trees, and vegetation.

Policy 5.PL-4 Open space network. Require the development of publicly accessible open space at the Centennial Mills and US Postal Service sites as part of redevelopment to provide linkages to street tree canopy and other open spaces.

Policy 5.LD-5 Open space network. Develop a signature sequence of open spaces, linked through a pedestrian wayfinding system that serves the Central Lloyd area…

Policy 6.CE-1 Freight-compatible green infrastructure. Plan for the development of green infrastructure, in the public right-of-way and on private property, taking into account freight street hierarchy by prioritizing city walkways and bikeways and mixed-use corridors for improvements

such as trees and living walls throughout the subdistrict. Support the industrial area's functional relationship to the river.

Policy 6.CE-2 Strategic tree canopy enhancement. Prioritize planting along mixed use corridors with higher employment densities and residential uses. Also, encourage plantings along pedestrian and bike corridors. Select trees and locations that provide adequate clearance for freight movement on streets prioritized for freight mobility.

Community stakeholders have expressed a range of viewpoints relating to trees in the Central City during the quadrant planning efforts. Some stakeholders support ambitious targets that call for significant increases in Central City tree canopy and the benefits it provides, including air cooling, stormwater management, aesthetic beauty, improved pedestrian environment, and habitat for birds and pollinators. Others expressed concern about potential constraints and conflicts between land uses and trees, such as impacts on freight movement and visibility, and obscuring storefronts and signs.

The Portland City Council has endorsed preliminary "potential tree canopy" targets developed in conjunction with the North/Northeast, West, and Southeast quadrant plans. Those preliminary tree canopy targets, along with the proposed targets in this Discussion Draft, reflect 2007 Metro vegetation data for existing tree canopy. However, the tree canopy targets in the quadrant plans were developed using a largely qualitative assessment of potential future tree canopy. A key assumption during quadrant planning was that future tree canopy would come primarily from additional trees in Central City rights-of-way (ROW). Those analyses relied on the 2004 Urban Forestry Management Plan targets, particularly the 35 percent ROW tree canopy target, to derive the preliminary tree canopy targets for the quadrant plans. The quadrant plans also included a draft methodology to guide additional refinements to the canopy targets prior to adoption of the Central City 2035 Plan.

In response to those preliminary targets some stakeholders requested a more rigorous, in-depth analysis to confirm that the targets are appropriate and feasible, and to be clearer about how and where Central City tree canopy would change in the future.

Since adoption of the quadrant plans, the Bureau of Planning and Sustainability (BPS) has worked with Portland Parks and Recreation (PP&R), the Bureau of Environmental Services (BES), and the Portland Bureau of Transportation (PBOT) to develop a more rigorous methodology for producing Central City future tree canopy scenarios. The scenarios estimate how different policy, regulatory, and investment choices would affect tree canopy, including those contained in the draft Central City 2035 plan. The future tree canopy scenarios have informed the development of the draft canopy targets in this plan. The general approach taken to develop the scenarios is described in the next section of this report.

II. Analysis

A. General Approach, Key Assumptions, and Scenario Concepts

As noted above, the Discussion Draft presents future tree canopy scenarios that have been developed to estimate how different policy, regulatory and investment options would affect tree canopy in the Central City. The analysis includes a "Baseline" scenario and "Central City 2035 Plan" scenario. The scenarios are intended to:

- Estimate how tree canopy will change given different policies, regulations, and investments, and anticipated future development. Estimates were produced for trees in public rights-of-way, tax lots and parks.
- Use GIS and a rigorous modeling approach to provide a defensible basis for tree canopy targets, and "reality check" preliminary tree canopy targets produced during quadrant planning.
- Allow a comparison of Central City 2035 plan and current policies and practices in terms of tree canopy.
- Respond to anticipated stakeholder questions and concerns.
- Inform other future projects and program decisions.

Several additional options outside the Central City 2035 Plan were evaluated that are not included in the proposed tree canopy target package. These are intended to be illustrative and/or to inform future projects, such as updates to Title 11, Trees.

Given the diversity of landscape and land uses in the Central City, future tree canopy was estimated by quadrant and for each district within the quadrants. Scenarios reflect the following key data and analysis tools:

- Existing tree canopy data. The 2007 vegetation data used to develop the preliminary tree canopy targets will be replaced with 2014 LiDAR vegetation data. The scenarios in the Discussion Draft will be updated to reflect the new LiDAR for the Proposed Draft of the Central City 2035 plan. This will greatly improve the accuracy of information on existing tree canopy.

- Field survey data relating to tree planting spaces along Central City rights-of-way.

- GIS modeling to estimate changes in tree canopy associated with assumed future:

    - Proactive tree planting projects on Central City rights-of-way.
    - Development and redevelopment. This includes changes in tree canopy on tax lots and along rights-of-way.
    - Proactive riverbank enhancements.

- Tree canopy assumptions for existing and planned parks and public spaces in the Central City.

Although some key assumptions vary between the scenarios, several fundamental assumptions or tenets apply across the scenarios. These are:

- Tree canopy estimates developed for the scenarios represent anticipated canopy when trees reach full maturity. It is assumed that the policies, regulations, and investments included in the scenarios are in effect or take place within the 20-year Central City 2035 Plan timeframe. However, not all existing or future trees will reach maturity within that timeframe. Given the variability and uncertainty associated with when new trees have been or will be planted, which species of trees have been or will be planted, and how long it takes for trees to mature, it is not feasible to estimate how much canopy will actually exist in the Central City in 2035. In addition, tree canopy is affected by tree mortality, due to natural attrition, vandalism, impacts from cars and trucks, etc. For example, if an older, larger ROW or landscape tree dies and is replaced promptly, as required by code, with a younger, smaller tree, there will be a lag time until mature canopy is reached again. Therefore, the results of the future tree canopy scenarios reflect a longer timeframe than the Central City 2035 Plan. That said, the sooner enhanced regulations and investments are implemented, the more canopy will be established by 2035, and sooner the City will reach its long-term mature canopy goals.

- Assumptions underlying the scenarios are applied generally at the Central City district scale, and do not, except in limited instances, apply to individual sites.

- Although each scenario estimates future tree canopy associated with trees planted in rights-of-way, on tax lots, and in parks and open spaces, it is understood that the canopy associated with these trees may cover a mix of these property types. Therefore the results of the scenarios are more robust when aggregated to the district level than for the three individual components.

- It is assumed that trees planted along rights-of-way comprised of the largest tree species that would be allowed given the width of the planting strip. It will be important to ensure that adequate subsurface soil volumes are provided for new streets trees. This topic is addressed later in the document.

- It is recognized that existing and future trees will grow and die and be replaced in a "dynamic equilibrium." Therefore it is assumed that existing tree canopy remains constant except where changes are modeled to reflect impacts on tree canopy as a result of development and redevelopment, investments in street tree planting, or management of public parks.

- It is assumed that development and redevelopment in the Central City through 2035 will take place on vacant and under-utilized sites identified in the Recommended Buildable Lands Inventory (BLI). The BLI was approved by the Planning and Sustainability Commission July 2015, and is currently being considered by the City Council for adoption along with the updated Comprehensive Plan.





Left: Recently planted street trees; Right: More mature street trees.

"Baseline" Future Tree Canopy Scenario

The Baseline Future Tree Canopy Scenario (Baseline Scenario) is intended to reflect future canopy in the Central City if existing policies, regulations, and investment levels were maintained to the year 2035. This scenario will estimate changes in tree canopy associated with:

a. Anticipated Central City development and redevelopment between now and 2035.

   This scenario estimates tree canopy changes on tax lots and rights-of-way associated with development or redevelopment of vacant and underutilized sites identified in the BLI. The analysis reflects current zoning code (Title 33) and tree code (Title 11) allowances and requirements (e.g., building coverage, landscaping, and tree planting/density). The analysis also reflects current streetscape and street tree planting policies (e.g., minimum pedestrian through zone, furnishing zone width, sidewalk dedication requirements, etc.). It should be noted that development can result in both net tree canopy increases and/or decreases.

b. Management of existing City-managed parks. Portland Parks and Recreation (PP&R) has produced preferred canopy ranges for City-managed parks and public spaces in the Central City. The preferred canopy ranges reflect consideration of current and desired park uses, maintenance, and security issues, along with goals for improved tree canopy quantity and quality.

c. Assumed continuation of periodic, basic City street tree planting projects in the Central City, where the City offers to plant trees free of cost based on property owner agreement to accept and maintain the trees.

d. Recently developed/redeveloped areas, specifically the Pearl District and South Waterfront, which contain a large number of recently planted trees. In these areas, the GIS existing tree canopy layer does not represent expected future canopy and additional modeling has been done to project future canopy when street trees reach full maturity.

Central City 2035 Plan Future Tree Canopy Scenario

The tree canopy targets proposed in this draft are based on the *Central City 2035 Plan Future Tree Canopy Scenario* (Central City 2035 Scenario).

This Central City 2035 Scenario incorporates the same basic components as the Baseline Scenario, however assumptions were changed to reflect proposed or otherwise anticipated changes in existing policies, regulations, and investments associated with adoption and implementation of the Central City 2035 Plan.

The Central City 2035 Plan Scenario estimates tree canopy changes associated with:

a. Optional building setbacks (aka "Required Building Lines"). The Discussion Draft code includes provisions allowing building setbacks along primary lot frontages when lots are developed or redeveloped. In zones that currently allow lot-line-to-lot-line development, setbacks would provide more space for street trees to grow larger. And setbacks provide room for additional trees to be planted within the setback itself. Ensuring adequate subsurface soil volume will facilitate planting of larger trees and healthy tree growth over time.

b. Central City Master Plans. The Discussion draft proposes that a master plan be required prior to the development of specified large sites. A master plan approach will promote innovative site designs that are assumed to include a dynamic public realm with parks and open spaces, pedestrian walkways, plazas, private streets, and associated tree canopy.

c. Green Loop concept. The Green Loop is envisioned as a 6-mile signature linear park and active transportation path that will bring new life and energy to the Central City. The Green Loop concept will promote more walking, biking, rolling, jogging and public transit trips, contributing to a smaller city-wide carbon footprint.

d. Expanded river setback. The Discussion draft includes an expanded river setback to improve the quality and functionality of river access and natural resource protection. Planting requirements will be updated and will result in additional tree canopy.

e. Riverbank enhancement. Riverbank enhancement targets were approved through the quadrant planning process. Future enhancements are envisioned as a combination of projects on City and other publicly-owned property, and public/private partnerships to enhance privately-owned property.

f. Planned parks and public spaces. The Central City 2035 planning process has identified a number of parks that are anticipated to be developed during the planning horizon. These parks will provide opportunities for additional tree canopy.

g. Increased City investment in street tree planting. Increased investment, over and above Baseline Scenario levels, is needed to help meet a broad range of Citywide and Central City-specific goals and policies proposed in the Central City 2035 Plan. It is envisioned that the City would invest additional resources to offer trees free of charge to willing property owners on a more frequent basis than assumed for the Baseline scenario. For this scenario it is assumed that property owners would retain responsibility for tree maintenance.

B. Methodology and Results

1. Baseline Future Tree Canopy Scenario - Methodology and Results

The Baseline Central City Future Tree Canopy Scenario (Baseline Scenario) provides a snapshot representing what canopy might look like across the Central City if existing policies, regulations, and levels of investment persist through 2035. The Baseline Scenario reflect existing tree and models anticipated changes in tree canopy in rights-of-way, on tax lots, and in parks/open spaces. It is assumed that anticipated future growth, development, and investment play out in accordance with current policies and regulations (e.g., land use, zoning, sidewalk widths and street dedications) and programmatic practices (public investment in tree planting).

The approaches used to estimate Baseline Scenario future tree canopy cover within rights-of-way (ROW), on tax lots, and in parks and public spaces are described below.

a. Existing Tree Canopy

Existing tree canopy coverage is currently estimated using “High Structure Vegetation Value” from Metro’s 2007 vegetation data layer. Estimates have been created for: 1) Total existing tree canopy, by zone, by Central City district (excludes water, and 2) Existing tree canopy on lots designated as vacant or underutilized in the City of Portland’s Draft Buildable Lands Inventory [BLI]. Estimates of existing Central City tree canopy are presented later in this section. Tree canopy maps are presented below in Figure 1 and 2.

Figure 1. Central City Tree Canopy – North

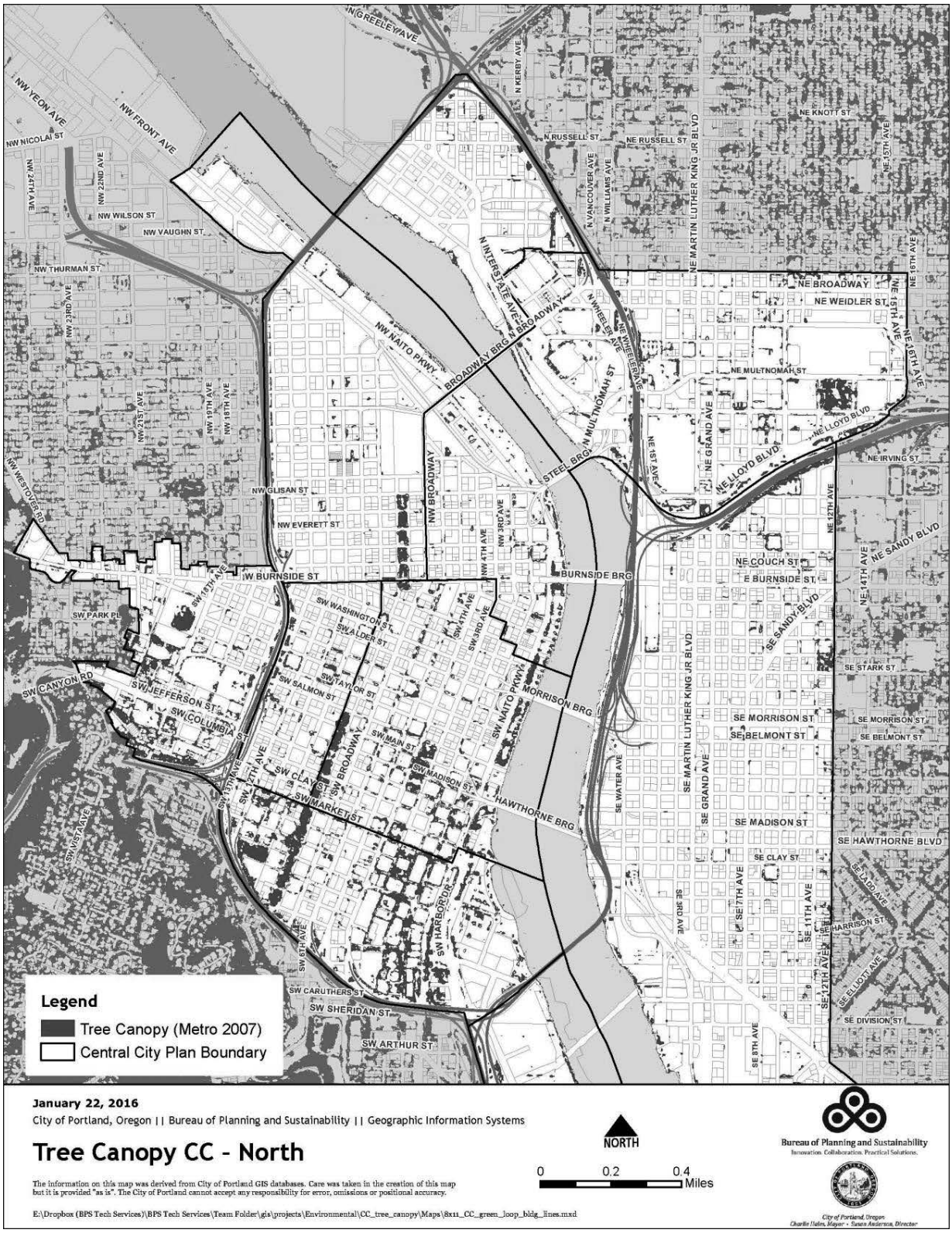
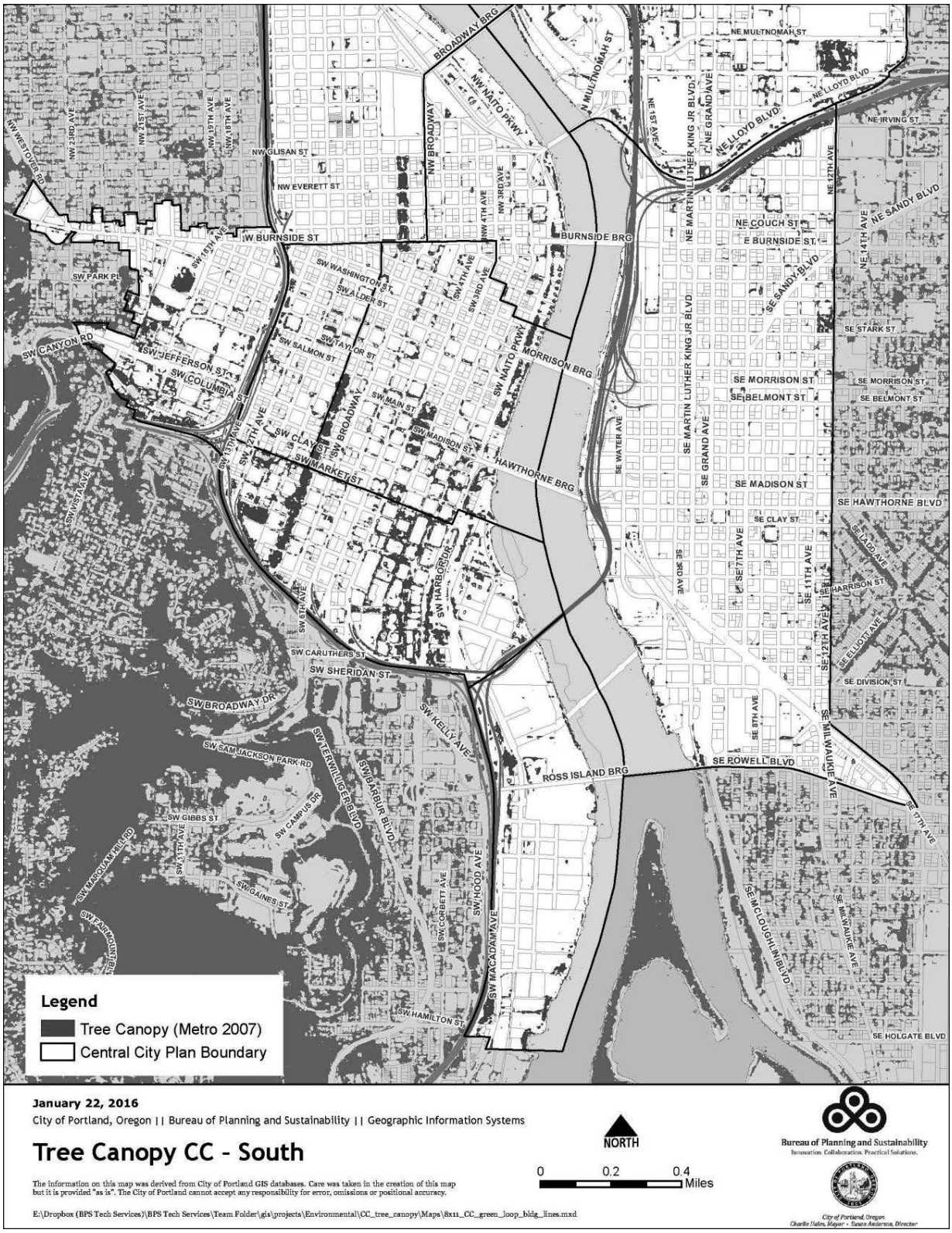


Figure 2. Central City Tree Canopy – South



As noted above, existing tree canopy will be recalculated using 2014 LiDAR data for the Proposed Draft of the Central City 2035 plan.

b. Baseline Right-of-Way Tree Canopy

This portion of the analysis involved modeling Central City street tree canopy changes resulting from future development and redevelopment, and proactive public investment in tree planting and establishment.

For the purposes of this analysis, it is assumed in most instances that existing street tree canopy will remain constant, recognizing that existing street trees will grow, die, and be replanted in a dynamic equilibrium. However, in the Pearl and South Waterfront Districts which have recently undergone extensive redevelopment, street trees are still small and are expected to grow over time. For these districts the baseline scenario incorporates estimates of future street tree canopy when trees are fully grown. This "tree canopy capacity" estimate is based on the existing planting spaces and planting strip codes referenced in the next section. Modeled ROW canopy capacity replaces existing ROW canopy in these districts.

As noted above, it is understood that many ROW trees will not reach full maturity by 2035 and this mature canopy capacity extends beyond the 20-year plan timeframe.

i) ROW tree data

The Bureau of Environmental Services (BES) provided data on existing street trees and potential street tree planting spaces in the Central City for use in this analysis. The BES street tree survey, conducted between 2010 and 2014, identifies by street address the number of planting spaces with existing trees and the number of potential planting spaces. (see Table 1).

Table 1. Existing and Potential ROW Planting Spaces by District

Geography	Area (acres)*	Existing (Planted) ROW Planting Spaces	Potential ROW Planting Spaces***	Total ROW Planting Spaces	Existing Stocking Level**
Central Eastside	706	2,071	2,167	4,238	49%
SE Quadrant Totals	**706**	**2,071**	**2,167**	**4,238**	**49%**
Lloyd District	385	1,600	516	2,116	76%
Lower Albina	138	141	187	328	43%
N/NE Quadrant Totals	**523**	**1,741**	**703**	**2,444**	**71%**
Downtown	222	1,748	579	2,327	75%
Goose Hollow	175	793	375	1,168	68%
Old Town/Chinatown	130	939	184	1,123	84%
Pearl District	277	1,795	482	2,277	79%
South Downtown/University	218	915	81	996	92%
South Waterfront	177	483	155	638	76%
West End	95	639	355	994	64%
W Quadrant Totals	**1,294**	**7,312**	**2,211**	**9,523**	**77%**
Central City Totals	***2,523***	***11,124***	***5,081***	***16,205***	***69%***

* Does not include water.

** Based on data collected between 2010 and 2014.

*** Note: These numbers represent a slight over-estimate of available spaces. These numbers include A strip codes, however, the Urban Forestry Program has recently changed its policy to disallow, except under unusual circumstances, planting of new street trees in strips less than 3 feet wide. In addition, because the data were collected by address rather than at block scale, the identified planting spaces may overestimate actual spaces. These numbers will be adjusted to reflect this change in the Proposed Draft Central City 2035 Plan.

The BES survey assigned planting strip codes that reflect planting strip width and the presence or absence of overhead high voltage wires. Planting strip codes are associated with different tree size categories (small, medium, or large) that are appropriate to plant in that space. The canopy areas associated with small, medium, and large trees are based on categories provided by Portland Parks and Recreation, Urban Forestry program.

These three tree size categories are a proxy for the more diverse range of tree shapes and sizes that exist currently and will be planted in the future. The BES survey also denotes planting strips and sidewalk corridors that are too narrow for potential tree plantings. These records were assigned no potential future tree plantings in this analysis.

This information is summarized in Table 2.

Table 2. Planting Strip Codes and Tree Size

Planting Strip Code[1]	Planting Strip Width[1]	High-Voltage Overhead Wires[1]	Potential Tree Size[2]	Potential Tree Canopy Diameter[2]	Potential Tree Canopy Area (sq ft)
A	2.3-2.9’	with or without	Small	20’	314
B	3.0-3.9’	with or without			
C	4.0-5.9’	without	Medium	40’	1256
D	4.0-5.9’	with			
F	6’ and greater	with			
E	6.0-8.4’	without	Large	60’	2826
G	8.5’ and greater	without			
X	<2.3’ OR sidewalk corridor <8.5’	with or without	No Tree	0	0
MS	Based on average planting strip code[3]				
U/UC	Unspecified	Unspecified	Based on average tree size by district[4]		

1 BES, Planting Strip Guide For Inspectors 2014. Note: The Urban Forestry Program has recently changed its policy to disallow planting of new street trees in strips less than 3 feet wide. This analysis will be adjusted to reflect that change in the Proposed Draft Central City 2035 Plan.

2 Urban Forestry, Street Tree Inventory Data Available Site Codes; Urban Forestry, personal communication.

3 MS code indicated an address with more than two frontages; an A-X planting strip code was assigned to each frontage and listed in a notes column during data collection. This analysis used the average tree size based on the A-G codes across all frontages.

4 U/UC code indicated an unimproved site without or with a curb. This analysis assumed the average tree size based on the average planter strip width by district.

The Bureau of Planning and Sustainability (BPS) conducted additional analyses to fill in data gaps for portions of the Central City 2035 planning area that BES did not canvass during the survey, or portions where BES did canvas but did not note planting strip width. Where BES did not canvas, BPS applied the average tree sizes and average number of existing and potential tree planting spaces per tax lot for each base zone to estimate the number of planting spaces. This information is presented in Table 10 at the end of this document.

ii) Baseline right-of-way tree canopy associated with development and redevelopment

Estimating how ROW tree canopy might change with anticipated development and redevelopment in the Central City was based on information from the City’s recently updated Buildable Lands Inventory (BLI). The BLI identifies vacant and underutilized lots where development or redevelopment is expected to occur between now and 2035. Table 3 shows the estimated number of existing street trees and potential planting spaces associated with the vacant and underutilized sites designated in the Buildable Lands Inventory. It is interesting to note that the potential ROW planting spaces associated with these BLI sites represents only 26 percent of the total potential planting sites in the Central City.

Table 3. Existing and Potential Planting Spaces Associated with BLI sites, by District

Geography	District Area (acres)	BLI Sites Area (acres)	Existing (Planted) Planting Spaces Abutting BLI Sites	Potential Planting Spaces Abutting BLI Sites	Total Planting Spaces Abutting BLI Sites	Total Potential ROW Planting Spaces	BLI Potential Planting Spaces as % of Total Potential ROW Planting Spaces*
Central Eastside	706	109.7	434	447	881	2,167	21%
SE Quadrant Total	**706**	**109.7**	**434**	**447**	**881**	**2,167**	**21%**
Lloyd District	385	77.4	505	198	703	516	38%
Lower Albina	138	2.7	13	25	38	187	13%
N/NE Quadrant Totals	**523**	**80.1**	**518**	**223**	**741**	**703**	**32%**
Downtown	222	20.7	207	99	306	579	17%
Goose Hollow	175	24.0	194	127	321	375	34%
Old Town/ Chinatown	130	18.9	203	29	232	184	16%
Pearl District	277	66.6	250	166	416	482	34%
South Downtown/ University	218	36.8	225	48	273	81	59%
South Waterfront	177	90.6	152	54	206	155	35%
West End	95	13.3	110	109	219	355	31%
W Quadrant Totals	**1294**	**270.9**	**1341**	**632**	**1973**	**2,211**	**29%**
Central City Total	***2523***	***460.6***	***2293***	***1302***	***3595***	***5,081***	***26%***

For the Baseline Scenario, it is assumed that the existing street trees associated with BLI-designated vacant and underutilized sites in the Central City will be retained or replaced. It is also assumed that 70 percent of the potential planting spaces associated with Central City BLI-designated vacant and underutilized sites, when they are developed, will be planted with trees according to the adjacent planting strip category.

This 30% constraint on planting future street trees is intended to account for known and potential constraints to street tree planting and root growth. A key constraint is the impact of underground

vaults and voids. Other physical constraints include driveways and curb cuts, conflicts with other sidewalk furnishings, freight streets, existing water facilities (mains, meters, and hydrants), etc. This constraint also accounts for potential over-estimates in the BES ROW tree planting space survey data, noted in Table 1.

BPS evaluated the extent of sub-surface encroachment associated with vaults and voids, using GIS data layers for tax lots and vaults and voids. This analysis also required the generation of hypothetical average sidewalk corridor widths by district. Estimated existing encroachments between underground vaults and sidewalk corridors vary by district, and range from 0 to 32 percent. This includes an assumed 5 foot buffer around existing vaults and voids. It is not possible to determine the extent to which these existing encroachments affect potential tree planting spaces as the data does not include specific locational information for the potential tree planting spaces. It is also not possible to predict future encroachments associated with new vaults and voids. However, based on anecdotal information from PBOT staff, vaults are an increasingly-common barrier to planting street trees.

In addition to the 30 percent constraint described above, the street tree canopy estimates have been further adjusted to reflect constraints associated with buildings that abut the sidewalk corridor. Existing base zones throughout much of the Central City allow 100 percent building coverage (i.e. lot-line-to-lot-line). These zones generally do not require landscaping except where a property abuts a residential zone. Buildings constructed up to the sidewalk typically keep the street trees from growing to their full capacity. For purposes of this analysis, ROW tree canopy estimates have been reduced by 20 percent for medium trees and 30 percent for large trees located in specified zones. These adjustments were derived assuming a typical 12 foot wide sidewalk corridor and calculating the appropriate canopy reduction in the area of a circle/circle segment.





Street trees abutting lot-line-to-lot-line development.

iii) Baseline investments in street tree planting

The Baseline Scenario reflects an assumption that the City will continue a basic level of investment in street tree planting in the Central City between now and 2035. It is assumed that the City will periodically offer trees to be planted free of cost, at the adjacent property owner's discretion. And, per current city policy, the ongoing maintenance for the tree is the responsibility of the adjacent property owner.

The additional increment of tree canopy associated with this basic investment in street tree planting reflects response rates to recent BES planting efforts in the Central Eastside. For the baseline scenario it is assumed that the City will invest in one additional planting initiative or project, per Central City district, over the Central City 2035 planning horizon. This assumption takes into consideration the number of districts in the Central City and that street tree planting initiatives will also be taking place outside the Central City during the same time period.

It is further assumed that each initiative will involve reaching out to property owners and offering to provide and plant trees at no cost during two consecutive years. Based on the recent planting effort in the Central Eastside, it is expected that the two-year effort would result in the additional planting of approximately 20 percent of the potential planting spaces on average for each district. This analysis does not include potential planting spaces abutting BLI lots, which were accounted for in section b, above.

Staff conducted a preliminary analysis of planting and establishment costs associated with increased City investment in Central City street trees. Based on information provided by BES staff, it is estimated that assuming 20 percent of the potential planting spaces associated with non-BLI lots are planted with trees, the cost of procuring, planting and a three-year period of service to establish those trees would be $703,514. This includes labor, materials, soil amendment, and tree stock, and factors in a concrete cut for an estimated 90% of the spaces. Planting and establishment costs are based on planting a broadleaf tree; conifers have slightly lower procurement, delivery, and installation costs.

Note: The number of potential planting spaces used in this cost analysis includes planting strips less than 3 feet wide (A strips). The Urban Forestry Program has recently changed its policy to disallow planting of new street trees in strips less than 3 feet wide. This analysis will be adjusted to reflect that change in the Proposed Draft Central City 2035 Plan.

c. Baseline Tax Lot Tree Canopy

For the Baseline Scenario, existing canopy on tax lots is assumed to remain constant in "dynamic equilibrium", except for tree canopy in Central City BLI-designated vacant and underutilized sites. These sites are expected to develop or redevelop during the Central City 2035 planning horizon which will affect tree canopy on tax lots as well as ROW.

Low and high estimates of potential future tree canopy on BLI sites were produced for each base zone within the different Central City districts. Estimates reflect the area of these sites and existing zoning (Title 33) and Title 11 tree density (planting) standards. Existing tree canopy on BLI sites was subtracted from the modeled low and high range estimates by district to estimate the incremental future change in tree canopy associated with anticipated future development and redevelopment.

For BLI vacant and underutilized parcels that are zoned CX, EX, IG1, or IH, the low potential canopy estimate is zero, as these zones have no minimum landscaping requirement and allow a maximum building coverage of 100 percent (see Table 4 below). In addition, Title 11 Tree Preservation and Tree Density (planting) standards do not apply in these zones. The high estimates reflect average existing tree canopy on fully developed (non BLI) sites in these zones. The high estimate assumes tree canopy could be maintained through a combination of voluntary tree preservation or planting as sites develop or redevelop.

Table 4. Existing Zoning and Tree Standards, by Zone

Zone	Total Area of BLI Sites (acres)	Area as % of Total BLI Sites	Max Building Coverage Limit (Title 33)	Min Landscaped Area (Title 33)	Min Landscaping Abutting R Zoned Lot (Title 33)	Min Building Setback – Street Lot Line (Title 33)	Max Building Setback – Transit Street or Ped District (Title 33)	Tree Density (Planting) Standard (Title 11)
CX	249.7	54.21%	No limit	None	5 ft. at L3	0	10 ft.	Exempt
EX	77.9	16.91%	100% of site area	None	5 ft. at L3	0	10 ft.	Exempt
IG1	76.4	16.58%	100% of site area	None	5 ft. at L3	0	None	Exempt
RX	24.4	5.29%	100% of site area	None		0	10 ft.	20%
IH	9.8	2.13%	100% of site area	None	10 ft. at L3	5 ft.	None	Exempt
EG2	9.3	2.03%	85% of site area	15% of site area	10 ft. at L3	25 ft.	None	10% (industrial) 15% (commercial)
EG1	5.7	1.24%	85% of site area	15% of site area	5 ft. at L3	5 ft.	10 ft.	10% (industrial) 15% (commercial)
RH	4.4	0.96%	85% of site area	15% of site area		0	20 ft.	20%
R1	2.4	0.51%	60% of site area	20% of site area		3 ft.	20 ft.	20%
CG	0.7	0.15%	85% of site area	15% of site area	5 ft. at L3	0	10 ft.	15%

The low and high tax lot canopy estimates for each of these zones are adjusted to account for zoning provisions that require a minimum landscaped area along the tax lot abutment with residential parcels. The landscaping standard abutting residential is L3, which requires one large tree per 30 lineal feet, one medium tree per 22 lineal feet, or one small tree per 15 lineal feet. It is assumed that canopy covers 100% of the required landscaped area along tax lot abutment. This increment is therefore incorporated into the low and high estimates for each tax lot.

For BLI-designated vacant and underutilized parcels that are zoned EG1 and EG2, the low baseline future tree canopy estimate is 10 percent of the total tax parcel area and the high estimate is 15 percent. This reflects the existing 85 percent maximum building coverage and 15 percent minimum landscaping requirements in the Zoning Code for EG1 and EG2 zones. The City's L1 landscaping standard applies here, which establishes tree planting requirements based on the width of the landscaped area and tree size. Tree canopy coverage will vary depending on the width of landscaped area, with a higher percentage of canopy cover for narrower landscaped areas. These assumptions also reflect Title 11 Tree Density standards which require 10 percent minimum future tree canopy for industrial sites and 15 percent tree area for commercial/retail/office/mixed use development, or a fee in lieu of planting. Revenues from these fees go to the City's Tree Fund which the City uses to plant trees within the same watershed where development took place. It is assumed that trees preserved to meet Title 11 Tree Preservation Standards would be used to meet Tree Density standards as well.

For BLI parcels that are zoned RX, R1, and RH, the low baseline future tree canopy estimate is 10 percent of the tax lot area and the high estimate is 20 percent of the tax lot area. This reflects the existing 20 percent minimum landscaping requirement for R1 and 15 percent minimum landscaping requirement for RH. The City's L1 landscape requirements also apply in the R1 and RH zones. In addition, Title 11 tree density standards require a 20 percent minimum future canopy coverage for sites in multi-family residential zones, or payment of a fee in lieu of planting to the City's Tree Fund. The low baseline estimate reflects an assumption that many developers may choose to pay a fee in lieu of meeting density standards given relatively small sites and block sizes, and relatively high property values.

In addition to the base zone-specific landscaping requirements, the Zoning Code also requires that development projects meet specific planting requirements along the river frontage within the existing 25-foot Willamette River setback. An additional 25 feet of river frontage serves as a proxy for the area between ordinary high water and top of bank. This is added to the 25-foot river setback area for a total of 50 feet of river frontage that is assumed for BLI-designated Central City lots abutting the Willamette River.

An increment of tree canopy was estimated for the river frontage on BLI-designated vacant and underutilized tax lots along the Willamette River that are not owned by Portland Parks and Recreation (PP&R-owned lots will be addressed below). This tree canopy is included in the low and high baseline future tree canopy estimates. For the low estimate, the tree canopy increment is assumed to be 40 percent of the area within the riverbank and river setback. For the high estimate, the increment is assumed to be 80 percent of the area within the riverbank plus and river setback. This canopy range is based on the current river setback landscaping standard of one tree for every 20 feet of river frontage, acknowledging that, in many cases, trees will be clustered or a view corridor will need to be maintained. Existing tree canopy is subtracted from these amounts to calculate the incremental change associated with development or redevelopment. River setback landscaping requirements are in addition to any landscape requirements of other chapters of Title 33.

d. Baseline Tree Canopy in Existing Parks and Public Spaces

To develop tree canopy scenarios for existing City public parks and public spaces, Portland Parks and Recreation (PP&R) analyzed existing tree canopy and developed preferred tree canopy ranges for 2035.

PP&R's Planning, Urban Forestry, Zone, and City Nature East staff conducted a tabletop exercise, using Google Maps (and Street View), Bing, City of Portland GIS data, and current canopy cover data in Central City parks. Staff viewed images of each existing Central City park and property boundaries, examined existing canopy cover at each Central City park, and discussed existing and future tree health/species mix, maintenance issues, programming issues, and unresolved issues from various perspectives.

From this exercise PP&R staff developed low to high ranges of preferred future tree canopy cover for each existing Central City park. The results of this exercise are robust in that they reflect diverse professional opinions and perspectives among the PP&R program staff. These preferred canopy ranges are presented in Table 5.

Table 5. Preferred Central City 2035 Tree Canopy Scenarios for Existing PP&R Parks/Open Spaces

Central City District	Existing Park Area (acres)	Existing Park Canopy (acres)	Preferred Future Canopy – LOW (acres)	Preferred Future Canopy – HIGH (acres)	Difference between LOW and Existing (acres)	Difference between HIGH and Existing (acres)
SE QUAD						
Central Eastside	9.09	2.41	2.47	3.00	0.06	0.59
SE Quad Total	**9.09**	**2.41**	**2.47**	**3.00**	**0.06**	**0.59**
N/NE QUAD						
Lloyd	4.54	3.32	2.72	3.33	-0.60	0.01
Lower Albina	0.00	0.00	0.00	0.00	0.00	0.00
N/NE Quad Total	**4.54**	**3.32**	**2.72**	**3.33**	**-0.60**	**0.01**
WEST QUAD						
Downtown	23.12	10.16	9.67	11.18	-0.48	1.02
Goose Hollow	0.00	0.00	0.00	0.00	0.00	0.00
Old Town/Chinatown	11.02	3.98	4.07	4.78	0.09	0.80
Pearl District	8.14	2.38	2.93	3.53	0.54	1.15
South Downtown/University	17.58	7.94	8.44	9.69	0.50	1.75
South Waterfront	6.62	0.24	1.81	2.14	1.57	1.90
West End	0.00	0.00	0.00	0.00	0.00	0.00
West Quad Total	**66.48**	**24.70**	**26.92**	**31.32**	**2.23**	**6.62**
CENTRAL CITY TOTAL	**80.11**	**30.43**	**32.12**	**37.65**	**1.69**	**7.22**

For most Central City districts, the preferred future canopy ranges would maintain or increase tree canopy. For a couple of districts, preferred future canopy ranges include a reduction in existing tree canopy. For these districts PP&R identified parks with existing canopy levels that are higher than optimal to meet park use and management objectives. PP&R projected that future canopy levels in these districts could be lower than existing levels.

PP&R may refine this analysis when the 2014 LiDAR data become available and the existing tree canopy statistics for Central City parks and public spaces are revised.

It should be noted that potential specific tree-related plans or actions in Central City parks may be part of larger master planning efforts and will need to be considered carefully, with input from different PP&R program staff, other bureaus, and other stakeholders.

e. Baseline Scenario - Results

The Baseline Scenario projects an incremental increase in tree canopy of 44 to 67 acres across the Central City. Total future canopy is projected to reach 9 to 10 percent. Tree canopy is also projected to increase incrementally in most districts, and the increases vary by district. In a few districts, tree canopy is projected to decrease.

The Baseline Scenario illustrates that much of the projected future tree canopy exists today, and that substantial variability in the tree canopy across Central City districts is expected to continue. The Central Eastside is by far the largest district, however it has the lowest percentage of tree canopy in the Central City. Goose Hollow, Downtown, and South Downtown/University Districts have relatively high percentages of existing tree canopy, 4 to 7 times greater than that in the Central Eastside District. Their areas combined are roughly equivalent to the Central Eastside District Area.

The largest increases in tree canopy are projected for the Pearl District and the South Waterfront District where the modeling included projected growth in existing street trees. A relatively large increase in tree canopy is projected for the Central Eastside, but the increase still represents a relatively small portion of this large district. The next largest projected increase in tree canopy is associated with future City-sponsored tree planting projects, demonstrating the importance of City investments in tree planting.

Although existing parks are expected to maintain a relatively high percentage of tree canopy, parks make up a relatively small proportion of the area of the Central City and its districts. Tree canopy in most existing parks is projected to be maintained or to increase. Tree canopy in some parks is expected to be reduced in the future, as demonstrated by the negative values in the low range for parks in a few districts in Table 6 below.

The Baseline Scenario also projects a substantial loss of tree canopy on tax lots as a result of anticipated future development across most Central City Districts. This projection reflects current zoning and Title 11 regulations which allow lot-line-to-lot-line development, do not apply landscaping, tree preservation, or tree density (planting) requirements in zones comprising much of the Central City.

The largest losses in tree canopy are projected for the Lloyd and South Downtown/University Districts. Street tree planting required as part of new development is projected to offset a considerable portion of the projected canopy losses. It is notable that in districts with relatively low existing canopy, the street tree planting associated with future development is projected to offset the loss of tree canopy on tax lots (e.g., Central Eastside). In other districts with higher existing canopy, street tree planting associated with new development will not nearly offset the loss of tree canopy on tax lots (e.g., South Downtown/University).

Table 6 presents the results of the Baseline Future Tree Canopy Scenario analyses.

Table 6. Baseline Future Tree Canopy Scenario

			PROJECTED CHANGES IN TREE CANOPY (from existing canopy)										BASELINE FUTURE TREE CANOPY SCENARIO			
			ROW			BLI TAX LOTS [4]		PARKS [5]		TOTAL						
Central City District	District Area[1] (acres)	Existing Canopy (2007) (acres)	Investment: Street Tree Planting[2] (acres)	Districts with Recently Planted Street Trees (acres)	Potential Planting Spaces[3] (acres)	LOW (acres)	HIGH (acres)	LOW (acres)	HIGH (acres)	Total Canopy Change - LOW (acres)	Total Canopy Change - HIGH (acres)	Existing Tree Canopy as Percent of Total District Area	Baseline Tree Canopy - LOW (acres)	Baseline Tree Canopy - HIGH (acres)	Baseline Tree Canopy - LOW (% of District Area)	Baseline Tree Canopy - HIGH (% of District Area)
SE QUAD																
Central Eastside	706	20.3	2.8	0.0	2.6	-1.0	1.5	0.1	0.6	4.4	7.5	2.9%	24.7	27.8	3.5%	3.9%
SE Quad Total	**706**	**20.3**	**2.8**	**0.0**	**2.6**	**-1.0**	**1.5**	**0.1**	**0.6**	**4.4**	**7.5**	**2.9%**	**24.7**	**27.8**	**3.5%**	**3.9%**
N/NE QUAD																
Lloyd District	385	28.9	1.3	0.0	2.7	-4.9	-3.6	-0.6	0.0	-1.5	0.4	7.5%	27.4	29.3	7.1%	7.6%
Lower Albina	138	5.2	0.5	0.0	0.4	0.0	0.0	0.0	0.0	0.9	0.9	3.8%	6.1	6.1	4.4%	4.5%
N/NE Quad Total	**523**	**34.1**	**1.8**	**0.0**	**3.1**	**-4.9**	**-3.5**	**-0.6**	**0.0**	**-0.6**	**1.4**	**6.5%**	**33.5**	**35.5**	**6.4%**	**6.8%**
WEST QUAD																
Downtown	222	28.0	2.1	0.0	1.4	-1.6	-1.3	-0.5	1.0	1.4	3.2	12.6%	29.4	31.2	13.2%	14.0%
Goose Hollow	175	23.1	0.6	0.0	0.7	-4.1	-2.4	0.0	0.0	-2.7	-1.0	13.3%	20.4	22.1	11.7%	12.7%
Old Town/Chinatown	130	8.8	0.6	0.0	0.3	-0.5	-0.3	0.1	0.8	0.6	1.5	6.7%	9.4	10.3	7.2%	7.9%
Pearl District	277	9.4	1.3	33.9	2.0	0.1	3.1	0.5	1.2	37.9	41.4	3.4%	47.3	50.8	17.1%	18.4%
South Downtown/University	218	43.3	0.1	0.0	0.7	-7.0	-3.7	0.5	1.7	-5.7	-1.1	19.9%	37.6	42.2	17.2%	19.3%
South Waterfront	177	10.2	0.3	5.7	0.5	-2.3	2.0	1.6	1.9	5.8	10.4	5.8%	16.0	20.7	9.1%	11.7%
West End	95	6.7	1.2	0.0	1.6	0.4	1.4	0.0	0.0	3.2	4.2	7.0%	9.8	10.8	10.3%	11.4%
West Quad Total	**1,294**	**129.5**	**6.3**	**39.6**	**7.3**	**-15.0**	**-1.1**	**2.2**	**6.6**	**40.4**	**58.6**	**10.0%**	**169.9**	**188.1**	**13.1%**	**14.5%**
Central City Total	***2,523***	***183.9***	***10.9***	***39.6***	***13.0***	***-20.9***	***-3.1***	***1.7***	***7.2***	***44.2***	***67.4***	***7.3%***	***228.1***	***251.3***	***9.0%***	***10.0%***

1 Water not included

2 Additional canopy associated with city investment in street tree planting - 20% of potential planting spaces in the ROW (not adjacent to BLI sites).

3 Additional canopy due to planting potential ROW planting spaces associated with development/redevelopment (BLI sites).

4 BLI tax lot analysis reflects canopy impact from zoning, landscape requirements, and landscaping the river setback.

5 Reflects PP&R preferred future tree canopy ranges for existing PP&R managed parks.

2. Central City 2035 Plan Future Tree Canopy Scenario and Tree Canopy Targets - Methodology and Results

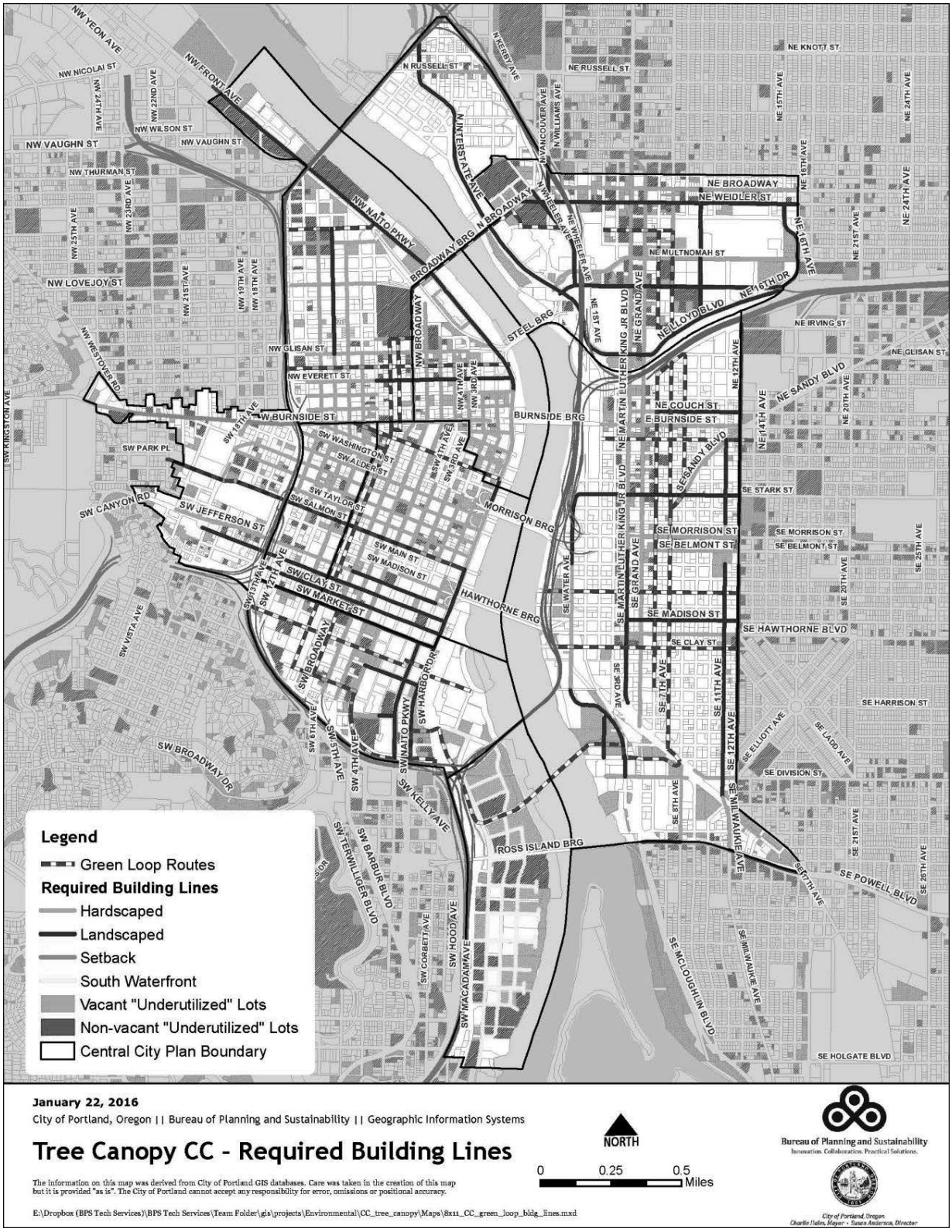
The Central City 2035 Plan Future Tree Canopy Scenario (Central City 2035 Scenario) builds on the Baseline Scenario described above. Assumptions have been added or revised to reflect changes in policies, regulations, and levels of investment that are contained or called for in the Central City Concept Plan and/or adopted quadrant plans, and now this Discussion Draft.

a. Optional Front Building Setbacks for New Development

The Discussion Draft includes proposed required building line standards that would allow but not require buildings to be set back from the street lot line in specified zones. The draft code would allow buildings in the RX, CX, and EX zones and along portions of W. Burnside to be set back up to 12 feet from the street lot line for 75 percent of the lot line. In these zones the general requirement is that any setback must be hardscaped as an extension of the sidewalk. The draft code also specifies that within the South Waterfront District, and along specified streets in the Central City, an applicant electing to incorporate the optional setback must meet the L2 landscape standard or potentially a new landscape standard for the setback area. See Figure 3 below for a map of the Required Building Lines street typology concept.

It is expected that most property owners and developers would not choose a setback given impacts on developable area and Portland's relatively small city blocks (200 feet x 200 feet). For the purpose of this exercise, it is assumed that 25 percent of new BLI developments would include a front setback. It is also assumed that the setback will not span the entire length of the building and that constraints associated with vaults and voids and other physical constraints will continue to play a role in these areas.

Figure 3. Central City Tree Canopy – Required Building Lines



An optional setback, whether hardscaped or vegetated, would increase the space available for street tree canopy. Specific assumptions regarding street tree canopy are:

- 25 percent of the small potential planting spaces associated with the primary frontage of BLI sites, by district, would be able to accommodate medium trees. This would require the use of modular suspended pavement systems or structural soils to increase soil volume in narrow planting spaces.
- 25 percent of the medium potential planting spaces associated with the primary frontage of BLI sites in zones allowing 100 percent maximum building coverage and that have no landscaping requirements, by district, will regain the 20 percent canopy constraint subtracted in the Baseline Scenario.
- 25 percent of the large potential planting spaces associated with the primary frontage of BLI sites in zones that allow 100 percent maximum building coverage and that have no landscaping requirements, by district, will regain 20 percent of the 30 percent canopy constraint subtracted in the Baseline Scenario.
- The 30 percent constraint on planting due to vaults/voids and other constraints still applies. Minimum subsurface soil volumes are needed to accommodate larger and healthier trees. This could be accomplished through the installation of modular suspended pavement systems or structural soils, which allow the planting of larger trees without increasing planting strip size. Establishing tools and approaches to ensure adequate subsurface soil volumes is strongly recommended given constraints on planting street trees and trees on tax lots in the Central City. This will also be important when planting trees in setbacks where the setback treatment is required to serve as an extension of the sidewalk. The Discussion Draft includes a proposed policy to require adequate subsurface soil volumes when planting trees in limited spaces. This could be implemented by the City Forester for street trees. Additional discussion is needed to determine the best approaches for meeting this policy for trees on tax lots.

In addition, an optional setback would allow for increased canopy within the setback itself. For 25 percent of the BLI lots in each district, it is assumed that:

- a setback would be incorporated into future development on one frontage of the property, and
- 1 – 3 small trees would be planted within the setback for each of those sites. This range is intended to correspond with a preliminary Central City street typology concept and associated setback allowances and requirements. For setbacks that are required to serve as extensions of the sidewalk, it is assumed that there would be one to two small tree per setback. It is assumed that 3 small trees will be planted in setbacks that are required to be landscaped.



Combination of street trees and trees planted in a building setback along SW Harrison Street.

b. Streetscape Improvements for the Green Loop

The adopted Central City Concept Plan, quadrant plans and Discussion Draft policies call for development of a Green Loop as a signature set of pedestrian and bicycle pathways and connections between public spaces, parks and the river. Development of the Green Loop is anticipated to involve increased City investment in streetscape improvements, including street tree planting, along the Green Loop alignment. To model anticipated increase in tree canopy associated with the Green Loop, potential future canopy was estimated, assuming that 70 percent of the potential planting spaces along the Green Loop frontages would be planted during the planning horizon. This reflects the 30 percent constraint applied in the Baseline future tree canopy scenario, intended to account for physical constraints on street tree planting. It was also assumed that trees would be planted along four of the east-west connection streets within the Central City boundary: SW Salmon Street, NW Flanders Street, SE Salmon Street, and NE Multnomah Street. In areas with multiple alignment options, average canopy capacity across all options was used.

Potential tree sizes and resulting canopy area were assigned based on planter strip size. The additional 20 percent canopy reduction for medium trees and 30 percent canopy reduction for large trees was applied in zones that allow lot-line to lot-line development. The Green Loop tree canopy modeling was based on a preliminary concept and is subject to change.

Again, it is assumed that minimum subsurface soil volumes will be needed to accommodate larger and healthier trees. This could be accomplished through the installation of modular suspended pavement systems or structural soils, which allow the planting of larger trees without increasing planting strip size.

c. Expanded Willamette River Setback

An expanded Willamette River Setback (currently referred to as the Greenway Setback) was alluded to in the adopted SE Quadrant Plan, and is proposed in the Discussion Draft code. Expanding the setback from 25 feet to 50 feet, as proposed, would support numerous City policies calling for improved access to and along the river, and for improved protection and enhancement of riparian ecological functions.

The 40 to 80 percent future tree canopy coverage range applied in the Baseline future tree canopy scenario is applied to the 25-foot proxy for the riverbank plus the 50-foot setback area on BLI vacant and under-utilized sites with Willamette River frontage.

d. Riverbank Enhancements

The riverbank enhancement targets contained in the SE Quadrant Plan have been incorporated into the Discussion Draft. The riverbank enhancements are intended to improve fish and wildlife habitat, and overall riparian function along the Willamette. The proposed riverbank enhancement targets and associated tree canopy assumptions are as follows:

- City-owned and other publicly owned land: The proposed targets call for 70% of the linear feet of vegetated riverbank to be enhanced. Multiplying by 75 feet (represents the 50 foot proposed setback area plus ~ 25 feet between ordinary high and top of bank) gives the area of riverbank to be enhanced. Similar to the Baseline scenario, the 40-80 percent future tree canopy coverage assumption is applied to estimate tree canopy in the river setback area. Existing canopy on City or other publicly-owned vegetated banks is subtracted from modeled low and high range estimates to calculate the incremental change.

- City/private partnerships: The proposed targets call for 1800 linear feet of privately owned vegetated riverbank to be enhanced. It is assumed that this 1800 linear feet will be distributed proportionally based on the percent of privately-owned vegetated riverbank contained in each district. The privately-owned linear feet estimate is multiplied by 75 feet to calculate the total enhancement area and then the 40-80 percent future tree canopy coverage is applied within that area.

  Specific locations of the 1800 linear feet of enhancement generated by city/private partnerships are not known, so it is not possible to subtract existing tree canopy from the proposed enhancement area. However, the Central City 2035 Plan will likely include a recommended new River Open Space Bonus which would allow property developers to choose to increase their setback width in exchange for increased FAR. The increased setback would have to be landscaped. For the purposes of this analysis, it was assumed that the existing tree canopy and any potential new canopy from the river open space bonus would balance each other out.

e. Planned Central City Parks and Public Spaces

Policies in the Discussion Draft call for expanding the Central City system of parks and open spaces and for acquiring new parks. During the Central City quadrant planning processes, a number of potential new parks and public spaces were identified, such as the South Waterfront Greenway, the PNCA north park block, and a series of new parks organized along an improved NE Clackamas Street.

For potential new parks in the Central City, Portland Parks and Recreation staff recommended applying an average tree canopy range based on the range of preferred future canopy scenarios developed for existing parks. This is because determining desirable and feasible tree canopy levels for future parks would require robust planning processes and consideration of factors that are not known at this time, such as desired park uses, landscape objectives, etc.

When PP&R acquires or redevelops park land in the Central City, incorporation of trees, along with other park needs, will be considered via a master planning process. In the meantime, for the purposes of this analysis, the average low and high preferred tree canopy scenarios that PP&R prepared for existing Central City parks were applied to estimate future tree canopy for anticipated future Central City parks.

f. Investment in Street Tree Planting

The Central City 2035 Plan includes multiple goals and policies supporting increased tree canopy, quality pedestrian environments, and the Green Loop, as listed earlier in this report.

Additional City investment in street tree planting, over and above the Baseline future tree canopy scenario, will be needed to implement these policies effectively. For this scenario it is assumed that the City will sponsor two, two-year street tree planting initiatives in each district over the Central City 2035 plan time horizon (increased from the one tree planting initiative assumed for the Baseline scenario). Like the Baseline scenario, it assumed that maintenance of future ROW trees will be the responsibility of the adjacent property owner. Based on results of previous planting initiatives, this additional investment is projected to result in planting trees in an additional 20 percent of the potential planting spaces associated with non-BLI lots.

Staff conducted a preliminary analysis of planting and establishment costs associated with increased City investment in Central City street trees. Based on information provided by BES staff, it is estimated that a second round in which 20 percent of the potential planting spaces associated with non-BLI lots are planted with trees would result in an additional $562,811 above the Baseline Scenario cost estimate, for a total of $1,266,325. This total includes the cost of procuring, planting, and a three-year establishment period for those trees, which includes labor, materials, soil amendment, and tree stock, and factors in a concrete cut for an estimated 90% of the spaces. Planting and establishment costs are based on planting a broadleaf tree; conifers have slightly lower procurement, delivery, and installation costs.

The cost estimates above may not fully cover the installation of modular suspended pavement systems or structural soils, which allow the planting of larger trees without increasing planting strip size. However, as noted above, the Discussion Draft includes a proposed policy to require adequate subsurface soil volumes when planting trees in limited spaces.

Note: The number of potential planting spaces used in this cost analysis includes planting strips less than 3 feet wide (A strips). The Urban Forestry Program has recently changed its policy to disallow planting of new street trees in strips less than 3 feet wide. This analysis will be adjusted to reflect that change in the Proposed Draft Central City 2035 Plan.

g.Central City Master Plans

In support of proposed Discussion Draft policies relating to large site development and the public realm, the Discussion Draft code includes placeholder Central City Master Plans that would be required for specified large sites and that would be allowed for other sites meeting certain size criteria.

Developing cohesive master plans for larger sites would promote innovative and sustainable site design, including identification of building locations, open space features, land uses, and phasing of development. Master planning will support functional connections with adjacent and nearby uses and infrastructure and the creation of dynamic public realms that include parks and open spaces, plazas, pedestrian walkways, and other open space amenities.

A general approach was taken to estimate potential tree canopy across five of the six potential master plan sites that have been identified thus far. Tree canopy was estimated for the U.S. Postal Service based on more specific development plans for that site. For the other five sites, it was assumed that 25 percent of the master plan sites in each district would be devoted to the public realm, which could be comprised of park-like open spaces, pedestrian walkways, plazas, and/or private streets. It was further assumed that tree canopy would cover 40 percent of the area within the public realm. The 40 percent canopy cover figure was chosen based on an average of PP&R's preferred low (37.5 percent) and high (44.2 percent) canopy range for existing parks. Existing tree canopy was then subtracted from these amounts to calculate the incremental change associated with master plan sites. The master plan assumptions are based on a preliminary concept and are subject to change.

h. Results and Draft Tree Canopy Targets

The Central City 2035 plan is projected to have a positive impact on tree canopy relative to existing tree canopy. Tree canopy is projected to increase by 80 to 116 acres on average across the Central City relative to existing canopy. This is equivalent to the area of 87 to 126 downtown city blocks. Assumed investments in street tree planting alone are projected to generate almost 7 to 8 linear miles of tree canopy, assuming a mix of small and medium size trees at maturity. The Central City 2035 scenario also projects a 36 to 49 acre increase in overall tree canopy relative to the Baseline Scenario. This corresponds to an additional 1.5 to 2.9 percent increase in tree canopy, bringing the estimated potential future tree canopy to approximately 10.5 to 11.9 percent.

Variability in tree canopy by district is projected to continue; however, this scenario projects a more consistent increase in tree canopy across all Central City districts. In districts with the lowest current canopy percentages, specifically Lower Albina and Central Eastside, tree canopy is projected to increase by about one-third, to nearly double, respectively. Tree canopy in districts with the highest current percentage of tree canopy, Goose Hollow and South Downtown/University, is projected to remain relatively stable over time. In the Pearl and South Waterfront Districts, tree canopy is projected to increase dramatically, largely based on estimated growth of existing trees. In other districts, increases in canopy vary, ranging from about 20 percent to about 70 percent.

The tree canopy estimates calculated for the Central City 2035 scenario are proposed to serve as the updated draft tree canopy targets for the Central City. These targets are aspirational and will be challenging to meet. However, they are achievable with effective implementation of the proposed package of regulatory changes and investments.

Investments in street tree planting, the Green Loop, new parks, and riverbank enhancements are projected to increase tree canopy by 22 to 33 acres. The biggest projected gains are associated with the development of planned parks and additional investment in street tree planting. Again, it will be important to ensure adequate subsurface soil volumes to support the largest trees and tree health over in this constrained environment.

Approximately 13 to 16 acres of tree canopy is projected to be generated in conjunction with new development. This increase reflects the combined effect of optional building setbacks and associated design requirements on ROW and tax lot trees. This increase also reflects additional tree canopy associated with the proposed Master Plan requirement and the expanded river setback. These canopy increases, combined with Baseline Scenario canopy estimates for new street trees planted in conjunction with development, are projected to offset Baseline canopy loss estimates for tax lot tree canopy on BLI sites.

This analysis also demonstrates that even with the canopy boost from the Central City 2035 plan, the preliminary Central City tree canopy targets in the Quadrant Plans are not achievable. This is largely due to the extent and character of existing development in the Central City, combined with the large area of right-of-way and constraints on street tree planting.

Table X-7 presents the results of the Central City 2035 Future Tree Canopy Scenario analyses.

Table X-8 presents a comparison of the preliminary tree canopy targets in the quadrant plans and the Discussion Draft Central City 2035 tree canopy targets.

Table X-7. Central City 2035 Plan Future Tree Canopy Scenario

				PROJECTED CHANGES IN TREE CANOPY (from Baseline Scenario)												CC2035 PLAN FUTURE TREE CANOPY SCENARIO			
				ROW			TAX LOTS				PARKS		OTHER		TOTAL					
Central City District	District Area[1] (acres)	Baseline Canopy - LOW[2] (acres)	Baseline Canopy - HIGH[2] (acres)	Investment: Street Tree Planting[3] (acres)	Green Loop/ Streetscape Improvements (acres)	Optional Front Setbacks - ROW[4] (acres)	Optional Front Setbacks - Tax Lots[4] (acres)	Master Plan/ Superblock sites (acres)	Increased River Setback - LOW[5] (acres)	Increased River Setback - HIGH[5] (acres)	Investment: New Parks - LOW[6] (acres)	Investment: New Parks - HIGH[6] (acres)	Investment: Riverbank Enhancement - LOW[7] (acres)	Investment: Riverbank Enhancement - HIGH[7] (acres)	Total Canopy Change - LOW (acres)	Total Canopy Change - HIGH (acres)	CC2035 Tree Canopy - LOW (acres)	CC2035 Tree Canopy - HIGH (acres)	CC2035 Tree Canopy - LOW (% of District Area	CC2035 Tree Canopy - HIGH (% of District Area)
SE QUAD																				
Central Eastside	706	24.7	27.8	2.2	0.7	1.0	0.4	5.2	0.3	0.5	0.4	1.8	1.8	3.8	12.0	15.7	36.7	43.5	5.2%	6.2%
SE Quad Total	**706**	**24.7**	**27.8**	**2.2**	**0.7**	**1.0**	**0.4**	**5.2**	**0.3**	**0.5**	**0.4**	**1.8**	**1.8**	**3.8**	**12.0**	**15.7**	**36.7**	**43.5**	**5.2%**	**6.2%**
N/NE QUAD																				
Lloyd District	385	27.4	29.3	1.0	0.1	0.2	0.7	0.9	0.0	0.0	3.0	4.4	0.2	0.3	6.1	7.6	33.5	37.0	8.7%	9.6%
Lower Albina	138	6.1	6.1	0.4	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.6	0.7	6.7	6.8	4.9%	5.0%
N/NE Quad Total	**523**	**33.5**	**35.5**	**1.4**	**0.1**	**0.2**	**0.7**	**1.0**	**0.0**	**0.0**	**3.0**	**4.4**	**0.2**	**0.4**	**6.7**	**8.3**	**40.2**	**43.8**	**7.7%**	**8.4%**
WEST QUAD																				
Downtown	222	29.4	31.2	1.7	0.5	0.1	0.1		0.0	0.0	0.0	0.0	-0.1	0.0	2.3	2.4	31.6	33.6	14.2%	15.1%
Goose Hollow	175	20.4	22.1	0.5	0.0	0.4	0.4	-0.1	0.0	0.0	0.0	0.4	0.0	0.0	1.3	1.7	21.6	23.8	12.4%	13.6%
Old Town/Chinatown	130	9.4	10.3	0.5	0.1	0.0	0.1		0.0	0.0	0.0	0.0	0.2	0.3	0.9	1.1	10.3	11.3	7.9%	8.7%
Pearl District	277	47.3	50.8	1.0	0.3	0.2	0.4		0.6	1.1	0.4	1.5	0.2	0.5	3.0	5.1	50.3	56.0	18.2%	20.2%
South Downtown/University	218	37.6	42.2	0.1	0.0	0.0	0.3		0.0	0.0	0.0	0.0	0.0	0.5	0.5	1.0	38.1	43.2	17.5%	19.8%
South Waterfront	177	16.0	20.7	0.3	0.1	0.0	0.2		1.9	3.9	4.5	6.2	0.8	1.9	7.8	12.5	23.8	33.2	13.5%	18.8%
West End	95	9.8	10.8	1.0	0.2	0.1	0.1		0.0	0.0	0.0	0.0	0.0	0.0	1.4	1.4	11.2	12.2	11.8%	12.8%
West Quad Total	**1,294**	**169.9**	**188.1**	**5.0**	**1.2**	**0.9**	**1.6**	**-0.1**	**2.5**	**5.0**	**4.9**	**8.2**	**1.0**	**3.3**	**17.1**	**25.1**	**187.0**	**213.2**	**14.5%**	**16.5%**
Central City Total	***2,523***	***228.1***	***251.3***	***8.7***	***2.1***	***2.1***	***2.7***	***6.1***	***2.8***	***5.5***	***8.3***	***14.4***	***3.0***	***7.5***	***35.8***	***49.2***	***263.8***	***300.5***	***10.5%***	***11.9%***

1 Water not included.
2 Includes existing tree canopy.
3 Additional canopy resulting from a second 2-year city street tree planting effort - an additional 20% of potential planting spaces planted (not adjacent to BLI sites).
4 Optional setback associated with new (re)development (BLI sites). Setback may be hardscaped, vegetated, or a mix, based on street typology. It is assumed that 25% of developers will choose the optional setback. Includes additional canopy from ROW and tax lot trees.
5 Additional canopy from increasing river setback from 25' to 50'. Also includes area between ordinary high water and top of bank, using 25 feet as a proxy.
6 Includes anticipated future parks (PP&R-managed and other).
7 Additional canopy based on the 2035 riverbank enhancement targets. Includes canopy within 75' landward from ordinary high water.

Table X-8. Comparison of Preliminary Tree Canopy Targets in Quadrant Plans and Central City 2035 Tree Canopy Targets

Geography	Quadrant Tree Canopy Targets (%)	Central City 2035 Tree Canopy Targets (%)
Central Eastside	10	5.2 - 6.2
Lloyd District	18	8.7 - 9.6
Lower Albina	10	4.9 - 5.0
Downtown	25	14.2 - 15.1
Goose Hollow	20	12.4 - 13.6
Old Town/Chinatown	10	7.9 - 8.7
Pearl District	20	18.2 - 20.2
South Downtown/University	30	17.5 - 19.8
South Waterfront	20	13.5 - 18.8
West End	20	11.8 - 12.8
Central City Totals	***17***	***10.5 - 11.9***

i. Next steps

The Central City 2035 Tree Canopy Targets will be refined for the Proposed Draft. Additional analysis will be conducted to:

1. Replace the 2007 Metro tree canopy data with 2014 LiDAR data for purposes of estimating existing tree canopy.
2. Update ROW tree canopy estimates to reflect new Urban Forestry program restrictions on planting street trees in narrow planting strips (e.g., Type A strips).
3. Evaluate the potential additional tree canopy increments (tax lot or street trees) associated with building design, such as podium buildings, or other building designs that incorporate trees, and/or proposed ecoroof requirements.

III. Conclusions and Recommendations

This analysis indicates that future tree canopy in the Central City is anticipated to increase, and that the draft Central City 2035 plan results in substantial increases in tree canopy over time.

Reaching these targets will be challenging but achievable. A mix of tools will be needed. Proposed Central City 2035 policies and regulations will increase the amount of trees to be preserved or planted in conjunction with new development (e.g., river setback, landscaping, street trees, optional building setbacks). Substantial investment will also be needed to fund proactive street tree planting, streetscape improvements (e.g., Green Loop), proposed riverbank enhancements, and new parks. In addition, tools are needed to ensure that adequate sub-surface soil volumes are provided for future trees planted in rights-of-way, tax lots, or parks. This will encourage the planting of medium or large tree species, greatly increasing tree canopy at maturity. This is especially important given planting constraints throughout the Central City.

The analysis presented in this report indicates that the preliminary tree canopy targets in the Quadrant Plans are not realistic or feasible given the character of existing and anticipated future development, as well as constraints on planting trees along Central City rights-of-way. As noted above, this is understandable given that the preliminary targets in the quadrants plans were based on the UFMP ROW canopy targets.

Table X.9 compares future tree canopy scenario results with existing tree canopy, and presents the draft Central City 2035 tree canopy targets.

Table 9. Central City Tree Canopy Scenario Results and Draft Tree Canopy Targets

				Baseline Future Tree Canopy Scenario[2]		CC2035 Plan Future Tree Canopy Scenario and Draft Tree Canopy Targets[3]	
CC District		**District Area[1] (acres)**	**Existing tree canopy**	**LOW**	**HIGH**	**LOW**	**HIGH**
SE QUAD							
Central Eastside	acres	706	20.3	24.7	27.8	36.7	43.5
	%		*2.9%*	*3.5%*	*3.9%*	*5.2%*	*6.2%*
SE Quad Total	**acres**	**706**	**20.3**	**24.7**	**27.8**	**36.7**	**43.5**
	%		***2.9%***	***3.5%***	***3.9%***	***5.2%***	***6.2%***
N/NE QUAD							
Lloyd District	acres	385	28.9	27.4	29.3	33.5	37.0
	%		*7.5%*	*7.1%*	*7.6%*	*8.7%*	*9.6%*
Lower Albina	acres	138	5.2	6.1	6.1	6.7	6.8
	%		*3.8%*	*4.4%*	*4.5%*	*4.9%*	*5.0%*
N/NE Quad Total	**acres**	**523**	**34.1**	**33.5**	**35.5**	**40.2**	**43.8**
	%		***6.5%***	***6.4%***	***6.8%***	***7.7%***	***8.4%***
WEST QUAD							
Downtown	acres	222	28.0	29.4	31.2	31.6	33.6
	%		*12.6%*	*13.2%*	*14.0%*	*14.2%*	*15.1%*
Goose Hollow	acres	175	23.1	20.4	22.1	21.6	23.8
	%		*13.3%*	*11.7%*	*12.7%*	*12.4%*	*13.6%*
Old Town/Chinatown	acres	130	8.8	9.4	10.3	10.3	11.3
	%		*6.7%*	*7.2%*	*7.9%*	*7.9%*	*8.7%*
Pearl District	acres	277	9.4	47.3	50.8	50.3	56.0
	%		*3.4%*	*17.1%*	*18.4%*	*18.2%*	*20.2%*
South Downtown/University	acres	218	43.3	37.6	42.2	38.1	43.2
	%		*19.9%*	*17.2%*	*19.3%*	*17.5%*	*19.8%*
South Waterfront	acres	177	10.2	16.0	20.7	23.8	33.2
	%		*5.8%*	*9.1%*	*11.7%*	*13.5%*	*18.8%*
West End	acres	95	6.7	9.8	10.8	11.2	12.2
	%		*7.0%*	*10.3%*	*11.4%*	*11.8%*	*12.8%*
West Quad Total	**acres**	**1,294**	**129.5**	**169.9**	**188.1**	**187.0**	**213.2**
	%		***10.0%***	***13.1%***	***14.5%***	***14.5%***	***16.5%***
Central City Total	**acres**	***2,523***	**183.9**	**228.1**	**251.3**	**263.8**	**300.5**
	%		***7.3%***	***9.0%***	***10.0%***	***10.5%***	***11.9%***

1 Does not include water.

2 Includes existing tree canopy.

3 Includes existing and baseline tree canopy.

Table 10. Average street tree planting spaces and tree sizes per tax lot by subdistrict

Subdistrict	Zone	Average Existing Trees Per Tax Lot	Average Potential Trees Per Tax Lot	Average Tree Size
CENTRAL EASTSIDE	CG	2	0	Small
CENTRAL EASTSIDE	EG1	1	1	Small
CENTRAL EASTSIDE	EG2	5	0	Small
CENTRAL EASTSIDE	EX	2	2	Small
CENTRAL EASTSIDE	IG1	2	2	Small
CENTRAL EASTSIDE	IH	0	1	Small
CENTRAL EASTSIDE	R1	1	1	Small
CENTRAL EASTSIDE	RX	2	1	Small
DOWNTOWN	CX	5	2	Medium
DOWNTOWN	OS	10	6	Medium
DOWNTOWN	RX	3	1	Medium
GOOSE HOLLOW	CX	3	1	Small
GOOSE HOLLOW	OS	22	12	Small
GOOSE HOLLOW	R1	1	1	Small
GOOSE HOLLOW	R2	0	0	Small
GOOSE HOLLOW	RH	3	3	Small
GOOSE HOLLOW	RX	5	1	Small
LLOYD DISTRICT	CX	7	2	Medium
LLOYD DISTRICT	EG1	0	7	Medium
LLOYD DISTRICT	IG1	1	2	Medium
LLOYD DISTRICT	OS	14	7	Medium
LLOYD DISTRICT	RH	2	1	Medium
LLOYD DISTRICT	RX	5	3	Medium
LOWER ALBINA	EX	2	1	Medium
LOWER ALBINA	IG1	1	2	Medium
LOWER ALBINA	IH	0	0	Medium
OLD TOWN / CHINATOWN	CX	5	1	Medium
OLD TOWN / CHINATOWN	RX	13	0	Medium
PEARL DISTRICT	CX	2	2	Medium
PEARL DISTRICT	EX	6	1	Medium
PEARL DISTRICT	IH	2	8	Medium
PEARL DISTRICT	OS	19	3	Medium
PEARL DISTRICT	RX	7	0	Medium
SOUTH DOWNTOWN/UNIVERSITY	CX	6	0	Medium
SOUTH DOWNTOWN/UNIVERSITY	OS	2	2	Medium
SOUTH DOWNTOWN/UNIVERSITY	RX	5	1	Medium
SOUTH WATERFRONT	CX	9	3	Medium

WEST END	CX	5	2	Medium
WEST END	EX	1	1	Medium
WEST END	RX	3	1	Medium

Appendix A. Alternative Options

In addition to the Baseline and Central City 2035 Plan Future Tree Canopy Scenarios, staff considered additional options to increase tree canopy that are not included in the Central City 2035 Scenario or the draft tree canopy targets.

These options are intended to be illustrative, providing information that will help respond to community interests or questions. These options are also intended to help inform potential future program decisions and planning efforts, including City street tree planting programs and updates to Title 11, Trees.

1. More parks and open spaces

It is plausible, if not likely, that over 20 years the Central City will accrue parks and open spaces beyond those called for in the Central City 2035 Plan. Such new parks and open spaces could be City owned or managed, or they could be privately owned or owned by another public agency.

However, any additional park-like open spaces would likely be modest in scale given high land value and competition for land in the Central City.

For this option, Portland Parks and Recreation staff recommended assuming an additional two acres of parks per quadrant. It was assumed that these two acres of additional parks are distributed proportionally across each district within its respective quadrant. Anticipated tree canopy was then calculated for each district and quadrant using averages of PP&R's low and high preferred canopy ranges.

2. More investment in street trees

The Baseline and Central City 2035 Plan Future Tree Canopy scenarios modeled expected increases in tree canopy associated with one and two, two-year City-sponsored tree planting projects, respectively. Based on data collected by BES, each of these two-year plantings could be expected to result in a 20 percent increase in the number of trees planted on non-BLI lots.

This option estimates the maximum amount of additional street tree canopy that could be provided along rights-of-way were the City to undertake a more ambitious Central City street-tree planting program. Given planting constraints discussed earlier in the report, it is assumed that 70 percent of the potential ROW planting spaces could be planted by 2035 (100 percent minus the 30 percent planting constraint described in the scenario analysis above). Combined with existing trees this would total approximately 14,681 trees with a 91 percent future stocking level.

Planting 70 percent of the potential ROW planting spaces in the Central City would require additional funding and investment. However, based on past experience, it would be challenging to plant this many trees given property owner resistance to planting trees. BES has documented that the responsibility and cost to maintain street trees is one of the main reasons that property owners choose not to plant additional street trees. If the City were to assume increased responsibility for the planting,

establishment, and maintenance of street trees it is anticipated that property owners would be more receptive to new street trees. In addition, the City would have a basis to plant trees without requiring prior property owner approval.

Based on information provided by staff from BES and PP&R, the cost of planting and establishing trees in 70 percent of the potential planting spaces associated with non-BLI lots would be $2,462,298. This is a $1,195,973 increase over the costs associated with the Central City 2035 Scenario. Planting and establishment costs include labor, materials, soil amendment, and tree stock, as well as factoring in a concrete cut for an estimated 90% of the spaces. Planting and establishment costs are based on planting a broadleaf tree; conifers have slightly lower procurement, delivery, and installation costs.

If the City were to assume responsibility for basic maintenance of existing and future street trees in the Central City (e.g., tree assessment and pruning), assuming 70 percent of the potential spaces are planted, the annual cost is estimated to be $900,000 per year.

Note: The number of potential planting spaces used in this cost analysis includes planting strips less than 3 feet wide (A strips). The Urban Forestry Program has recently changed its policy to disallow planting of new street trees in strips less than 3 feet wide. This analysis will be adjusted to reflect that change in the Proposed Draft Central City 2035 Plan.

3. **Required building setbacks**

The Central City 2035 Plan Scenario estimated changes in tree canopy associated with anticipated optional front building setbacks on future development sites. The plan would allow but not require front building setbacks in certain zones. This would provide flexibility while also supporting policies calling for active streetscapes and first floor uses.

Stakeholders have expressed interest in how additional setbacks or other tools could increase tree canopy on private property. This section describes three options developed to assess the tree canopy impact of requiring (rather than allowing) setbacks in the Central City. This evaluation is intended to be illustrative only, given that requiring setbacks would conflict with many Central City goals and policies.

The first option modeled changes in tree canopy assuming setbacks are required only along the Green Loop alignment, including the four primary east-west connections, and along all streets that would be required to do a landscaped setback under the current optional setback plan. The section of the Green Loop between SW Salmon Street and W Burnside Street was excluded from this analysis because it the most urban section of the Green Loop and is less likely to include a setback.

Changes in canopy were modeled for both right-of-way trees and potential new trees within the setback area itself. For the Central City 2035 Plan Scenario it was assumed that with an optional setback code provision, 25% of the BLI-designated vacant and underutilized lots and BLI sites along the Green Loop would develop with setbacks. In addition it was assumed that for lots with setbacks, small potential front planting spaces could accommodate medium trees. It was also assumed that for lots developed with setbacks tree canopy of medium and large trees would no longer be constrained by buildings. In other words, the 20% and 30% canopy reductions applied in zones allowing lot-line to lot-line development are eliminated and this canopy regained.

For this “required setback” option, it was assumed that all of the BLI-designated vacant and underutilized sites along the Green Loop, four primary east-west connections, and streets where setbacks would need to be landscaped per the draft code. It was assumed that setbacks would occur along the primary frontage. The 30% overall constraint is still applied so that 70% of the potential ROW planting spaces associated with BLI sites are assumed to be planted in conjunction with future development.

To estimate additional canopy within the setback it was assumed that there would be three small trees per BLI site.

The second option modeled anticipated changes in canopy if front setbacks were required for BLI-designated vacant and underutilized sites along all streets except those in industrial zones. In the third option setback requirements would apply to all BLI sites in the Central City. Again, changes in canopy were modeled for both right-of-way trees and potential new trees within the setback area itself. The 30% overall constraint was applied so that 70% of the potential ROW planting spaces associated with BLI sites are assumed to be planted in conjunction with future development.

For these latter two options, tree canopy within the setback was estimated assuming one additional small tree per BLI site. This estimate is more conservative to reflect the likelihood that fewer trees would be planted outside the Green Loop, particularly in industrial areas, and the setbacks for much of the Central City would not be required to span the full tax lot frontage.

4. Apply Title 11 Tree Preservation and/or Tree Density (Planting) Standards in Zones that are Currently Exempt

Title 11 Tree Preservation and Tree Density Standards do not currently apply to industrial, commercial and employment zones with no existing Title 33 landscaping requirements (IH, IG1, EX, CX, CS, and CM). The Title 11 Tree Preservation Standards also do not apply to developments with existing or proposed building coverage of 85 percent or more. For the Baseline and Central City 2035 Future Tree Canopy scenarios it was therefore assumed that future development on BLI-designated vacant and underutilized lots in these zones could result in no (zero) tree canopy on the development sites. The zero tree canopy result is represented in the “low” estimates for these scenarios.

These exemptions were established in part because when they were adopted the City lacked a current Economic Opportunities Analysis and was therefore unable to fully examine and determine if additional tree regulations would affect employment land supply. The City has since produced a new Economic Opportunities Analysis that will allow this evaluation to take place.

The purpose of this option is to assess how tree canopy could change if the Title 11 Tree Preservation and/or Tree Density exemptions were eliminated.

- For IG1 and IH, the new low canopy estimate is assumed to be 5 percent of the total area of BLI sites by district. This is based on the existing 10 percent tree density standard that currently applies in other industrial zones. It is also assumed that any existing trees that are preserved would count toward the tree density requirement. The 10 percent was lowered to 5 percent since applicants may choose to pay the fee in lieu of tree preservation and planting.

- For CX and EX, the new low canopy estimate is assumed to be 10 percent. This is based on the existing 15 percent minimum tree density standard that applies in other commercial zones. It is also assumed that existing trees that are preserved would count toward the tree density requirement. The 15 percent was lowered to 10 percent since applicants could choose to pay for a fee in lieu of tree preservation and planting.

One way to increase the benefit of applying the Tree Preservation and Tree Density standards in the Central City would be to require that fees-in-lieu be used to plant trees only in the Central City. This would provide additional revenue for the City to plant trees in the Central City or potentially to help pay for proactive riverbank enhancement.

5. Additional options to increase right-of-way tree canopy

The Central City 2035 Scenario incorporated various assumptions for trees in rights-of-way (ROW). Additional discussion of options to improve ROW tree canopy could address targeted planting of large trees, street bump outs, street diets, or replacing a traffic lane with a treed median, etc. Potential limitations on the placemen to new vaults/voids under the sidewalk corridor would reduce constraints on street tree planting. In addition, the City could review practices for requirement of ROW dedications to increase width of the sidewalk corridor and facilitate tree planting or planting larger trees. This would require examination of nexus and proportionality between new development/redevelopment and furnishing zone sidewalk dedications to provide more space for trees. Note: These options were not modeled and are therefore not addressed in the results section below.

Results

Of the alternative options considered, the largest projected tree canopy increases are associated with application of Title 11 Tree Preservation and Tree Density Standards in zones that are currently exempt from these standards. This change is projected to generate an additional 33 to 54 acres of tree canopy, or 1.3 to 2.1 percent across the Central City. Applying these standards would require amending Title 11 and an analysis of potential impacts on employment land supply in accordance with the City's Economic Opportunities Analysis. It is recommended that the exemptions from these standards be evaluated thoroughly during the next comprehensive update of Title 11, Trees. The impacts of revising or eliminating the exemptions should be considered, including tree canopy benefits and impacts on development potential and cost, housing affordability and other City goals and policies.

The next largest projected increase in tree canopy is associated with additional investment in street tree planting. This option is also projected to have significant future public costs associated with planting and maintaining the street trees. An ambitious planting project accompanied by public investment in street tree maintenance could add roughly 18 acres (0.7 percent) of tree canopy across the Central City. However, this option would also have significant public costs and would require a change in City policy, which currently assigns the responsibility of street tree maintenance to adjacent property owners. Committing City resources to maintain street trees in the Central City raises equity issues, such as

whether those public dollars could be better spent to maintain street trees or provide other services in parts of the City with historically underserved or under-represented communities.

At the same time, tree canopy in the Central City is relatively low, with relatively high density of residents and workers. An ambitious planting project could make a big impact in terms of stormwater management, urban heat island, improved pedestrian experience, etc.

Additional front building setbacks or other tools to increase tree canopy on tax lots could provide some additional tree canopy; however, requiring building setback requirements in the Central City would conflict with other Central City goals and policies. If front setbacks were required only along the Green Loop and associated connectors and streets, an additional 3.3 acres (0.13 percent) of tree canopy is estimated. If front setbacks were also required along streets in either non-industrial zones or along all other Central City streets, an additional 12.4 (0.1 percent) to 14.3 acres (0.5 percent), respectively, would be expected. This increase would come from street trees that can grow larger as well as trees planted in the setback itself.

The potential benefits of additional parks within the Central City were also investigated. Investments in new public or private parks, or park-like open spaces, are projected to increase Central City tree canopy by approximately 2 to 3 acres, or roughly 0.1 percent.

Tables A-1 and A-2 present the results of the alternative options described in this section, alongside a comparison of existing tree canopy and Baseline and CC2035 future tree canopy scenario results.

Table A-1. Alternative Future Tree Canopy Options (presented in acres)

							PROJECTED INCREMENTAL CHANGES IN TREE CANOPY (from CC2035 Scenario)										
							ROW				TAX LOTS					PARKS	
CC District	District Area[1] (acres)	Existing Canopy (acres)	Baseline Total Tree Canopy Acreage - LOW[2]	Baseline Total Tree Canopy Acreage - HIGH[2]	2035 Total Tree Canopy Acreage - LOW[3]	2035 Total Tree Canopy Acreage - HIGH[3]	Investment: Street Tree Planting[4] (acres)	Required Setbacks - Specified Streets and Green Loop - ROW Canopy[5] (acres)	Required Setbacks - All Streets Except Industrial- ROW Canopy[6] (acres)	Required Setbacks - All Streets - ROW Canopy[7] (acres)	Required Setbacks - Specified Streets and Green Loop - Setback Canopy[8] (acres)	Required Setbacks - All Streets Except Industrial - Setback Canopy[6] (acres)	Required Setbacks - All Streets - Setback Canopy[7] (acres)	Tree Density Standards in All Zones - LOW[9] (acres)	Tree Density Standards in All Zones - HIGH[10] (acres)	Investment: New Parks (additional) - LOW[11] (acres)	Investment: New Parks (additional) - HIGH[11] (acres)
SE QUAD																	
Central Eastside	706	20.3	24.7	27.8	36.7	43.5	4.7	1.1	2.0	3.4	0.4	0.7	1.0	5.7	10.5	0.8	0.9
SE Quad Total	**706**	**20.3**	**24.7**	**27.8**	**36.7**	**43.5**	**4.7**	**1.1**	**2.0**	**3.4**	**0.4**	**0.7**	**1.0**	**5.7**	**10.5**	**0.8**	**0.9**
N/NE QUAD																	
Lloyd District	385	28.9	27.4	29.3	33.5	37.0	2.1	0.0	0.9	0.9	0.3	0.7	0.7	6.9	10.6	0.6	0.7
Lower Albina	138	5.2	6.1	6.1	6.7	6.8	0.9	0.1	0.1	0.1	0.0	0.1	0.1	0.2	0.3	0.2	0.2
N/NE Quad Total	**523**	**34.1**	**33.5**	**35.5**	**40.2**	**43.8**	**3.0**	**0.1**	**1.0**	**1.0**	**0.4**	**0.7**	**0.8**	**7.1**	**10.9**	**0.8**	**0.9**
WEST QUAD																	
Downtown	222	28.0	29.4	31.2	31.6	33.6	3.6	0.1	0.6	0.6	0.1	0.4	0.4	2.0	3.0	0.1	0.2
Goose Hollow	175	23.1	20.4	22.1	21.6	23.8	1.0	0.0	1.6	1.6	0.1	0.5	0.5	1.3	2.0	0.1	0.1
Old Town/Chinatown	130	8.8	9.4	10.3	10.3	11.3	1.1	0.0	0.2	0.2	0.0	0.3	0.3	1.9	2.8	0.1	0.1
Pearl District	277	9.4	47.3	50.8	50.3	56.0	2.2	0.1	1.3	1.5	0.2	0.5	0.5	5.0	8.1	0.2	0.2
South Downtown/University	218	43.3	37.6	42.2	38.1	43.2	0.2	0.1	0.3	0.3	0.3	0.3	0.3	3.0	4.6	0.1	0.1
South Waterfront	177	10.2	16.0	20.7	23.8	33.2	0.5	0.0	0.6	0.6	0.0	0.2	0.2	7.0	11.5	0.1	0.1
West End	95	6.7	9.8	10.8	11.2	12.2	2.0	0.1	0.7	0.7	0.2	0.4	0.4	0.5	0.7	0.1	0.1
West Quad Total	**1,294**	**129.5**	**169.9**	**188.1**	**187.0**	**213.2**	**10.7**	**0.4**	**5.2**	**5.5**	**0.9**	**2.7**	**2.7**	**20.6**	**32.7**	**0.8**	**0.9**
Central City Total	***2,523***	***183.9***	***228.1***	***251.3***	***264.7***	***301.3***	***18.5***	***1.6***	***8.3***	***9.8***	***1.7***	***4.1***	***4.5***	***33.4***	***54.1***	***2.3***	***2.7***

1 Water not included.

2 Includes existing tree canopy.

3 Includes existing and baseline tree canopy.

4 This is an incremental increase in tree canopy after the two modeled street tree investments (20% in baseline, plus another 20% of that in 2035). This brings the total percent of non-BLI potential planting spaces planted up to 70%.

5 This is an incremental increase in canopy if front setbacks were required on the Green Loop and streets where a setback would need to be landscaped (per Required Building Lines code). The assumptions are that small trees along these streets could be replaced with medium trees, and that medium trees would regain the 20% and large trees would regain 20% of the 30% lost due to buildings coming up to the lot line.

6 Required setbacks on all streets except industrial zones. Assumption of 10 foot setback for ROW calculations and 1 tree per non-OS BLI lot for tax lot calculations.

7 Required setbacks on all streets in all zones. Assumption of 10 foot setback for ROW calculations and 1 tree per non-OS BLI lot for tax lot calculations.

8 Required setbacks on the Green Loop and streets where a setback would need to be landscaped would also result in increased canopy within the setback itself. This assumes canopy associated with 3 small trees per BLI tax lot.

9 In zones with 100% building coverage and no landscaping requirements (CX, EX, IG1, and IH), the origincal calcualtions for canopy on BLI tax lots used zero as the minimum end of the range. This brings the minimum up to 5% for industrial and 10% for CX and EX to account for pay-in-lieu (reduces the minimum standard by 5%). Previous low range calculated on tax lots was subtracted to yield incremental increase.

10 In zones with 100% building coverage and no landscaping requirements (CX, EX, IG1, and IH), the origincal calcualtions for canopy on BLI tax lots used zero as the minimum end of the range. This brings the minimum up to 10% for industrial and 15% for CX and EX. Previous low range calculated on tax lots was subtracted to yield incremental increase.

11 An aspirational ssumption of two additional acres of new parks per quad was used. New park acreage was proportionally alloted to districts within each quad based on area. PP&R's preferred Central City low and high canopy ranges were applied.

Table A-2. Alternative Future Tree Canopy Options (presented in percentages)

							PROJECTED INCREMENTAL CHANGES IN TREE CANOPY (from CC2035 Scenario)										
							ROW				TAX LOTS					PARKS	
CC District	District Area[1] (acres)	Existing Canopy	Baseline Total Tree Canopy - LOW[2]	Baseline Total Tree Canopy - HIGH[2]	2035 Total Tree Canopy - LOW[3]	2035 Total Tree Canopy - HIGH[3]	Investment: Street Tree Planting[4]	Required Setbacks - Specified Streets and Green Loop - ROW Canopy[5]	Required Setbacks - All Streets Except Industrial- ROW Canopy[6]	Required Setbacks - All Streets - ROW Canopy[7]	Required Setbacks - Specified Streets and Green Loop - Setback Canopy[8]	Required Setbacks - All Streets Except Industrial - Setback Canopy[6]	Required Setbacks - All Streets - Setback Canopy[7]	Tree Density Standards in All Zones - LOW[9]	Tree Density Standards in All Zones - HIGH[10]	Investment: New Parks (additional) - LOW[11]	Investment: New Parks (additional) - HIGH[11]
SE QUAD																	
Central Eastside	706	2.9%	3.5%	3.9%	5.2%	6.2%	0.7%	0.16%	0.29%	0.48%	0.06%	0.09%	0.15%	0.8%	1.5%	0.11%	0.13%
SE Quad Total	**706**	**2.9%**	**3.5%**	**3.9%**	**5.2%**	**6.2%**	**0.7%**	**0.16%**	**0.29%**	**0.48%**	**0.06%**	**0.09%**	**0.15%**	**0.8%**	**1.5%**	**0.11%**	**0.13%**
N/NE QUAD																	
Lloyd District	385	7.5%	7.1%	7.6%	8.7%	9.6%	0.6%	0.01%	0.23%	0.23%	0.09%	0.18%	0.18%	1.8%	2.8%	0.14%	0.17%
Lower Albina	138	3.8%	4.4%	4.5%	4.9%	5.0%	0.6%	0.04%	0.10%	0.08%	0.03%	0.04%	0.06%	0.1%	0.2%	0.14%	0.17%
N/NE Quad Total	**523**	**6.5%**	**6.4%**	**6.8%**	**7.7%**	**8.4%**	**0.6%**	**0.02%**	**0.19%**	**0.19%**	**0.07%**	**0.14%**	**0.15%**	**1.4%**	**2.1%**	**0.14%**	**0.17%**
WEST QUAD																	
Downtown	222	12.6%	13.2%	14.0%	14.2%	15.1%	1.6%	0.06%	0.25%	0.25%	0.06%	0.19%	0.19%	0.9%	1.3%	0.06%	0.07%
Goose Hollow	175	13.3%	11.7%	12.7%	12.4%	13.6%	0.6%	0.00%	0.93%	0.93%	0.05%	0.28%	0.28%	0.7%	1.2%	0.06%	0.07%
Old Town/Chinatown	130	6.7%	7.2%	7.9%	7.9%	8.7%	0.8%	0.00%	0.13%	0.13%	0.03%	0.21%	0.21%	1.5%	2.2%	0.06%	0.07%
Pearl District	277	3.4%	17.1%	18.4%	18.2%	20.2%	0.8%	0.03%	0.47%	0.55%	0.08%	0.17%	0.18%	1.8%	2.9%	0.06%	0.07%
South Downtown/University	218	19.9%	17.2%	19.3%	17.5%	19.8%	0.1%	0.03%	0.12%	0.12%	0.12%	0.16%	0.16%	1.4%	2.1%	0.06%	0.07%
South Waterfront	177	5.8%	9.1%	11.7%	13.5%	18.8%	0.3%	0.00%	0.32%	0.32%	0.00%	0.12%	0.12%	3.9%	6.5%	0.06%	0.07%
West End	95	7.0%	10.3%	11.4%	11.8%	12.8%	2.1%	0.11%	0.75%	0.75%	0.17%	0.47%	0.47%	0.5%	0.7%	0.06%	0.07%
West Quad Total	**1,294**	**10.0%**	**13.1%**	**14.5%**	**14.5%**	**16.5%**	**0.8%**	**0.03%**	**0.40%**	**0.42%**	**0.07%**	**0.21%**	**0.21%**	**1.6%**	**2.5%**	**0.06%**	**0.07%**
Central City Total	***2,523***	***7.3%***	***9.0%***	***10.0%***	***10.5%***	***11.9%***	***0.7%***	***0.06%***	***0.33%***	***0.39%***	***0.07%***	***0.16%***	***0.18%***	***1.3%***	***2.1%***	***0.09%***	***0.11%***

1 Water not included.

2 Includes existing tree canopy.

3 Includes existing and baseline tree canopy.

4 This is an incremental increase in tree canopy after the two modeled street tree investments (20% in baseline, plus another 20% of that in 2035). This brings the total percent of non-BLI potential planting spaces planted up to 70%.

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11 An aspirational ssumption of two additional acres of new parks per quad was used. New park acreage was proportionally alloted to districts within each quad based on area. PP&R's preferred Central City low and high canopy ranges were applied.

Bureau Work Plans/Action Charts

I. Introduction

The following tables outline CC2035 work plans for various implementing City bureaus, offices and organizations. Most actions were developed as part of the three quadrant processes - some actions apply Central City-wide while others apply only to a specified district. Staff expects to refine and simplify this work plan as CC2035 moves through the review process.

ACTION IDENTIFIER

Actions are identified using the Action Identifier that includes the first two columns of each table: Geography and Code.

The Geography column will either list "Central City" or one of its ten districts:

- Central Eastside
- Goose Hollow
- Lower Albina
- The Pearl
- South Waterfront
- Downtown
- Lloyd
- Old Town/Chinatown
- South Downtown/University
- West End

The Code column provides the action's unique identifier as it appeared in its source quadrant plan. Each code begins with letters representing the action's corresponding policy area (see list, below), followed by a number. Since each quadrant plan had its own numbering system, some of codes are the same. Because of this, when referring to an action, it is important to identify the full Action Identifier (geography and code) not just the code.

Policy area codes include:

- **RC** – Regional Center
- **HN** – Housing and Neighborhoods
- **TR** or **T** – Transportation
- **WR** – Willamette River
- **UD** – Urban Design
- **EN** – Health & Environment

Lastly, some codes are followed by an "*", indicating that additional information on that action can be found in its source quadrant plan (see CC2035 Plan, Volume 4 for quadrant plan links). All Central City-wide actions are listed as they appeared in the Southeast Quadrant Plan, the last of the quadrant plans to be adopted, unless otherwise noted.

TIMEFRAME

Each action identifies a proposed timeframe: ongoing, 2 – 5 and 6 – 10 years.

IMPLEMENTER

Each action identifies one or more lead and partner implementers. Implementers include:

- Architectural Heritage Center **(AHC)**
- Department of Environmental Quality **(DEQ)**
- Downtown Neighborhood Association **(DNA)**
- Go Lloyd
- Goose Hollow Foothills League **(GHFL)**
- Lloyd District Community Association **(LDCA)**
- Lloyd EcoDistrict
- Metro
- Multnomah County **(County)**
- Northwest District Association **(NWDA)**
- Old Town / Chinatown Community Association **(OTCTCA)**
- Old Town Heritage Group **(OTHG)**
- Oregon Department of Transportation **(ODOT)**
- Pearl District Neighborhood Association **(PDNA)**
- Portland Bureau of Development Services **(BDS)**
- Portland Bureau of Emergency Management **(PBEM)**
- Portland Bureau of Environmental Services **(BES)**
- Portland Bureau of Planning and Sustainability **(BPS)**
- Portland Bureau of Transportation **(PBOT)**
- Portland Business Alliance **(PBA)**
- Portland Development Commission **(PDC)**
- Portland Fire and Rescue **(PFR)**
- Portland Housing Bureau **(PHB)**
- Portland Office of Management and Finance **(OMF)**
- Portland Office of Neighborhood Involvement **(ONI)**
- Portland Parks and Recreation **(PPR)**
- Portland Police Bureau **(PPB)**
- Portland Water Bureau **(PWB)**
- Private
- Regional Arts and Culture Council **(RACC)**
- South Portland Neighborhood Association **(SPNA)**
- Travel Portland
- TriMet

II. City Bureaus and Offices

Portland Bureau of Development Services (BDS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central City	RC2	As development occurs and density increases, ensure that new construction and rehabilitation projects include both early warning systems (e.g., alarms and CO detectors) and fire protection equipment. Fire sprinklers help minimize the size, reducing the spread, therefore reducing the loss of life.			X	**BDS, PFR**	
Central Eastside	RC12*	Review and consider amendments to building code requirements applicable to non-industrial development along the IG1/EXd Interface throughout the district.	X			**BDS**	BPS
Downtown	EN8	Locate all new, significant development west of Naito Pkwy outside of the floodplain.			X	**BDS, BPS**	Private
Old Town/Chinatown	RC16	Consider revising seismic regulations to allow for more incremental upgrades.	X			**BDS, PBEM**	

Portland Bureau of Emergency Management (PBEM)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central City	RC1	Consider requiring development projects that include public investment, pre-development and development assistance to include some level of seismic upgrading.	X			**PBEM, BPS**	PDC
Old Town/Chinatown	RC16	Consider revising seismic regulations to allow for more incremental upgrades.	X			**PBEM, BDS**	

Portland Bureau of Environmental Services (BES)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central City	EN4	Identify tree preservation and planting opportunities and implementation strategies (e.g., street tree planting and maintenance programs) that meet multiple objectives, including reducing urban heat island, improving local air quality, intercepting rainfall to reduce stormwater runoff and providing habitat.			X	**PPR, BES**	
Central City	EN8	Implement projects that increase habitat in public rights-of-ways and development.	X			**BES**	PBOT, Private
Central City	EN10	Develop a program to encourage solar energy on existing rooftops, including in combination with ecoroofs.	X			**BES, BPS**	

Portland Bureau of Environmental Services (BES)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central City	EN11	Improve water quality in the Willamette River by integrating green infrastructure with streetscape improvements. Specifically, identify risks associated with the separated storm system in the West Quadrant as a whole, as well as in specific districts.	X			**BES**	PBOT
Central City	EN12*	Work with FEMA to remap the Willamette River 100-year floodplain to include the consideration of climate change.	X			**BPS**	BES, BDS
Central City	EN13*	Amend the flood related regulations and other guidelines to a) help prevent or minimize the risk of flood damage to new, redeveloped and rehabilitated buildings located in the revised 100-year floodplain, and b) avoid, minimize and mitigate the impacts of such development on floodplain functions.	X			**BES , BPS**	
Central City	EN16	Develop strategies to increase the amount of green-infrastructure in combined sewer backup risk areas and in areas where stormwater discharges directly to the river.	X			**BES**	
Central City	New	Evaluate options to increase property owner interest in street tree planting, including potential public assistance with tree pruning or other tree-related maintenance.	X			**BES, PPR**	PBOT, BPS
Central City	TR7	Coordinate system planning efforts among city bureaus and potential private investors for green infrastructure improvements.			X	**BES, PBOT**	BPS
Central City	WR3	Improve water quality in the Willamette River by integrating green infrastructure and urban design.			X	**BES**	BPS, PBOT, PPR

Portland Bureau of Environmental Services (BES)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central City	WR4	Enhance and create connectivity between in-water, river bank and upland areas to maintain and improve fish and wildlife habitat.			X	**BES**	Private
Central Eastside	T7	Coordinate planning and implementation of green infrastructure and active transportation improvements on east-west streets and the "Green Loop".		X		**PBOT, BES**	
Central Eastside	UD10	Identify remnant parcels or portions of publicly owned right-of-way (City, County, and State owned lands) that could be used for publicly accessible parks, open space, recreation opportunities and stormwater management.	X			**PBOT, PPR, BES**	
Central Eastside	UD9	Encourage the development of public art in the Central City, as well as cultural and ecological displays and attractions.			X	**BES, RACC**	Non-profit, Private
Central Eastside	WR6	Explore concepts and partnerships to enhance fish and wildlife habitat along Eastbank Esplanade between the Morrison and Hawthorne Bridges.			X	**BES**	PPR
Downtown	EN2	Improve in-water habitat at Hawthorne Bowl designing a restoration project that creates a separate fish habitat area from swimming and recreational areas.		X		**PPR, BES**	
Downtown	EN5	Improve SW Jefferson with stormwater management facilities and green street improvements.	X			**BES**	PBOT
Lloyd	EN12	Use green infrastructure measures to improve the water quality of stormwater discharged to the Willamette River and to reduce the risk of sewer backups into basements.			X	**BES**	PBOT, Private

Portland Bureau of Environmental Services (BES)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Lloyd	EN5	Design and implement a water quality/tree canopy corridor strategy for the Lloyd District. The strategy should evaluate streets initially identified in the concept for feasibility and potentially add additional streets where opportunities are identified.		X		**BES**	PBOT, BPS, PPR (UF), PDC, PWB
Lloyd	EN6	Develop and implement a tree planting strategy for the Lloyd District. The strategy should identify available planting locations including streets and underutilized space within public rights-of-way and could result in fine tuning the tree canopy target for the district.		X		**BES, BPS**	PPR (UF), BES, BPS, PBOT, PWB, Private
Lloyd	EN8	Develop a management strategy addressing multiple objectives for the Sullivan's Gulch natural resource area, including re-vegetation, trail development, environmental education, special habitat area and maintenance.	X			**BES**	PBOT, PPR, BPS, ODOT, Private
Lower Albina	EN2	Develop and implement a strategy to install trees and sustainable stormwater facilities to existing streets and underutilized space within rights-of-way (e.g. freeway ROW, Broadway bridgehead, west end of Russell Street). Ensure improvements do not compromise operations for industrial businesses.		X		**BES**	PPR, UF, PBOT, PWB, ODOT, Private
Lower Albina	UD3	Improve the character and activate the area under the Fremont Bridge ramps. Consider active recreation, public art, sustainable landscaping and stormwater management, and improved parking facilities.		X		**PPR, RACC, BES, ODOT**	

Portland Bureau of Environmental Services (BES)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Old Town/Chinatown	EN2	Improve river health with enhanced native vegetation on the bank in the McCormick Pier area.		X		**BES**	Private
Old Town/Chinatown	EN3	Improve river bank conditions by encouraging replacement of invasive and non-native plants with native plants on the river bank between the Steel and Broadway Bridges	X			**BES**	Private
Pearl	EN1	Restore riparian and shallow water habitat to improve conditions for fish and wildlife at Centennial Mills.	X			**Private, BES**	PPR, PDC
Pearl	UD7	Integrate habitat, including rerouting and daylighting the end of Tanner Creek to create in-water and riparian habitat into development.		X		**BES**	PDC
South Downtown/Univ.	EN1	Enhance river bank and shallow water around RiverPlace to maintain and improve fish and wildlife habitat.	X			**PPR, BES**	
South Downtown/Univ.	UD4	Continue implementation of the SW Montgomery Green Street.			X	**BPS, BES**	PPR, PBOT
South Waterfront	EN1	Develop strategies for addressing environmental challenges including, but not limited to, soil contamination and freeway noise.	X			**BES**	PBOT
South Waterfront	UD6	Develop green connections at regular intervals extending from the river west into the district as a means for providing pedestrian linkages, multi-objective stormwater management opportunities and reinforcing the presence of the river and riverfront in the district.	X			**PBOT, BES**	BPS

Portland Bureau of Environmental Services (BES)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
West End	UD11	Improve the Jefferson main street with green infrastructure.	X			**PBOT, BES**	BPS

Portland Bureau of Planning and Sustainability (BPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central City	EN1	Develop new regulatory and incentive tools to increase the use of green building technologies and innovative stormwater management techniques (e.g., ecoroofs, green walls, trees on private property, impervious surface standards), renewable energy and energy efficiency in both new development and rehabilitations.	X			**BPS**	BES
Central City	EN10	Develop a program to encourage solar energy on existing rooftops, including in combination with ecoroofs.	X			**BPS, BES**	
Central City	EN12*	Work with FEMA to remap the Willamette River 100-year floodplain to include the consideration of climate change.	X			**BPS, BES**	

Portland Bureau of Planning and Sustainability (BPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central City	EN13*	Amend the flood related regulations and other guidelines to a) help prevent or minimize the risk of flood damage to new, redeveloped and rehabilitated buildings located in the revised 100-year floodplain, and b) avoid, minimize and mitigate the impacts of such development on floodplain functions.	X			**BPS, BES**	
Central City	EN14	Explore opportunities for new multi-family and commercial development to create provisions for community gardens and food gardening.			X	**BPS**	Private
Central City	EN15	Explore opportunities for new multi-family and commercial property developments to consider building designs that allow for the capturing and reuse of water.			X	**BPS**	Private
Central City	EN17	Explore opportunities for new multi-family and commercial development to create provisions for community gardens and food gardening.			X	**BPS**	Private
Central City	EN18	Explore opportunities for new multi-family and commercial property developments to consider building designs that allow for the capturing and reuse of water.			X	**BPS**	Private
Central City	EN19	Develop strategies to reduce nighttime lighting and sky glare to reduce impacts of building lighting on human health, wildlife and energy consumption.	X			**BPS**	Private
Central City	EN3	Update the Central City Fundamental Design Guidelines to incorporate guidance for bird-friendly building design and building reflectivity.	X			**BPS**	

Portland Bureau of Planning and Sustainability (BPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central City	New	Analyze options to apply Title 11 Tree Preservation Standards and Tree Density Standards in commercial, employment, and industrial zones that are currently exempt from the standards. Consider benefits associated with additional tree canopy and impacts on development potential, housing affordability and other city goals and policies.	X			**BPS**	BDS, PPR
Central City	HN4	Advocate for state-wide legislation that would allow local jurisdictions to adopt inclusionary zoning provisions to increase the supply of affordable housing.			X	**BPS, PHB**	
Central City	HN5	Develop a strategy for accommodating food cart pods as infill development displaces them.	X			**BPS**	PPR, Private
Central City	HN8	Explore options for new community center to serve entire Central City.		X		**PPR, BPS**	
Central City	RC2	Consider requiring development projects that include public investment, pre-development and development assistance to include some level of seismic upgrading.	X			**BPS, PBEM**	PDC
Central City	TR5	Explore funding mechanisms, phasing and the implementation of river transit in Central City.		X		**BPS, PBOT**	Private
Central City	UD2	Update the Central City Fundamental Design Guidelines to incorporate Crime Prevention Through Environmental Design (CPTED) principles, wind-mitigating design principles for tall buildings, as well as pedestrian scale and livability considerations.	X			**BPS**	

Portland Bureau of Planning and Sustainability (BPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central City	UD3	Advocate for the passage of a state historic rehabilitation tax credit.			X	**BPS**	Non-profit, Private
Central City	UD5	Develop a strategy to implement the "Green Loop" through the Central City.	X			**BPS**	PBOT, PPR, BES
Central City	UD7	Update the Historic Resources Inventory for the Central City, prioritizing the West End and Goose Hollow.	X			**BPS**	
Central City	UD11	Study potential incentives to incorporate publically accessible gathering places into ecoroofs.	X			**BPS**	
Central City	WR5	Continue to convene a Central Reach Working Group to serve as a sounding board for staff on the development of river-related policies and implementation actions for the Central Reach of the Willamette River.			X	**BPS**	BES, PPR, BDS, PDC, PBOT
Central City	WR9	Develop an action plan to enhance and restore fish and wildlife habitat throughout the Central Reach.	X			**BPS**	BES, PPR, State & Federal Agencies, Private
Central City	WR10	Develop a concept plan and complete pre-design for a project to restore fish and wildlife habitat between the Hawthorne Bridge and Marquam Bridge. Then seek funding to implement the project.	X			**BPS**	BES, PPR, PDC, State & Federal Agencies, Private
Central City	WR11*	Develop a strategy to address impacts on habitat and fish and wildlife within the Ross Island complex and Holgate Channel as part of River Plan/South Reach.	X			**BPS**	PPR, BES

Portland Bureau of Planning and Sustainability (BPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central Eastside	RC11*	Review and consider amendments to development standards and design guidelines applicable to development along the IG1/EXd Interface throughout the district.	X			**BPS**	BDS
Central Eastside	RC29	Study the feasibility and strategy behind creating a new business improvement district for the Central Eastside.	X			**BPS, PDC, CEIC**	
Central Eastside	T13	Analyze loading needs and develop new loading guidelines.	X			**BPS, PBOT**	
Central Eastside	T26b	Require identification of how lighting within public realm and ground floor programming will be designed to create a safe and attractive environment for pedestrians through the day and night with an emphasis on hours of transit service as part of new Master Plan provisions for OMSI and Clinton Station areas.	X			**BPS**	PBOT, Private
Central Eastside	UD6*	Explore opportunities to create publicly accessible open space and recreational opportunities on public and private land throughout the Central Eastside.	X			**BPS,PPR, Private**	
Central Eastside	UD11	Develop strategy to incorporate green-infrastructure, furnishings, wayfinding tools, and other elements to draw people to the river on key east-west routes leading to the Willamette River.	X			**BPS**	PBOT, BES
Central Eastside	UD12*	Explore a Green Loop alignment in the Central Eastside based on its ability to meet criteria developed for the district. Conduct analysis to identify potential route alignments and impacts to freight operations.	X			**BPS**	PBOT

Portland Bureau of Planning and Sustainability (BPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central Eastside	UD13	Update the Historic Resource Inventory for structures in the Central Eastside.	X			**BPS**	
Central Eastside	UD2	Update existing East Portland Grand Avenue Historic Design Guidelines.		X		**BPS**	BDS
Central Eastside	UD5	Update development regulations to support the Ground Floor Character Concept, including active use requirements and design guidelines.	X			**BPS**	
Central Eastside	UD7*	Develop an urban design concept and implementation strategy to enhance the role, use, and character of the historic main streets under the Morrison, Belmont, Madison, and Hawthorne Street viaducts, and the area under I-5.	X			**BPS, PBOT**	PDC
Central Eastside	UD8	Develop a districtwide strategy to implement features, including opportunities for public-private partnerships, that address the need for new open spaces, connections and access to existing open spaces and other amenities as residential and employment densities grow over time.	X		X	**PPR, BPS**	PBOT, PDC, BES, State
Central Eastside	WR3	Within the Willamette Greenway, but outside the Greenway setback, allow small commercial uses along or near the riverfront including food kiosks, bicycle and boat rentals and other retail that support an active riverfront in the Central Eastside.			X	**BPS**	PPR

Portland Bureau of Planning and Sustainability (BPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central Eastside	WR4	Increase the width of the greenway trail including possible separation of bicyclists and pedestrians especially north of the Tilikum Bridge area by OMSI as redevelopment happens.		X		**BPS**	PPR, PBOT
Central Eastside	WR5	Partner with OMSI and Portland Parks and Recreation to design and implement a riverbank project between the Hawthorne and Marquam Bridges that includes fish and wildlife habitat, boating, swimming, educational opportunities and enhanced greenway trail.	X			**BPS, OMSI**	BES, PPR, ODOT, PGE
Downtown	EN8	Locate all new, significant development west of Naito Pkwy outside of the floodplain.			X	**BPS, BDS**	Private
Downtown	EN3	Consider seasonal restrictions on human activity in-water around the Hawthorne Bowl to minimize the impacts of boating and swimming on juvenile fish migration, if such activity is shown to create undesirable impacts.	X			**BPS**	PPR, BES, DSL, USACE, NOAA Fisheries
Downtown	EN4	Evaluate the feasibility of adding deep-water mooring structures at Hawthorne Bowl to reduce the impacts of boating and swimming on juvenile fish migration as part of an overall plan for the Hawthorne Bowl.	X			**BPS**	PPR, BES, DSL, USACE, NOAA Fisheries
Downtown	RC13	Study and revise, as needed, zoning regulations to allow overnight mooring for commercial boats/ships in Waterfront Park.	X			**BPS, PPR**	**DSL**
Downtown	RC6	Study the feasibility of accommodating regional cruise ship docking facilities along the seawall.	X			**BPS, PPR, Private**	

Portland Bureau of Planning and Sustainability (BPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Downtown	RC10	Build a new central courthouse in or near the Government Center (see Attractions & Special Places Concept Map, page 27).	X			**County, PDC, BPS**	
Downtown	RC3	Implement incentives that encourage new development, including targeted clusters of commercial development, in the Naito Parkway area.	X			**PDC, BPS**	
Downtown	RC4	Working with Multnomah County, study the feasibility of removing or reconfiguring the ramps and approaches to the Morrison bridge to create more developable land parcels and improve multimodal connectivity to the river. Consider the impacts to providing southbound freeway access from the Central Eastside.	X			**PBOT, County, BPS**	
Downtown	RC11	Explore options for redeveloping the site occupied by the City-owned parking garage at SW 3rd and SW Alder. Provide public parking; add mixed use development including improved retail.		X		**PBOT, PDC, BPS**	
Downtown	RC2	Encourage redevelopment with key public attractions and mixed uses at the Morrison Bridgehead that connect to the river.	X			**Private, PBOT, PPR, BPS, PDC, County**	
Downtown	TR4	Study the feasibility of installing new or repurposing existing docks to accommodate commercial and recreational boating and river transit.	X			**BPS**	PPR, PBOT, PDC, Private
Downtown	UD1	Implement the Park Avenue Urban Design Vision (2004).			X	**BPS**	PBOT, PPR
Downtown	UD14	Develop a set of special design guidelines and streetscape improvements for the Cultural District.		X		**BPS**	PBOT, PPR, Private

Portland Bureau of Planning and Sustainability (BPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Downtown	UD10*	Study the feasibility of creating an urban civic space at the intersection of West Burnside and Broadway.	X			**BPS**	PDC, PBOT, PPR
Goose Hollow	EN2	Encourage and promote an environmental "high performance area" on the redeveloped LHS site through incentives, public-private partnerships and/or master planning.			X	**BPS, PPS**	PDC
Goose Hollow	HN4	Develop and implement a strategy to encourage main street-friendly streetscape and stormwater management improvements on SW Jefferson Street. Explore the feasibility of burying utilities as part of improvements and planting additional trees.	X			**BPS, PBOT**	PGE, Private
Goose Hollow	RC4	Prepare a strategy to strengthen Retail Core connections on SW Yamhill between the West End and SW 18th; and to activate Salmon with additional retail.	X			**BPS, PDC**	
Goose Hollow	RC3	Work with developers and existing property owners (e.g., The Oregonian, TriMet) in the Hollow to encourage redevelopment in line with district goals.			X	**BPS, PDC, Private**	
Goose Hollow	RC8	Explore opportunities for activating the Providence Park street perimeter, particularly 18th, when events are not taking place.	X			**BPS, Private**	
Goose Hollow	UD2	Reduce the impacts to neighbors from I-405 noise and air pollution by installing green walls on new/redeveloped buildings and street trees where appropriate.		X	X	**BPS**	
Goose Hollow	UD8	When updating the Historic Resources Inventory for the Central City, prioritize Goose Hollow and the West End.	X			**BPS**	

Portland Bureau of Planning and Sustainability (BPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Goose Hollow	UD3	Develop a Neighborhood Park Strategy for the district that will accommodate projected residential and job density increases.		X		**BPS, PPR**	Private
Goose Hollow	UD5	Study the feasibility of moving or updating the PGE substation at SW 17th and Columbia to decrease its footprint, creating opportunities for development or park space.		X		**BPS, Private**	
Lloyd	EN6	Develop and implement a tree planting strategy for the Lloyd District. The strategy should identify available planting locations including streets and underutilized space within public rights-of-way and could result in fine tuning the tree canopy target for the district.		X		**BES, BPS**	PPR, UF, BES, BPS, PBOT, PWB, Private
Lloyd	EN3	Explore approaches to improve the environmental performance of the district. Possible tools include technical assistance and incentives for green infrastructure, energy retrofits, high performance new construction, renewable energy systems, connections to district energy, and reduced nighttime lighting. Seattle's "Green Factor" is an example of flexible regulations geared toward green infrastructure.	X			**BPS**	BDS, BES, EcoDistrict
Lloyd	EN10	Coordinate capital improvements and "green systems" planning with the work of the Lloyd EcoDistrict.			X	**BPS**	EcoDistrict

Portland Bureau of Planning and Sustainability (BPS)							
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Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Lloyd	HN8	Address potential displacement of residents and businesses in the Lloyd District and in adjacent at risk neighborhoods, such as Eliot, through citywide programs developed as part of the Comprehensive Plan. Potential programs include housing and small business assistance programs targeted for areas at risk for displacement.			X	**BPS**	PHB, PDC, POE
Lloyd	TR15	Explore water transportation options, including a Willamette River water taxi, and investigate the feasibility of a landing in the Lloyd District. Such a landing should include a safe and direct pedestrian connection to the Convention Center and the Rose Quarter.		X		**BPS**	PBOT, PPR, Private
Lloyd	UD6*	Update the Lloyd District's 1991 design guidelines: Special Design Guidelines for the Design Zone of the Lloyd District of the Central City Plan to reflect the district concept.	X			**BPS**	BDS, BES, PBOT, PDC
Lloyd	UD11	Work with property owners and developers to further the development of NE 7th and NE Multnomah as district retail/commercial streets.			X	**BPS**	PDC
Lloyd	UD8*	Work with the property owner/developer of the "Thunderbird" site to craft a development agreement that incorporates public open space and the greenway trail on the riverfront. See related action TR13.	X			**BPS**	PPR, BPS, ODOT, Private

Portland Bureau of Planning and Sustainability (BPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Lloyd	UD5	Explore development of an implementation plan for establishing public parks, plazas and open spaces consistent with the district concept diagram and policies. Seek to time the development of the signature open space system on or near Clackamas concurrent with significant residential development in the district as they are proposed. If implementation of the parks plan will require new regulatory or incentive tools, BPS or another agency will lead the implementation plan process.	X			**PPR, BPS**	PDC
Lower Albina	EN4	Target outreach to industrial businesses regarding sustainable business practices.			X	**BPS**	
Lower Albina	EN3	Explore approaches to improve the environmental performance of the industrial district. Possible tools include incentives for green infrastructure, energy retrofits, high performance new construction, renewable energy systems, and connections to district energy		X		**BPS**	BDS, BES
Lower Albina	RC4	Identify potential brownfield sites and identify clean-up and redevelopment strategies to bring them back into economic use.	X			**BPS**	PDC, BES, Private
Lower Albina	UD5*	Encourage and assist Lower Albina property owners to nominate their historic properties for designation as landmarks.			X	**BPS**	AHC, SHPO, Eliot NA

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Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Lower Albina	UD2*	Improve the design review approval criteria used for development proposals within the Russell Street Conservation District and design overlay zone within Lower Albina.	X			**BPS**	BDS
Old Town/Chinatown	HN1	Provide a housing tax abatement program for OT/CT.			X	**BPS, PHB**	County
Old Town/Chinatown	HN3	Encourage social service providers to locate queuing indoors.			X	**BPS**	PHB, County
Old Town/Chinatown	HN4	Encourage social service providers to locate retail uses on the ground floor with services above.			X	**BPS**	PHB, County
Old Town/Chinatown	RC4*	Study preservation zoning transfer incentives that would allow additional height for new construction on the non-contributing (non-historic) Block 33 property in exchange for preservation/rehabilitation of contributing historic properties in the New Chinatown/Japantown Historic District. A project that uses the preservation incentive could potentially build up to a maximum of 150'. Implement this incentive following the development of new, culturally sensitive design guidelines and development standards.	X			**BPS**	
Old Town/Chinatown	TR7	Improve access through the US Postal Service site to Union Station as it redevelops.		X		**BPS**	PBOT, PDC

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Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Old Town/Chinatown	UD3	Through a community process, develop and adopt historic design guidelines for the New Chinatown/Japantown historic district to encourage development that recognizes Portland's relationship to the Pacific Rim, reflects today's Pan-Asian culture, and respects the district's multi-ethnic history.	X			**BPS**	
Old Town/Chinatown	UD7	Review and revise as appropriate the 4th Ave. "Bright Lights District" provisions of the Central City Fundamental Design Guidelines.	X			**BPS**	
Old Town/Chinatown	UD2	Update the National Register nomination for the New Chinatown/Japantown historic district. Review and revise as appropriate district boundaries, period and areas of significance, and list of contributing properties.		X		**BPS**	OTCTCA
Old Town/Chinatown	UD10	Explore opportunities for direct access to the Willamette River, (e.g. a beach), near the Steel Bridge.		X		**BPS**	PPR, Private, HAP, PWA
Pearl	EN3	Recognize the Brewery Blocks as a "high performance area" and encourage new adjacent development to build on the existing district energy system.			X	**BPS**	
Pearl	EN4	Encourage and promote an environmental "high performance area" on the redeveloped US Postal Service site through incentives, public-private partnerships and/or master planning.	X			**BPS**	PDC, BES
Pearl	HN4	Develop a new K-8 public school to serve the district.		X		**BPS**	PDC, PPS, Private

Portland Bureau of Planning and Sustainability (BPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Pearl	RC7	Explore the possibility of building a public boat house.	X			**BPS**	PPR, Private
S. Downtown/Univ.	EN4	Support the relocation of the electric vehicle charging stations on Montgomery Street to a more permanent location with excellent access and visibility.	X			**BPS**	
S. Downtown/Univ.	HN3	Identify opportunities for locating a new public school within the district, particularly an elementary school and/or middle school.		X		**BPS,PPS**	PSU
S. Downtown/Univ.	HN2	Develop a district retail strategy.	X			**BPS, PSU, PBA, PDC, Private**	
S. Downtown/Univ.	RC4	Develop incentives to foster partnerships between PSU and private development.	X			**BPS**	PSU, PDC, Private
S. Downtown/Univ.	TR9	Implement the “Green Loop” Concept through the district, connecting the Tilikum Crossing Bridge to the South Park Blocks, and locations further north as well as improved opportunities for habitat movement.	X			**BPS**	PBOT, PPR, BES
S. Downtown/Univ.	UD4	Continue implementation of the SW Montgomery Green Street.			X	**BPS, BES**	PPR, PBOT
S. Downtown/Univ.	UD9	Complete a Development Opportunity Strategy for the remnant properties on SW Naito/Harbor Drive.	X			**BPS**	PDC
S. Downtown/Univ.	UD5*	Review and update South Auditorium Plan District development standards and guidelines, specifically those related to landscaping and setback requirements.	X			**BPS**	PDC, BDS

Portland Bureau of Planning and Sustainability (BPS)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
S. Downtown/Univ.	UD1	Develop a district open space strategy that emphasizes ways to better use and access existing space while exploring opportunities for new spaces (e.g., potential freeway caps, "Green Loop")	X			**BPS**	PPR
S. Downtown/Univ.	UD8	Collaborate with PSU on historic preservation efforts.			X	**BPS, PSU**	SHPO
South Waterfront	EN3	Explore district energy opportunities in the northern half of district and consider how such systems might be connected to the southern half of the district.			X	**BPS**	BES
South Waterfront	EN4	Promote low-impact development strategies that minimize impervious areas, use multi-objective stormwater management systems, create water-quality friendly streets and parking lots and enhance natural area revegetation.			X	**BPS**	BES, PBOT
West End	EN1	Encourage the continued improvement and expansion of the Brewery Blocks' district energy system, along with other opportunities for locally produced distributed energy, e.g., solar, wind, combined heat and power, sewer heat recovery and geothermal exchange.			X	**BPS**	
	HN4	Explore opportunities for shared community use of PSU and Lincoln HS recreational facilities.	X			**BPS**	PPR, PSU, PPS
West End	RC4	Develop a package of streetscape improvements for the cultural district to enhance the pedestrian experience between attractions including OHS, the Art Museum and the Arlene Schnitzer Concert Hall.		X		**PBOT, BPS, PPR, Private**	

Portland Bureau of Planning and Sustainability (BPS)							
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Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
West End	RC3	Explore options for redeveloping the site occupied by the City-owned parking garage at SW 10th and Yamhill, including improved ground-floor retail presence.	X			**PBOT, PDC, BPS, OMF, Private, DNA**	
West End	UD3*	When updating the Historic Resources Inventory for the Central City, prioritize the West End and Goose Hollow.	X			**BPS**	
West End	UD4*	Review and revise as appropriate the two National Register Multiple Property Documentation forms for Downtown development to encompass a broader range of potential historic resources in the West End.	X			**BPS**	
West End	UD5	Reduce the impacts to neighbors from I-405 noise and air pollution by installing green walls on new/redeveloped buildings and street trees where appropriate.		X		**BPS**	
West End	UD7	Develop a set of special design guidelines and streetscape improvements for the Cultural District.	X			**BPS**	PBOT
Central Eastside	UD11	Study potential incentives to incorporate publically accessible gathering places into ecoroofs.	X			**BPS**	BES, PPR, , Private

Portland Development Commission (PDC)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central Eastside	HN3	Pursue opportunities for affordable housing and well as mixed-income housing projects within the Clinton Station area, with a focus on lands currently owned by the City of Portland.		X		**PHB, PDC**	BPS
Central Eastside	RC17	Continue efforts and initiatives within the Central City to organize and locate day laborer services, such as VOZ, that provide safe places for worker rights, education, and outreach and that protect the rights of laborers.	X			**PDC, VOZ**	
Central Eastside	RC18	Initiate catalytic redevelopment projects along the Portland-Milwaukie light rail alignment to complement institutional growth and employment in research and development and other high tech industrial sectors.	X			**PDC**	Private
Central Eastside	RC19	Support the growth and expansion of the Innovation Quadrant and economic opportunities associated with the growth of major institutions (such as OMSI, OHSU, PCC, and PSU), with an emphasis on partnerships and collaborations that facilitate economic development that supports the quadrant and city as a whole.			X	**PDC**	BPS, Institutions
Central Eastside	RC20	Align public sector programs, financing tools, and physical assets to leverage city-wide innovation priorities such as the Innovation Quadrant, OHSU's Knight Cancer Challenge, and emerging cross-sector opportunities like "Internet of Things" and Health Technology.			X	**PDC**	Institutions, Private

Portland Development Commission (PDC)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central Eastside	RC21	Address skill gaps within high-growth, high-demand occupations and support individual career development through partnerships between CES employers and institutions such as CEIC, PCC, and PPS to provide support on the job training for new employees and training for incumbent workers to advance to higher skilled, higher wage jobs.			X	**PDC**	CEIC, OMSI, PPS, PCC, CEIC
Central Eastside	RC29	Study the feasibility and strategy behind creating a new business improvement district for the Central Eastside.	X			**PDC, BPS, CEIC**	
Central Eastside	T2*	Explore tools that developers can use to pay for the construction of centralized structured parking where projects cannot feasibly provide on-site parking.	X			**PDC**	BPS, PBOT
Central Eastside	T23*	Establish wayfinding system for district that directs preferred routes for specific modes.	X			**PDC**	PBOT
Central Eastside	T26a	Develop a district parking facility at ODOT Blocks, if demand and financial support for project exists.	X			**PDC**	
Central Eastside	T8	Improve auto/freight access to the district from Powell Blvd through protected turns between the Ross Island Bridge and Milwaukie subject to ODOT approval.	X			**PBOT, PDC**	TriMet, ODOT
Central Eastside	UD10	Identify and pursue opportunities to create publicly accessible riverfront parks, open space, and recreation opportunities and east-west access ways as part of the redevelopment of the ODOT Blocks located west of SE Water Avenue.			X	**PDC**	PPR, PBOT, BPS

Portland Development Commission (PDC)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Downtown	RC10	Build a new central courthouse in or near the Government Center (see Attractions & Special Places Concept Map, page 27).	X			**County, PDC, BPS**	
Downtown	RC11	Explore options for redeveloping the site occupied by the City-owned parking garage at SW 3rd and SW Alder. Provide public parking; add mixed use development including improved retail.		X		**PBOT, PDC, BPS**	
Downtown	RC3	Implement incentives that encourage new development, including targeted clusters of commercial development, in the Naito Parkway area.	X			**PDC, BPS**	
Downtown	RC2	Encourage redevelopment with key public attractions and mixed uses at the Morrison Bridgehead that connect to the river.	X			**Private, PBOT, PPR, BPS, PDC, County**	
Downtown	RC12	Promote the Downtown area, Willamette River and Waterfront Park through media and other campaigns.			X	**Private, Travel Portland, PPR, PDC, TriMet**	
Goose Hollow	RC4	Prepare a strategy to strengthen Retail Core connections on SW Yamhill between the West End and SW 18th; and to activate Salmon with additional retail.	X			**BPS, PDC**	
Goose Hollow	RC3	Work with developers and existing property owners (e.g., The Oregonian, TriMet) in the Hollow to encourage redevelopment in line with district goals.			X	**BPS, PDC, Private**	
Lloyd	EN4	Investigate opportunities for serving the PPS Blanchard site with district energy.	X			**PDC**	BPS, PPS

Portland Development Commission (PDC)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Lloyd	RC5	Develop a strategy to promote the development of new hotels and the improvement of existing hotels in the vicinity of the Oregon Convention Center.	X			**PDC**	BPS, Private
Lloyd	RC6	Pursue development on publically owned sites in and around the Rose Quarter through public-private partnerships.			X	**PDC**	Private
Lower Albina	RC5	Assist small businesses and property owners through storefront grants, Development Opportunity Services grants, loans for tenant improvements, start-up and equipment, and other programs.			X	**PDC**	
Old Town/Chinatown	RC15	Explore the development of new and enhance existing financial tools to help fund seismic upgrades to the district's historic buildings.	X			**PDC**	BPS
Old Town/Chinatown	RC3	Support continued project and development opportunities and help fund development gaps that can bring transformative development on large opportunity sites.			X	**PDC**	
Old Town/Chinatown	RC10	Identify financing and business strategies to renovate and seismically upgrade Union Station and maximize the potential of the station and adjacent parcels.	X			**PDC**	
Old Town/Chinatown	RC14	Pursue investment partnerships for seismic upgrading and other real estate development.	X			**PDC**	
Old Town/Chinatown	RC17	Provide predevelopment funds and technical assistance to enable property owners to complete full due diligence on underutilized properties.			X	**PDC**	

Portland Development Commission (PDC)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Old Town/Chinatown	RC18	Implement incentives that encourage new development in the Naito Parkway/riverfront area including targeted clusters of commercial uses as identified in the Old Town/Chinatown Five Year Action Plan.	X			**PDC**	
Old Town/Chinatown	RC1*	Implement the Old Town/Chinatown Five Year Action Plan.	X			**PDC**	City
Old Town/Chinatown	RC8	Actively pursue developers for City and PDC-owned properties, including Block 8, Block 25, Block A&N and Block R.	X			**PDC**	
Old Town/Chinatown	RC12	Establish a district management entity to coordinate public space and event programming, fundraising efforts and district branding and promotion.	X			**PDC**	OTCTCA
Old Town/Chinatown	RC19	Pursue development of one or more new shared parking structures to serve various users in the district and replace lost parking as surface lots redevelop.	X			**PDC, PBOT**	
Old Town/Chinatown	RC9	Explore the potential redevelopment of the Greyhound Terminal site by continuing to pursue moving bus operations onto Block Y.	X			**PDC**	Private
Old Town/Chinatown	TR2	Study possible reconfiguration of the Steel Bridge ramps and the rail line to improve pedestrian and bike access to/along the greenway trail, NW Flanders and McCormick Pier and create new development opportunities.	X			**PBOT, PDC**	PPR, BPS, ODOT, UPRR, TriMet
Pearl	HN5	Develop daycare facilities for children.	X			**PDC**	Private

Portland Development Commission (PDC)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Pearl	RC2	Relocate the US Post Office and redevelop the site with a wide mix of urban uses including employment.		X		**PDC**	Private
Pearl	RC4	Redevelop the Centennial Mills site to meet the broad public goals including commercial uses, greenway trail continuity, habitat enhancement and public access to the river as outlined in the *Centennial Mills Framework Plan* (adopted by Portland City Council, Fall 2006).	X			**PDC**	Private
S. Downtown/Univ.	HN2	Develop a district retail strategy.	X			**BPS, PSU, PBA, PDC, Private**	
South Waterfront	EN5	Implement the Zidell Development Agreement which calls for Willamette River Greenway improvements.		X		**PDC**	PPR
South Waterfront	RC2	Encourage partnerships between the area's educational/research institutions and private business.			X	**OMSI, PSU, PDC, Private**	
South Waterfront	RC1	Promote public investments that leverage investments in traded-sector and other relevant businesses in the district, bring wealth into the region and create family-wage jobs.			X	**PDC**	BPS, PBOT
South Waterfront	RC3	Develop telecommunications and other infrastructure needed to ensure that South Waterfront is a competitive location for science and high technology jobs.	X			**PDC, Private**	

Portland Development Commission (PDC)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
South Waterfront	UD3	Explore potential for a major high-density mixed-use development at the Zidell site that brings together a variety of uses and activities, increases human access to/from the river and celebrates its maritime past.	X	X		**PDC**	BPS, Private
West End	RC3	Explore options for redeveloping the site occupied by the City-owned parking garage at SW 10th and Yamhill, including improved ground-floor retail presence.	X			**PBOT, PDC, BPS,OMF, Private, DNA**	
West End	RC2	Implement the Downtown Retail Strategy in the West End.			X	**PDC, PBA**	

Portland Fire and Rescue (PFR)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central City	RC2	As development occurs and density increases, ensure that new construction and rehabilitation projects include both early warning systems (e.g., alarms and CO detectors) and fire protection equipment. Fire sprinklers help minimize the size, reducing the spread, therefore reducing the loss of life.			X	**PFR, BDS**	

Portland Housing Bureau (PHB)							
Action Identifier		**Implementation Actions**	**Timeline**	**Implementers**			
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central City	HN4	Advocate for state-wide legislation that would allow local jurisdictions to adopt inclusionary zoning provisions to increase the supply of affordable housing.			X	**PHB,BPS**	
Central Eastside	HN2	Update the Central City Housing Inventory by 2016 and conduct periodic updates on a regular basis.			X	**PHB**	BPS
Central Eastside	HN3	Pursue opportunities for affordable housing and well as mixed-income housing projects within the Clinton Station area, with a focus on lands currently owned by the City of Portland.		X		**PHB, PDC**	BPS
Central Eastside	HN5	Develop a sustainable source(s) of funding to create and preserve affordable housing throughout the Central City that aligns with geographic scope and time horizon of the City's affordable housing goals.	X		X	**PHB**	BPS
Lloyd	HN3	Develop affordable rental housing through investment of TIF Set Aside funds and other PHB programs. Possible tools include: Limited Tax Exemption program, System Development Charge Exemption Program.	X			**PHB**	
Lloyd	HN6	Support connections between district employers and employee housing within the district through employer-assisted housing programs and coordinated mixed-use development, particularly employer-assisted housing for service-level workers employed within the district.	X			**PHB**	Private

Portland Housing Bureau (PHB)							
Action Identifier		**Implementation Actions**	**Timeline**	**Implementers**			
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Lloyd	HN3	Develop affordable rental housing through investment of TIF Set Aside funds and other PHB programs. Possible tools include: Limited Tax Exemption program, System Development Charge Exemption Program.	X			**PHB**	
Lloyd	HN6	Support connections between district employers and employee housing within the district through employer-assisted housing programs and coordinated mixed-use development, particularly employer-assisted housing for service-level workers employed within the district.	X			**PHB**	Private
Old Town/Chinatown	HN1	Provide a housing tax abatement program for OT/CT.			X	**BPS, PHB**	County
West End	HN2*	Develop and implement an affordable housing strategy for the West End that preserves or replaces existing affordable housing, including buildings that are privately owned.				**PHB**	BPS

Portland Office of Management and Finance (OMF)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Downtown	EN7	Incorporate plans to remove a portion of the seawall at Tom McCall Waterfront Park (not in the vicinity of Ankeny Street Pump Station) to provide river access, improved flood management and habitat enhancement into the WPMP update.		X		**PPR,OMF**	BES, NOAA Fisheries, USACE, DSL
Downtown	RC7	Maintain Portland'5 Centers for the Arts as the leading regional performing arts venue.			X	**OMF, Metro, Private**	
Goose Hollow	RC7	Encourage the City, neighborhood associations and stadium operators to support a broader range of uses/events at Providence Park in future Good Neighbor Agreement updates.	X			**OMF, GHFL, NWDA, Private**	
West End	RC3	Explore options for redeveloping the site occupied by the City-owned parking garage at SW 10th and Yamhill, including improved ground-floor retail presence.	X			**PBOT, PDC, BPS, OMF, Private, DNA**	

Portland Office of Neighborhood Involvement (ONI)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central City	HN1	Support improved communication and cooperation between social service providers and surrounding neighborhoods concerning livability challenges for all. At a minimum, encourage social service providers to enter into Good Neighbor Agreements.			X	**ONI**	PHB, County, Private
Central City	HN6	Improve safety through programming and CPTED (Crime Prevention Through Environmental Design) improvements, including better street lighting.			X	**ONI, PPR, PBOT, PPB**	Private
Old Town/Chinatown	HN5	Establish a working committee of the Police Bureau, Office of Neighborhood Involvement's Crime Prevention Coordinator, Clean & Safe, OT/CT Community Association, social service providers, and others to implement a comprehensive set of neighborhood policing actions.	X			**ONI**	PPB, OTCTCA

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central City	HN6	Improve safety through programming and CPTED (Crime Prevention Through Environmental Design) improvements, including better street lighting.			X	**ONI, PPR, PBOT, PPB**	Private

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central City	TR2	Improve bicycle and pedestrian access and connectivity throughout and complement access to transit and Bike Share systems.	X		X	**PBOT**	
Central City	TR3	As the bicycle network improves, expand the area of the Central City in which bicyclists are not allowed to ride on the sidewalk.			X	**PBOT**	
Central City	TR5	Explore funding mechanisms, phasing and the implementation of river transit in Central City.		X		**BPS, PBOT**	Private
Central City	TR7	Coordinate system planning efforts among city bureaus and potential private investors for green infrastructure improvements.			X	**BES, PBOT**	
Central City	WR1	Improve the Willamette Greenway Trail to facilitate continuity for bike and pedestrian access, reduce user conflicts and provide access to the river.			X	**PPR, PBOT**	
Central Eastside	T10	Improve access for cyclists traveling west from the Central Eastside to the Burnside and Morrison Bridges.	X			**PBOT**	
Central Eastside	T13	Analyze loading needs and develop new loading guidelines.	X			**BPS, PBOT**	
Central Eastside	T14	Explore ways to adopt the Ground Floor Edge Concept, including three street types: retail, boulevard and flexible. Create design standards that result in more practical building designs in transition areas between different base zones. This may include updates to the Transportation System Plan Street Design Classifications.	X			**PBOT**	

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central Eastside	T16	Include an analysis of the feasibility for river transit service in the 2016-2018 update to the Regional Transportation Plan.	X			**PBOT**	Metro
Central Eastside	T17	Establish criteria for further deployment of parking meters in the district and establish pricing for parking necessary to facilitate future structured parking facilities.			X	**PBOT**	Private
Central Eastside	T18	Establish a regular study to be conducted every 2 years to ensure parking capacity is meeting needs as the district continues to grow and evolve. This would include studying opportunities for the provision of structured parking.			X	**PBOT**	
Central Eastside	T19	Identify opportunities to creatively use public rights-of-way to meet open space, recreation and retail needs, especially along designated green or flexible streets.			X	**PBOT, PPR**	
Central Eastside	T20	Study feasibility of realigning the Morrison Bridge off ramp to MLK to allow for through eastbound traffic on Yamhill.	X			**PBOT**	PDC
Central Eastside	T21	Update Transportation System Plan functional classifications by reclassifying SE Martin Luther King, Jr. Blvd., SE Grand Ave., SE Stark St., SE Morrison St., SE Belmont St., SE Division Pl., and SE Water Ave. to Priority Truck Streets. Reclassify NE Davis, SE Sandy and SE 7th Ave to Major Truck Streets. All other streets in the CEID would remain Freight District Streets.	X			**PBOT**	
Central Eastside	T22	Remove left turn from westbound SE Clay St onto southbound SE MLK Blvd and direct traffic to SE Mill St to reduce backups on Clay.	X			**PBOT**	

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central Eastside	T24	Explore the feasibility of implementing a Railroad Quiet Zone along SE 1st Ave.	X			**PBOT**	PDC, Private
Central Eastside	T27	Pursue redevelopment of the Clinton Station pedestrian overpass bridge linking the Clinton Station with the Hosford-Abernethy Neighborhood to the northeast.	X			**PBOT, TriMet**	
Central Eastside	T28	Seek vacation of ODOT easements impacting potential development sites in the OMSI Station Area established to develop the Mt. Hood Freeway.			X	**PBOT, ODOT**	PDC, BPS
Central Eastside	T3*	Alleviate congestion and improve freight, auto and non-auto mobility and accessibility by installing traffic control devices on Sandy at Ankeny St., MLK at Ankeny St., on MLK/Grand at Salmon St., on Water Ave at the I-5 off ramp.	X			**PBOT**	PDC
Central Eastside	T31	Study the potential to better link the Clinton and OMSI Station Areas with LRT stations in the Lloyd District and Rose Quarter.	X			**PBOT, TriMet**	Metro (TPAC)
Central Eastside	T32	Study the potential for bus service along SE Water Avenue.	X			**PBOT, TriMet**	Metro (TPAC)

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central Eastside	T33	Pursue funding and implementation of north-south and east-west bicycle routes adopted by the Bicycle Master Plan and identified by the Transportation System Plan to ensure cyclists commuting to and through the district have a diversity of safe and recognizable routes to access the Central Eastside. Pursue implementation actions that enhance the safety of cyclists but that do not conflict with efficient freight mobility.			X	**PBOT**	
Central Eastside	T4*	Create one-way couplets on Stark/Washington and Yamhill/Taylor to alleviate congestion at signalized intersections.	X			**PBOT**	PDC
Central Eastside	T5*	Enhance existing east-west pedestrian and bicycle access by installing traffic signals or other traffic control devices at key crossings of 11th/12th such as Ankeny St., Salmon St., Clay St., and Harrison St.	X			**PBOT**	PDC
Central Eastside	T6	Consider pedestrian and bicycle access between Grand/MLK and the Tilikum Crossing in the vicinity of the streetcar bridge.		X		**PBOT**	PDC
Central Eastside	T7	Coordinate planning and implementation of green infrastructure and active transportation improvements on east-west streets and the "Green Loop".		X		**PBOT, BES**	
Central Eastside	T8	Improve auto/freight access to the district from Powell Blvd through protected turns between the Ross Island Bridge and Milwaukie subject to ODOT approval.	X			**PBOT, PDC**	TriMet, ODOT

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central Eastside	T9	Build a bicycle/pedestrian bridge that connects the Central Eastside to the Lloyd District across I-84.		X		**PBOT**	PDC
Central Eastside	UD7*	Develop an urban design concept and implementation strategy to enhance the role, use, and character of the historic main streets under the Morrison, Belmont, Madison, and Hawthorne Street viaducts, and the area under I-5.	X			**BPS, PBOT**	PDC
Central Eastside	UD8	Pursue the development of public restrooms at locations within transit stations, and near the Willamette Greenway, public parks, plazas, and open space features.			X	**PBOT, PPR, TriMet**	Private
Central Eastside	UD10	Identify remnant parcels or portions of publicly owned right-of-way (City, County, and State owned lands) that could be used for publicly accessible parks, open space, recreation opportunities and stormwater management.	X			**PBOT, PPR, BES**	
Downtown	RC4	Working with MC, study the feasibility of removing or reconfiguring the ramps and approaches to the Morrison bridge to create more developable land parcels and improve multimodal connectivity to the river. Consider the impacts to providing southbound freeway access from the Central Eastside.	X			**PBOT, MC, BPS**	
Downtown	RC11	Explore options for redeveloping the site occupied by the City-owned parking garage at SW 3rd and SW Alder. Provide public parking; add mixed use development including improved retail.		X		**PBOT, PDC, BPS**	

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Downtown	RC2	Encourage redevelopment with key public attractions and mixed uses at the Morrison Bridgehead that connect to the river.	X			**Private, PBOT, PPR, BPS, PDC, MC**	
Downtown	TR5*	Enhance West Burnside to improve streetscape quality, multimodal access, and bicycle and pedestrian safety.	X	X		**PBOT**	
Downtown	TR10	Develop a strategy for maintaining large passenger vehicle (e.g., tour bus, school bus) access to area attractions as other redevelopment occurs.	X			**PBOT**	
Downtown	TR12	Study the feasibility of partial to full closure and public use of segments of Naito Parkway during evenings and on weekends.	X			**PBOT**	
Downtown	TR13	Study ways to improve multimodal accessibility at the Morrison and Hawthorne bridges	X			**PBOT**	
Downtown	TR1	Study and address pedestrian connectivity issues at the base of the Morrison Bridge. (see also action TR13)	X			**PBOT**	BPS, MC
Downtown	TR11	Develop a parking strategy that promotes multiple use and the sharing of existing resources.	X			**PBOT**	BPS, PDC
Downtown	TR7	Implement the “Green Loop” Concept through the district connecting the South and North Park Blocks and creating wildlife habitats between the Willamette River, park blocks and the West Hills.	X			**PBOT**	BPS, PPR
Downtown	TR8	Explore opportunities for consolidating and/or redeveloping Burnside’s “jug handles” (triangular shaped spaces) into public spaces.		X		**PBOT**	BPS, Private

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Downtown	TR2	Develop and implement changes to bicycle and pedestrian circulation on Naito Parkway and the Waterfront Park Greenway Trail to reduce conflicts and improve safety and access.	X			**PBOT**	PPR
Downtown	TR9	Identify opportunities to creatively use public rights-of-way to meet open space, recreation and retail needs, especially along designated flexible streets.			X	**PBOT**	PPR
Downtown	TR6	Implement a Bike Share program with Downtown as its core that includes numerous rental locations and complements transit.	X			**PBOT**	Private
Downtown	UD11	Improve Salmon Street with stormwater management, landscaping, and active transportation facilities to better connect Washington Park to the South Park Blocks and the Willamette River and improve the quality of water discharged into the Willamette.		X		**PBOT**	BES, BPS
Downtown	UD13	Develop SW Ankeny as a great pedestrian street.	X			**PBOT**	BPS, Private
Goose Hollow	EN1	Incorporate native vegetation within existing public open spaces including Collins Circle, Firefighters Park and the stadium plazas, and with redevelopment of the Lincoln High School site.		X		**PBOT**	PPS

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Goose Hollow	HN4	Develop and implement a strategy to encourage main street-friendly streetscape and stormwater management improvements on SW Jefferson Street. Explore the feasibility of burying utilities as part of improvements and planting additional trees.	X			**BPS, PBOT**	PGE, Private
Goose Hollow	TR1	Improve bicycle and pedestrian infrastructure and safety on I-405 overpasses and at Collins Circle.	X			**PBOT**	
Goose Hollow	TR2*	Improve West Burnside streetscape quality; multimodal access; and bicycle and pedestrian problem areas, particularly at SW Vista, Providence Park access areas and by I-405.	X	X		**PBOT**	
Goose Hollow	TR8	Explore traffic calming opportunities for SW 20th. Incorporate pedestrian and bicycle-oriented features where feasible.		X		**PBOT**	
Goose Hollow	TR9	Renovate the Vista Bridge.		X		**PBOT**	
Goose Hollow	TR3	Complete a local circulation study for Goose Hollow that explores possible changes to street operations and configurations including one-way vs. two-way streets east of SW 18th, including Jefferson and Columbia; enhanced transit, bicycle facilities and on-street parking to help meet district goals.	X			**PBOT**	BPS
Goose Hollow	TR4	Improve bicycle and pedestrian connectivity throughout the district, including new connections on SW 16th through the LHS site.	X			**PBOT, PPS**	

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Goose Hollow	TR7	Develop and implement a district parking strategy that promotes multiple-use and shared parking resources in the district.	X			**PBOT**	Private
Goose Hollow	TR5	Determine the feasibility of adding new light rail station(s) on the Blue/Red line near SW 14th or 15th Avenue as development density increases in the Hollow.		X		**PBOT, TriMet**	
Goose Hollow	UD6	Improve Salmon Street with stormwater management, landscaping, and active transportation facilities to better connect Washington Park to the South Park Blocks and the Willamette River and improve the quality of water discharged into the Willamette.		X		**PBOT**	BES, BPS
Goose Hollow	UD4*	Improve Collins Circle and Firefighters Park to make these public spaces more accessible and engaging for the community.		X		**PBOT**	PPR, BPS, Private
Lloyd	EN11*	Design infrastructure, such as the proposed Clackamas I-5 overcrossing and street improvements to accommodate district energy infrastructure where appropriate.			X	**PBOT**	ODOT, PDC
Lloyd	TR6	Review the 1996 *Broadway-Weidler Corridor Plan* to identify any needed updates to implement the N/NE Quadrant Plan, as well as the stretch of the corridor east of 16th to the Hollywood area. Implement the plan emphasizing pedestrian safety projects, installation of traffic signals and maintenance of parking supply.	X			**PBOT**	

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Lloyd	TR3	Update the *Lloyd District Standard Plans and Details within the Right-of-Way* document to implement the Street and Development Character Concept for the district (see Appendix A, Map A3).	X			**PBOT**	BPS, BES, PPR, UF, PWB
Lloyd	TR10*	Develop a strategy for the Clackamas Flexible Street and private development extending from the Rose Quarter to NE 9th Avenue via a new pedestrian/bicycle bridge over I-5.		X		**PBOT**	BPS, PDC, ODOT, EcoDistrict, Private
Lloyd	TR9*	Implement a 7th Ave pedestrian/bike bridge over I-84 connecting to either 7th or 8th in the Central Eastside.		X		**PBOT**	ODOT
Lloyd	TR7	Install electric vehicle charging stations in the Lloyd District.	X			**PBOT**	PDC
Lloyd	TR4	Study and install additional signalized pedestrian crossings, on-street parking, and reduced speed traffic progression on Martin Luther King, Jr. Blvd. and Grand Avenue.	X			**PBOT**	TMA
Lloyd	TR16	Expand the Central City wayfinding system in the Lloyd District to include river destinations and other local and regional attractions, as opportunities arise to add or replace signage.			X	**PBOT**	PPR, Private
Lloyd	TR17	Continue City of Portland partnership with the TMA (TMA) to encourage workers and residents to use transit and active transportation modes.			X	**PBOT**	TMA
Lloyd	TR2*	Develop and revise parking management strategies.	X			**PBOT**	TMA, Private

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Lloyd	TR11	Implement the Sullivan's Gulch Trail Concept Plan per City Council Resolution No. 36947 (see also North Banfield Portal action NB3).		X		**PPR, PBOT**	ODOT, UPRR, Private
Lloyd	UD9	Enhance the pedestrian and cycling environment under the I-5 Freeway at NE Lloyd Blvd and Multnomah, Holladay and Oregon Streets.		X		**PBOT**	TriMet, ODOT, TMA
Lower Albina	NB3	Implement the Sullivan's Gulch Trail Concept Plan per City Council Resolution No. 36947 (see also Lloyd action TR11).		X		**PPR, PBOT**	ODOT, UPRR, Private
Lower Albina	TR5	Rebuild N River Street from the Tillamook overpass to Essex Street.		X		**PBOT**	
Lower Albina	TR7	Enhance and maintain streets in working condition to facilitate access and circulation in the district.			X	**PBOT**	
Lower Albina	TR4*	Develop a street design plan for the "the Strand" and alternative routes to provide a lower stress connection between N. Russell Street and the Rose Quarter.	X			**PBOT**	BPS
Lower Albina	TR3	Study options for the Larrabee Street ramp that would preserve auto, bicycle and freight access while accommodating the Greenway Trail and pedestrian and bicycle access to the district and river.	X			**PBOT**	PPR
Lower Albina	TR6	Study the need for pedestrian improvements to facilitate employee access to transit on Russell, Interstate and Broadway/Weidler.		X		**PBOT**	TriMet

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Lower Albina	UD4	Improve the character of N Russell under the I-5 freeway. Consider lighting improvements, public art, sustainable landscaping and stormwater management, and screening of adjacent publically-owned storage yards.		X		**PBOT**	ODOT
Lower Albina	UD6	Improve the appearance of publically-owned storage yards located under and adjacent to the I-5 and I-405 freeways.	X			**PBOT**	ODOT
Old Town/Chinatown	EN1	Complete a green connection between the North Park Blocks and the Willamette River, potentially to include street trees, stormwater planters, ecoroofs, and native plants in public open spaces.		X		**PBOT**	BES, PPR
Old Town/Chinatown	RC2*	Develop and implement an on- and off-street parking strategy for OT/CT that encourages the redevelopment of surface parking lots, sharing of parking stalls and maintains sufficient parking to meet the districts' present and future needs.	X			**PBOT**	BPS, PDC
Old Town/Chinatown	RC19	Pursue development of one or more new shared parking structures to serve various users in the district and replace lost parking as surface lots redevelop.	X			**PDC, PBOT**	
Old Town/Chinatown	TR1	Prepare a local circulation study for the area north of Burnside. Consider street configurations including travel directions, travel lanes, traffic control, bicycle access and parking, and transit mobility and circulation. Address barriers created by NW Broadway, W Burnside, NW Naito Parkway, the Steel Bridge ramps, Waterfront Park and the railroad tracks.	X			**PBOT**	

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Old Town/Chinatown	TR4	Improve bicycle and pedestrian connectivity and safety throughout the district, including Davis and Flanders as primary east-west bicycle routes and to the Steel and Burnside Bridges.			X	**PBOT**	
Old Town/Chinatown	TR5	Implement signalization and pedestrian improvements at the intersections of 4th and Burnside and Couch and Broadway.	X			**PBOT**	
Old Town/Chinatown	TR6*	Implement projects to improve pedestrian safety, multi-modal connectivity, and development conditions along West Burnside.	X	X		**PBOT**	
Old Town/Chinatown	TR2	Study possible reconfiguration of the Steel Bridge ramps and the rail line to improve pedestrian and bike access to/along the greenway trail, NW Flanders and McCormick Pier and create new development opportunities.	X			**PBOT, PDC**	PPR, BPS, ODOT,UPRR, TriMet
Old Town/Chinatown	TR3	Improve connections between interurban buses and trains and between interurban and local transit. Consider relocation of interurban bus services closer to Union Station.		X		**PDC, PBOT**	Greyhound
Old Town/Chinatown	UD1	Connect OT/CT to the “Green Loop” with pedestrian and design improvements to NW Davis and Flanders.		X		**PBOT**	
Pearl	TR1	Implement the *Pearl District Access and Circulation Plan* (Adopted by Portland City Council, June 13, 2012)	X			**PBOT**	

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Pearl	TR5	Improve bike/pedestrian access to/from Centennial Mills including greenway trail continuity as outlined in the *Centennial Mills Framework Plan* (adopted by Portland City Council, Fall 2006)	X			**PBOT**	
Pearl	TR8*	Enhance West Burnside to improve streetscape quality; multimodal access; and bicycle and pedestrian safety.	X	X		**PBOT**	
Pearl	TR9	Improve NW 15th north of NW Flanders as a bicycle and pedestrian route.	X			**PBOT**	
Pearl	TR10	Implement the "Green Loop" through the district, connecting the North Park Blocks to the Willamette River as well as improved opportunities for wildlife movement; and improve connections to the Broadway Bridge.		X		**PBOT**	BPS, PPR
Pearl	TR2	Improve pedestrian and bicycle connections over I-405 at Everett, Glisan and Couch.	X			**PBOT**	ODOT
Pearl	TR3	Develop a bike/pedestrian bridge connecting NW Flanders over I-405.		X		**PBOT**	ODOT

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Pearl	TR7	Enhance connectivity across railroad tracks and Naito Parkway to access the River. Build new pedestrian bridges over the tracks at Marshall, connecting the Fields Park to Centennial Mills over Naito Parkway and explore a possible bridge that extends NW 13th to the River. Explore feasibility of connecting this future bridge to the Broadway Bridge to directly connect cyclists to the Marshall bikeway and pedestrians to Naito Parkway.	X			**PBOT**	PDC, BPS, PPR, Private
S. Downtown/Univ.	TR8	Enhance pedestrian and bicycle connections to RiverPlace Marina and the Willamette River at key locations, especially Lincoln, Harrison, and Montgomery Streets.			X	**PBOT**	
S. Downtown/Univ.	TR3	Monitor progress on Southwest Corridor High Capacity Transit planning and advocate for district goals.			X	**PBOT**	BPS
S. Downtown/Univ.	TR5*	Complete a study that explores long-term reconfigurations of local and regional connections on and around I-405 between the Ross Island Bridge and Sunset Highway interchanges.	X			**PBOT, ODOT**	BPS
S. Downtown/Univ.	TR2	Implement recommendations from the *North Macadam Transportation Development Strategy (2009) and South Portland Circulation Study (2001).*			X	**PBOT**	PDC

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
S. Downtown/Univ.	TR1	Complete a PSU area access and circulation study that includes multimodal improvements including pedestrian safety; campus loading; drop offs; parking; and bicycle access to and from the campus to adjacent areas, South Waterfront, Goose Hollow and South Portland.	X			**PBOT**	PSU
S. Downtown/Univ.	TR4	Implement near-term I-405 Crossing Multimodal Improvements, especially at SW 1st Avenue/Naito Parkway, SW 4th Avenue, SW 6th Avenue and Terwilliger/Park.	X			**PBOT**	TriMet, ODOT
S. Downtown/Univ.	TR6	Develop a long-term parking strategy for PSU including on- and off-street parking resources.	X			**PSU, PBOT**	
South Waterfront	EN2	Encourage planting of native vegetation and trees in right-of-way.			X	**PBOT**	BES
South Waterfront	TR1	Implement the *South Waterfront District Street Plan, Criteria and Standards (2009)*			X	**PBOT**	
South Waterfront	TR2	Review, update and implement recommendations from the *North Macadam Transportation Development Strategy (2009) (includes earlier South Portland Circulation Study Recommendations)*			X	**PBOT**	PDC
South Waterfront	TR3	Develop a phased development parking strategy to meet district goals for all parking types including office, retail, university, residential and visitor spaces. Explore multi-use and shared parking opportunities.	X			**PBOT**	PDC, OMSI

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
South Waterfront	TR5	Extend Streetcar service to the south to John's Landing or beyond.		X		**PBOT**	Streetcar
South Waterfront	TR4	Coordinate transportation improvements in South Waterfront with regional transportation efforts such as the Southwest Corridor High Capacity Transit, Willamette Greenway Trail and the South Portland Circulation Study.	X			**PBOT**	TriMet
South Waterfront	UD6	Develop green connections at regular intervals extending from the river west into the district as a means for providing pedestrian linkages, multi-objective stormwater management opportunities and reinforcing the presence of the river and riverfront in the district.	X			**PBOT, BES**	BPS
West End	HN6	Explore options for additional public restroom facilities.	X			**PBOT, PWB, PPB**	
West End	RC4	Develop a package of streetscape improvements for the cultural district to enhance the pedestrian experience between attractions including OHS, the Art Museum and the Arlene Schnitzer Concert Hall.		X		**PBOT, BPS, PPR, Private**	
West End	RC3	Explore options for redeveloping the site occupied by the City-owned parking garage at SW 10th and Yamhill, including improved ground-floor retail presence.	X			**PBOT, PDC, BPS,OMF, Private, DNA**	
West End	TR1	Improve bicycle and pedestrian safety and access into and out of the district, particularly on and around W Burnside and I-405 crossings and ramps.	X			**PBOT**	

Portland Bureau of Transportation (PBOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
West End	TR2	Develop and implement a parking strategy for the West End that encourages the redevelopment of surface parking lots, sharing of parking stalls and maintains sufficient parking to meet the districts' present and future needs.	X			**PBOT**	BPS, Private
West End	TR3	Work with area property owners, the Portland Art Museum and churches to develop a strategy to accommodate institutional parking needs, including weekend and evening church parking and allow shared use of church parking facilities during other hours.	X			**PBOT**	BPS, Private
West End	UD1	Improve Salmon Street as a unique east-west connection linking Washington Park to the Willamette River with stormwater management, landscaping, and active transportation facilities. Encourage additional, activating retail.		X		**PBOT**	BES, BPS
West End	UD11	Improve the Jefferson main street with green infrastructure.	X			**PBOT, BES**	BPS
West End	UD8	Explore opportunities for consolidating and/or redeveloping Burnside's "jug handles" into public spaces.		X		**PBOT**	BPS

Portland Police Bureau (PPB)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central City	HN6	Improve safety through programming and CPTED (Crime Prevention Through Environmental Design) improvements, including better street lighting.			X	**ONI, PPR, PBOT, PPB**	Private

Portland Parks and Recreation (PPR)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central City	EN4	Identify tree preservation and planting opportunities and implementation strategies (e.g., street tree planting and maintenance programs) that meet multiple objectives, including reducing urban heat island, improving local air quality, intercepting rainfall to reduce stormwater runoff and providing habitat.			X	**PPR, BES**	
Central City	EN5	Encourage the planting of street trees in front of residential and mixed use buildings and around surface parking lots.	X			**PPR (UF)**	Private
Central City	New	Support evaluation of options to increase property owner interest in street tree planting, including potential public assistance with tree pruning or other tree-related maintenance.	X			**PPR, BES**	PBOT, BPS

Portland Parks and Recreation (PPR)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central City	HN6	Improve safety through programming and CPTED (Crime Prevention Through Environmental Design) improvements, including better street lighting.			X	**ONI, PPR, PBOT, PPB**	Private
Central City	WR1	Improve the Willamette Greenway Trail to facilitate continuity for bike and pedestrian access, reduce user conflicts and provide access to the river.			X	**PPR, PBOT**	
Central City	WR7	Pursue locating and installing art, play areas, signage and attractions along the riverfront to showcase the river's past and present.			X	**PPR, RACC**	Public, Private
Central City	WR6	Increase the efficient use of existing docks and river access points to avoid and minimize environmental impacts.			X	**PPR**	PBOT, PDC, Private
Central Eastside	T11	Improve connections between the Springwater Corridor Trail and the Greenway Trail/Eastbank Esplanade.			X	**PPR**	PBOT
Central Eastside	T12	Develop and implement strategies to reduce bicycle and pedestrian conflicts as needed along the Willamette Greenway Trail and the Eastbank Esplanade.			X	**PPR**	PBOT, Private
Central Eastside	T19	Identify opportunities to creatively use public rights-of-way to meet open space, recreation and retail needs, especially along designated green or flexible streets.			X	**PBOT, PPR**	
Central Eastside	UD6*	Explore opportunities to create publicly accessible open space and recreational opportunities on public and private land throughout the Central Eastside.	X			**PPR, BPS, Private**	

Portland Parks and Recreation (PPR)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central Eastside	UD8	Pursue the development of public restrooms at locations within transit stations, and near the Willamette Greenway, public parks, plazas, and open space features.			X	**PBOT, PPR, TriMet**	Private
Central Eastside	UD9	Increase public parks, open space, and recreation opportunities in the district to meet Portland Parks and Recreation level of service targets. Look for opportunities to acquire and develop additional open spaces leveraging public-private partnerships.			X	**PPR, Private**	
Downtown	EN6	Develop a strategy for inventorying, removing and replacing trees in the South Park Blocks to eliminate safety hazards while maintaining or enhancing canopy coverage and habitat.	X			**PPR**	
Downtown	EN1	Improve habitat by strategically incorporating native plants and trees in Tom McCall Waterfront Park.		X		**PPR**	BES
Downtown	EN2	Improve in-water habitat at Hawthorne Bowl designing a restoration project that creates a separate fish habitat area from swimming and recreational areas.		X		**PPR, BES**	
Downtown	EN7	Incorporate plans to remove a portion of the seawall at Tom McCall Waterfront Park (not in the vicinity of Ankeny Street Pump Station) to provide river access, improved flood management and habitat enhancement into the WPMP update.		X		**PPR,OMF**	BES, NOAA Fisheries, USACE, DSL
Downtown	HN2	Provide and maintain safe public restrooms at convenient locations throughout the district.			X	**PPR**	PPB, PWB, PBOT, Private

Portland Parks and Recreation (PPR)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Downtown	RC13	Study and revise, as needed, zoning regulations to allow overnight mooring for commercial boats/ships in Waterfront Park.	X			**BPS, PPR**	**DSL**
Downtown	RC6	Study the feasibility of accommodating regional cruise ship docking facilities along the seawall.	X			**BPS, PPR, Private**	
Downtown	RC8	Actively program a variety of public events and activities throughout the year in Pioneer Square and at key locations in Waterfront Park like Ankeny Plaza, Salmon Springs, the Hawthorne Bowl and along the seawall. Encourage development of small retail uses, like kiosks, within Waterfront Park.			X	**PPR, Private**	
Downtown	RC2	Encourage redevelopment with key public attractions and mixed uses at the Morrison Bridgehead that connect to the river.	X			**Private, PBOT, PPR, BPS, PDC, County**	
Downtown	RC12	Promote the Downtown area, Willamette River and Waterfront Park through media and other campaigns.			X	**Private, Travel Portland, PPR, PDC, TriMet**	
Downtown	UD3	Review and update the Waterfront Park Master Plan to enhance activities, amenities, and open spaces in the park and into the river. As part of the effort, develop a plan for the Hawthorne Bowl that addresses habitat enhancements, swimming, boating, special events and related amenities.		X		**PPR**	BPS
Downtown	UD4	Develop a plan to improve the Hawthorne Bowl area of Waterfront Park to enhance accessibility in the park and into the river and better meet the needs of event goers, river users and habitat.	X			**PPR**	BPS, BES, State & Federal Agencies

Portland Parks and Recreation (PPR)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Downtown	UD15	Rehabilitate/redesign O'Bryant Square. Explore design and management alternatives for developing the space as a signature stop on the "Green Loop."		X		**PPR**	BPS, Private
Downtown	UD6	Explore options for adjusting the duration, layout and frequency of large park events to allow for other types of park activities, in order to maximize public access, use and enjoyment of Waterfront Park.			X	**PPR**	Private
Downtown	UD7	Coordinate with maritime-related organizations and interests to increase maritime attractions and events at Tom McCall Waterfront Park.			X	**PPR, Private**	
Downtown	UD9	Obtain Historic Designation for South Park Blocks; develop a strategy for maintenance and operations to be completed by 2023.		X		**PPR**	Private
Downtown	UD5	Explore options for creating visual cues, such as art installments, that can be seen down street corridors and attract people from the district to Waterfront Park as part of the Waterfront Park Master Plan update.		X		**PPR**	RACC, PBOT
Goose Hollow	UD3	Develop a Neighborhood Park Strategy for the district that will accommodate projected residential and job density increases.		X		**BPS, PPR**	Private
Lloyd	HN4	Improve the function and safety of Holladay Park through programming that increases its use and CPTED (Crime Prevention Through Environmental Design) improvements.	X			**PPR**	BID, Private
Lloyd	TR11	Implement the Sullivan's Gulch Trail Concept Plan per City Council Resolution No. 36947 (see also North Banfield Portal action NB3).		X		**PPR, PBOT**	ODOT, UPRR, Private

Portland Parks and Recreation (PPR)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Lloyd	UD5	Explore development of an implementation plan for establishing public parks, plazas and open spaces consistent with the district concept diagram and policies. Seek to time the development of the signature open space system on or near Clackamas concurrent with significant residential development in the district as they are proposed. If implementation of the parks plan will require new regulatory or incentive tools, BPS or another agency will lead the implementation plan process.	X			**PPR, BPS**	PDC
Lloyd	HN4	Improve the function and safety of Holladay Park through programming that increases its use and CPTED (Crime Prevention Through Environmental Design) improvements.	X			**PPR**	BID, Private
Lower Albina	NB3	Implement the Sullivan's Gulch Trail Concept Plan per City Council Resolution No. 36947 (see also Lloyd action TR11).		X		**PPR, PBOT**	ODOT, UPRR, Private
Lower Albina	UD3	Improve the character and activate the area under the Fremont Bridge ramps. Consider active recreation, public art, sustainable landscaping and stormwater management, and improved parking facilities.		X		**PPR, RACC, BES, ODOT**	
Old Town/Chinatown	RC21	Develop strategies for activating the Saturday Market shelter in Waterfront Park and Ankeny Square with new small businesses, events and regular programming throughout the year.			X	**PPR**	OTCTCA, Private

Portland Parks and Recreation (PPR)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Old Town/Chinatown	UD8	Improve and enhance boater access to/from the Willamette River and Waterfront Park by improving Ankeny Dock or possibly moving it to a nearby location and reactivating it for commercial, transportation and recreational use.		X		**PPR**	Federal and State Agencies
Pearl	TR6	Improve the greenway trail to facilitate continuity for bike and pedestrian access, reduce user conflicts and improve access to and into the river.		X		**PPR**	PBOT, PDC
Pearl	EN2	Strategically install native vegetation and trees within public open spaces, including the North Park Blocks.			X	**PPR**	
Pearl	UD5	Develop a strategy/plan to renovate the North Park Blocks to better meet community goals.		X		**PPR**	BPS
S. Downtown/Univ.	EN1	Enhance river bank and shallow water around RiverPlace to maintain and improve fish and wildlife habitat.	X			**PPR, BES**	
S. Downtown/Univ.	EN2	Improve the dock at RiverPlace Marina to provide for increased boating use by motorized and non-motorized crafts, while also reducing impacts to salmon.		X		**PPR**	BPS, BES, Private, PWA
S. Downtown/Univ.	UD3	Develop a strategy/plan to renovate the PSU-managed section of the South Park Blocks.	X			**PPR, PSU**	
South Waterfront	TR6	Complete the greenway trail connecting it with the rest of the 40-Mile Loop Trail. Where feasible, explore opportunities for completing the trail prior to development rather than waiting for it to be completed with development.		X		**PPR**	PDC, BES, BPS, Private

Portland Parks and Recreation (PPR)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
South Waterfront	UD4	Pursue a large park facility to provide active recreational opportunities for the district and surrounding area, in a location that has a physical and visual connection to the river.		X		**PPR**	BPS, PDC, Private
South Waterfront	UD2	Integrate elements that reflect the district's history, including Portland's maritime history, into the development of the greenway and parks. Encourage the development of river-related public art, as well as cultural and ecological displays and attractions to connect people with the river.			X	**PPR**	BPS, Private
South Waterfront	UD7	Explore opportunities to make South Waterfront Greenway improvements, especially trail and dock improvements, in the near term and possibly in advance of development that would typically trigger such improvements.			X	**PPR**	PDC, BPS
South Waterfront	UD8	Explore opportunities to provide amenities for boaters such as light watercraft storage and parking to coincide with installation of a new dock.			X	**PPR**	SPNA, Private
South Waterfront	UD1	Develop signature public art that supports the branding of the district as the cornerstone of the Innovation Quadrant.		X		**RACC, PPR**	Private
West End	RC4	Develop a package of streetscape improvements for the cultural district to enhance the pedestrian experience between attractions including OHS, the Art Museum and the Arlene Schnitzer Concert Hall.		X		**PBOT, BPS, PPR, Private**	

Portland Water Bureau (PWB)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
West End	HN6	Explore options for additional public restroom facilities.	X			**PBOT, PWB, PPB**	

III. Other Government Entities

Department of Environmental Quality (DEQ)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central City	EN2	Continue to monitor air quality and ambient air temperature and develop strategies to reduce people's vulnerability to urban heat island effects.			X	**DEQ**	

Metro							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Downtown	RC7	Maintain Portland'5 Centers for the Arts as the leading regional performing arts venue.			X	**OMF, Metro, Private**	

Multnomah County (County)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central Eastside	T25	Improve pedestrian and bicycle connections from the Morrison and Burnside Bridges to the Eastbank Esplanade to make it safer, accessible and more direct.		X		**County**	BPS, Parks, PBOT
Downtown	RC10	Build a new central courthouse in or near the Government Center (see Attractions & Special Places Concept Map, page 27).	X			**County, PDC, BPS**	
Downtown	RC4	Working with Multnomah County, study the feasibility of removing or reconfiguring the ramps and approaches to the Morrison bridge to create more developable land parcels and improve multimodal connectivity to the river. Consider the impacts to providing southbound freeway access from the Central Eastside.	X			**PBOT, County, BPS**	
Downtown	RC2	Encourage redevelopment with key public attractions and mixed uses at the Morrison Bridgehead that connects to the river.	X			**Private, PBOT, PPR, BPS, PDC, County**	

Oregon Department of Transportation (ODOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central City	HN7	For residential areas, explore options to mitigate noise and air pollution from surrounding large transportation infrastructure.	X			**ODOT**	PBOT, BPS
Central Eastside	T28	Seek vacation of ODOT easements impacting potential development sites in the OMSI Station Area established to develop the Mt. Hood Freeway.			X	**PBOT, ODOT**	PDC, BPS
Central Eastside	WR9	Study the feasibility of building long-term structure for the Portland Boathouse within the ODOT easement adjacent to the Willamette River.	X			**ODOT**	PDC, BPS, PPR, Private
Lloyd	TR8*	Implement the I-5 Broadway/Weidler Interchange Plan improvements.	X			**ODOT**	PBOT
Lloyd	TR13*	Work with property owners to confirm the benefits and feasibility of straightening the "s-curve" in the Union Pacific rail tracks for freight and passenger rail operations. Options pursued should prioritize maintaining the development potential of the "Thunderbird" site. See action UD8.		X		**ODOT**	UPRR, Private, BPS
Lower Albina	TR8*	Implement the I-5 Broadway/Weidler Interchange Plan Improvements, including the proposed Hancock overcrossing, to improve regional and local freight access.		X		**ODOT**	PBOT
Lower Albina	UD3	Improve the character and activate the area under the Fremont Bridge ramps. Consider active recreation, public art, sustainable landscaping and stormwater management, and improved parking facilities.		X		**PPR, RACC, BES, ODOT**	

Oregon Department of Transportation (ODOT)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
S. Downtown/Univ.	TR5*	Complete a study that explores long-term reconfigurations of local and regional connections on and around I-405 between the Ross Island Bridge and Sunset Highway interchanges.	X			**PBOT, ODOT**	BPS
West End	EN2	Identify tree preservation and planting opportunities and implementation strategies along I-405, including improving vine coverage of canyon walls.		X		**ODOT, Private**	PBOT

TriMet							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central Eastside	T27	Pursue redevelopment of the Clinton Station pedestrian overpass bridge linking the Clinton Station with the Hosford-Abernethy Neighborhood to the northeast.	X			**PBOT, TriMet**	
Central Eastside	T31	Study the potential to better link the Clinton and OMSI Station Areas with LRT stations in the Lloyd District and Rose Quarter.	X			**PBOT, TriMet**	TPAC
Central Eastside	T32	Study the potential for bus service along SE Water Avenue.	X			**PBOT, TriMet**	TPAC

TriMet							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central Eastside	UD8	Pursue the development of public restrooms at locations within transit stations, and near the Willamette Greenway, public parks, plazas, and open space features.			X	**City, TriMet**	Private
Downtown	RC12	Promote the Downtown area, Willamette River and Waterfront Park through media and other campaigns.			X	**Private, Travel Portland, PPR, PDC, TriMet**	
Downtown	TR3	Study potential improvements to public transportation services along Naito Parkway and the riverfront as development density and activity increases over time.		X		**TriMet**	PBOT
Goose Hollow	TR5	Determine the feasibility of adding new light rail station(s) on the Blue/Red line near SW 14th or 15th Avenue as development density increases in the Hollow.		X		**PBOT, TriMet**	
Goose Hollow	TR6	Establish a west-side commuter bike hub at the Goose Hollow/SW Jefferson MAX station, accommodating the needs of transit riders transferring to or from bicycles at this location.		X		**TriMet**	PBOT, Private
Lloyd	TR12	Study the feasibility of adding a new light rail station on the Yellow line near Dixon to serve the N Broadway area and PPS Blanchard site.		X		**TriMet**	PBOT, BPS
Lloyd	TR14*	Work with TriMet to improve the Steel Bridgehead and Rose Quarter Transit Center area to improve transit, local circulation, access to the Eastbank Esplande, and development opportunities		X		**TriMet**	TMA, PBOT, BPS, Private
Pearl	TR4	Enhance existing service to meet demand and support the desired expansion of transit service to rapidly developing areas in the North Pearl and NW Portland.			X	**TriMet**	PBOT, Streetcar

TriMet							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
S. Downtown/Univ.	TR7	Study the feasibility of consolidating routes and stops on fewer corridors by placing bus lines onto the southern end of the Transit Mall and on SW Lincoln and Naito Parkway.	X			**TriMet**	PBOT

IV. Other

Architectural Heritage Center (AHC)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Lower Albina	UD1*	Prepare a National Register of Historic Places Multiple Property Documentation form for African-American historic resources based on the Cornerstones of Community inventory.	X			**AHC**	BPS

Downtown Neighborhood Association (DNA)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
West End	RC3	Explore options for redeveloping the site occupied by the City-owned parking garage at SW 10th and Yamhill, including improved ground-floor retail presence.	X			**PBOT, PDC, BPS, OMF, Private, DNA**	

Lloyd EcoDistrict							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Lloyd	EN9	Continue to support the Lloyd EcoDistrict work program.			X	**Lloyd EcoDistrict**	City
Lloyd	RC7	Market the Lloyd District as a leader in sustainable development and business practices.			X	**Lloyd EcoDistrict**	PDC, BPS, Private

Go Lloyd[1]							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Lloyd	TR5	Implement streetscape and circulation changes for Multnomah Street to facilitate a "retail/commercial street" environment.	X			**Go Lloyd**	PBOT

Goose Hollow Foothills League (GHFL)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Goose Hollow	HN2	Identify sites for community building activities and pursue projects and activities such as weekend markets, cultural programming and public art.			X	**GHFL**	City
Goose Hollow	RC7	Encourage the City, neighborhood associations and stadium operators to support a broader range of uses/events at Providence Park in future Good Neighbor Agreement updates.	X			**OMF, GHFL, NWDA, Private**	
Goose Hollow	UD9	Add appropriate trees to the list of designated heritage trees.			X	**GHFL**	PPR, Private

[1] Previously Lloyd Transportation Management Association (TMA) – Referenced as such in the N/NE Quadrant Plan.

Lloyd District Community Association (LDCA)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Lloyd	HN5	Identify sites for community building activities and pursue projects and activities that support community building, such as weekend markets, cultural programming in parks and public art.	X			**LDCA**	TMA, EcoDistrict, City
Lloyd	UD7	Create and promote a strategy to activate public open space, rights-of-way and surface parking lots during off hours to bring in new people, interests and energy to the district.	X			**LDCA**	EcoDistrict, TMA, Private, PPR, PBOT, BPS, PDC
Lloyd	HN5	Identify sites for community building activities and pursue projects and activities that support community building, such as weekend markets, cultural programming in parks and public art.	X			**LDCA**	TMA, EcoDistrict, City

Northwest District Association (NWDA)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Goose Hollow	RC7	Encourage the City, neighborhood associations and stadium operators to support a broader range of uses/events at Providence Park in future Good Neighbor Agreement updates.	X			**OMF, GHFL, NWDA, Private**	

Old Town / Chinatown Community Association (OTCTCA)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Old Town/Chinatown	RC20	Create an Old Town Night Market and encourage a variety of evening cultural events to broaden the array of nighttime attractions in the district.		X		**OTCTCA**	Private
Old Town/Chinatown	RC7	Implement the OT/CT Retail Program in coordination with cluster industry presence in the district.			X	**PBA, OTCTCA**	PDC

Old Town Heritage Group (OTHG)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Old Town/Chinatown	RC11	Explore the creation of a multicultural museum complex in Chinatown.		X		**OTHG**	OTCTCA

Pearl District Neighborhood Association (PDNA)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Pearl	HN3	Encourage the development of a new publicly accessible neighborhood facility in the Pearl District to foster community interaction and exchange.		X		**PDNA,Private**	PPR, BPS

Portland Business Alliance (PBA)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Downtown	HN1	Support the Clean & Safe Program and other programs that increase safety and provide a welcoming atmosphere for visitors and residents.			X	**PBA**	Private, PPB, PPR
Pearl	RC6	Develop a coordinated district retail strategy that includes expansion of the Retail Core north to NW Glisan Street.	X			**PBA**	BPS, PDBA

Regional Arts and Culture Council (RACC)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central Eastside	UD9	Encourage the development of public art in the Central City, as well as cultural and ecological displays and attractions.			X	**BES, RACC**	Non-profit, Private
Downtown	UD16	Develop a Downtown Public Art Walking Tour.	X			**RACC**	BPS, Private
Goose Hollow	UD7	Prepare a strategy to mitigate the impact of blank walls on the pedestrian environment.	X			**RACC**	BPS, GHFL, Private
Old Town/Chinatown	UD11	Create a visible and branded Fountain Walk along SW Ankeny St., linking existing fountains and a potential new feature near the car-free segment of Ankeny.		X		**RACC, Private**	PBOT
Old Town/Chinatown	UD6	Install art and educational displays that highlight Native American and maritime history in the district and Waterfront Park.			X	**RACC**	Private, PPR

South Portland Neighborhood Association (SPNA)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
South Waterfront	HN3	Encourage the development of a new publicly accessible neighborhood facility in South Waterfront to foster community interaction and exchange.		X		**SPNA, Private**	PPR

South Portland Neighborhood Association (SPNA)							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
South Waterfront	HN4	Identify sites for community building activities and pursue projects and activities such as weekend markets and cultural programming.	X			**SPNA**	Private, PPR

Travel Portland							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Downtown	RC9	Encourage the location of tourist services in the Pioneer Courthouse Square area and at Waterfront Park.			X	**Travel Portland**	PPR, PBA
Downtown	RC12	Promote Downtown, the Willamette River and Waterfront Park through media and other campaigns.			X	**Private, Travel Portland, PPR, PDC, TriMet**	

V. Private

Private							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central City	TR6	Explore and encourage use of green passenger vessel technologies including low impact and restorative propulsion for river transit and other passenger vessels.		X		**Private**	PBOT, BPS
Central Eastside	HN4	Explore opportunities for new publicly accessible parks and recreation facilities that foster community interaction and exchange.			X	**Private**	PPR, BPS
Central Eastside	RC22	Identify and support opportunities and partnerships to bring major riverfront uses and attractions to the Southeast Quadrant.			X	**Private**	BPS, PDC, PBOT
Central Eastside	T15	Support the creation of a privately operated river transit operation in the Central Eastside.	X			**Private**	BPS, PBOT, Metro
Central Eastside	UD6*	Explore opportunities to create publicly accessible open space and recreational opportunities on public and private land throughout the Central Eastside.	X			**Private**	
Central Eastside	UD9	Increase public parks, open space, and recreation opportunities in the district to meet Portland Parks and Recreation level of service targets. Look for opportunities to acquire and develop additional open spaces leveraging public-private partnerships.			X	**PPR, Private**	
Central Eastside	WR7	Encourage more year round events and activities around the Madison Dock plaza and OMSI riverfront areas.			X	**Private**	PPR, Public

Private							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Central Eastside	WR8	Continue to enhance the riverfront greenway trail and open space system in the Central Eastside by providing amenities such as light water craft storage, bicycle parking, and public restrooms.			X	**Private**	PPR, PBOT
Downtown	RC6	Study the feasibility of accommodating regional cruise ship docking facilities along the seawall.	X			**BPS, PPR, Private**	
Downtown	RC7	Maintain Portland'5 Centers for the Arts as the leading regional performing arts venue.			X	**OMF, Metro, Private**	
Downtown	RC8	Actively program a variety of public events and activities throughout the year in Pioneer Square and at key locations in Waterfront Park like Ankeny Plaza, Salmon Springs, the Hawthorne Bowl and along the seawall. Encourage development of small retail uses, like kiosks, within Waterfront Park.			X	**PPR, Private**	
Downtown	RC9	Encourage the location of tourist services in the Pioneer Courthouse Square area and at Waterfront Park.			X	**Travel Portland**	PPR, PBA
Downtown	RC2	Encourage redevelopment that includes key public attractions and mixed uses at the Morrison Bridgehead that connect to the river.	X			**Private, PBOT, PPR, BPS, PDC, County**	
Downtown	RC12	Promote Downtown, the Willamette River and Waterfront Park through media and other campaigns.			X	**Private, Travel Portland, PPR, PDC, TriMet**	
Downtown	TR14	Explore funding mechanisms, phasing and the implementation of river transit in Downtown.		X		**Private**	PBOT, BPS, State & Federal Agencies

Private							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Downtown	UD7	Coordinate with maritime-related organizations and interests to increase maritime attractions and events at Tom McCall Waterfront Park.			X	**PPR, Private**	PWA
Downtown	UD17	Incrementally improve building faces along the Transit Mall with active uses, windows, doors, landscaping, art, and amenities to enhance the pedestrian and transit rider experience.			X	**Private**	PDC
Goose Hollow	RC3	Work with developers and existing property owners (e.g., The Oregonian, TriMet) in the Hollow to encourage redevelopment in line with district goals.			X	**BPS, PDC, Private**	
Goose Hollow	RC8	Explore opportunities for activating the Providence Park street perimeter, particularly S.W. 18th, when events are not taking place.	X			**BPS, Private**	
Goose Hollow	RC7	Encourage the City, neighborhood associations and stadium operators to support a broader range of uses/events at Providence Park in future Good Neighbor Agreement updates.	X			**OMF, GHFL, NWDA, Private**	
Goose Hollow	UD5	Study the feasibility of moving or updating the PGE substation at SW 17th and Columbia to decrease its footprint, creating opportunities for development or park space.		X		**BPS, Private**	

Private							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
Goose Hollow	UD1	Connect Goose Hollow with the West End and Downtown by capping I-405. Potential locations include: W Burnside, SW Yamhill/Morrison, SW Salmon/Main and SW Jefferson/Columbia. The caps could support retail or open space. As capping occurs, improve the pedestrian environment on SW 13th and 14th to support cap access and development.		X		**Private**	BPS, ODOT, PBOT
Pearl	EN1	Restore riparian and shallow water habitat to improve conditions for fish and wildlife at Centennial Mills.	X			**Private, BES**	PPR, PDC
Pearl	HN3	Encourage the development of a new publicly accessible neighborhood facility in the Pearl District to foster community interaction and exchange.		X		**PDNA, Private**	PPR, BPS
Pearl	RC5	Encourage improvements at Centennial Mills to bring more boaters and visitors to the riverfront/Naito Parkway area supporting current and new businesses.	X			**Private**	BPS, PDC, PWA
S. Downtown/Univ.	HN2	Develop a district retail strategy.	X			**BPS, PSU, PBA, PDC, Private**	
S. Downtown/Univ.	RC7	Improve RiverPlace Marina to bring more boaters and visitors to the area while minimizing impacts to fish.		X		**Private**	PPR, PWA
S. Downtown/Univ.	UD6	Connect South Downtown with South Portland by capping I-405 between SW 1st and SW 3rd, and improving the connections to Terwilliger from the South Park Blocks.		X		**Private**	BPS, ODOT

Private							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
S. Downtown/Univ.	UD2	Promote new low-impact water-related recreation activities near the Marquam Bridge.	X			**Private**	PPR, BPS
South Waterfront	HN5	Develop daycare facilities for children.	X			**Private**	
South Waterfront	HN2	Identify a site for a future grocery store to directly serve residents and workers in district.	X			**Private**	PDC, BPS
South Waterfront	HN3	Encourage the development of a new publicly accessible neighborhood facility in South Waterfront to foster community interaction and exchange.		X		**SPNA, Private**	PPR
South Waterfront	RC2	Encourage partnerships between the area's educational/research institutions and private business.			X	**OHSU, PSU, PDC, Private**	
South Waterfront	RC3	Develop telecommunications and other infrastructure needed to ensure that South Waterfront is a competitive location for science and high technology jobs.	X			**PDC, Private**	
West End	EN2	Identify tree preservation and planting opportunities and implementation strategies along I-405, including improving vine coverage of canyon walls.		X		**ODOT, Private**	PBOT
West End	HN3	Identify opportunities for new playgrounds and other recreational facilities for children.	X			**Private**	PPR
West End	HN5	Explore options for a new publicly accessible neighborhood facility that fosters community interaction and exchange for West End residents.		X		**Private**	PPR, BPS

Private							
Action Identifier		**Implementation Actions**	**Timeline**			**Implementers**	
Geography	**Code**	**Action**	**2-5 years**	**6-20 years**	**Ongoing**	**Lead Implementers**	**Partner Implementers**
West End	RC4	Develop a package of streetscape improvements for the cultural district to enhance the pedestrian experience between attractions including Oregon Historical Society, the Portland Art Museum and the Arlene Schnitzer Concert Hall.		X		**PBOT, BPS, PPR, Private**	
West End	RC3	Explore options for redeveloping the site occupied by the City-owned parking garage at SW 10th and Yamhill, including improved ground-floor retail presence.	X			**PBOT, PDC, BPS, OMF, Private, DNA**	
West End	UD6	Allow private development to connect the West End to Goose Hollow by capping I-405. Potential locations for the freeway cap include: W Burnside, SW Yamhill/Morrison, SW Salmon/Main and SW Jefferson/Columbia. If capping occurs, identify opportunities to improve the pedestrian environment with tree canopy on SW 13th and SW 14th avenues.		X		**Private**	BPS, ODOT, PBOT

THE 'GREEN LOOP'

A 21ST CENTURY PUBLIC WORKS PROJECT FOR PORTLAND

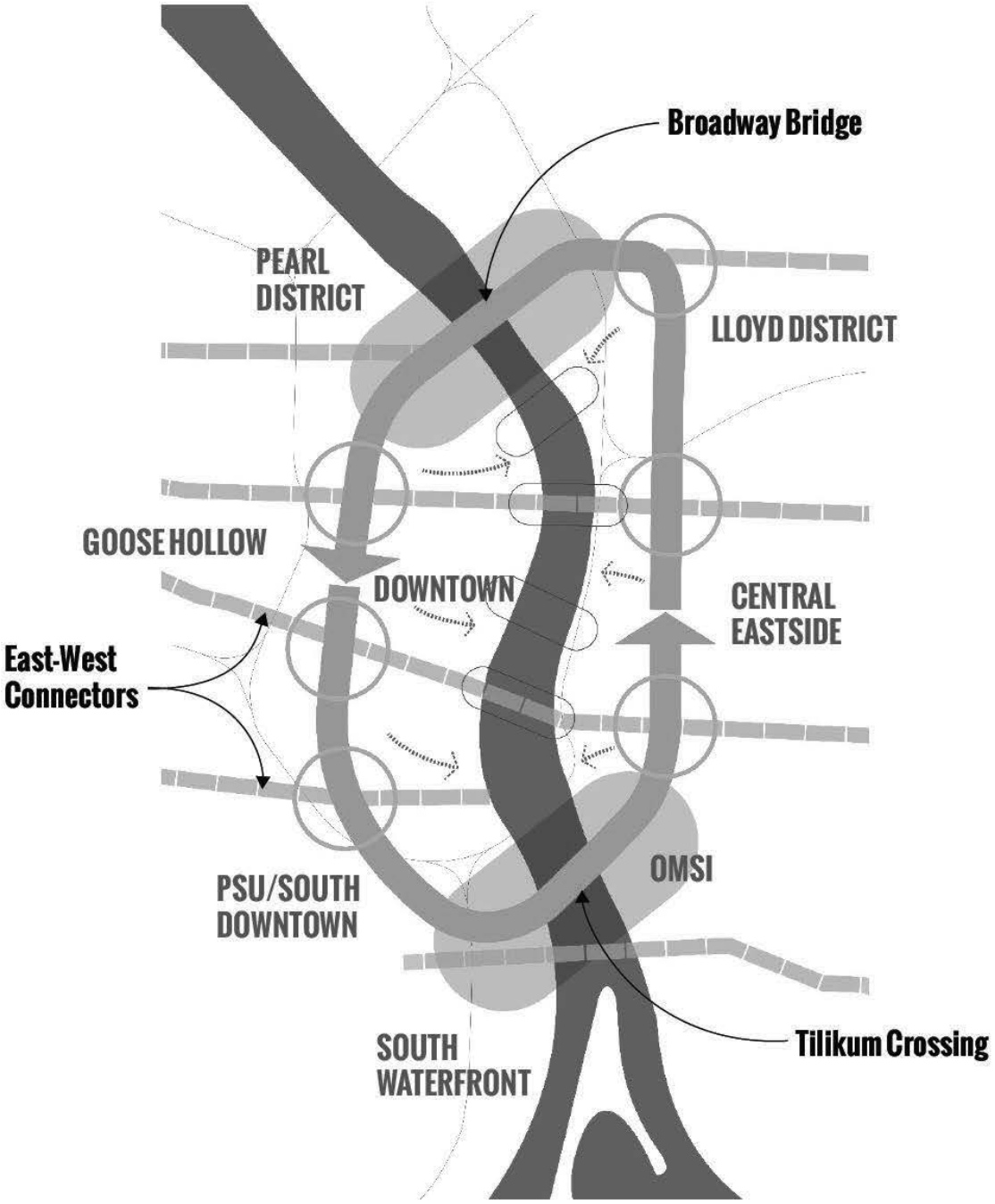


CENTRAL CITY 2035

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

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

URBAN DESIGN STUDIO


Broadway Bridge
PEARL DISTRICT
LLOYD DISTRICT
GOOSE HOLLOW
DOWNTOWN
CENTRAL EASTSIDE
East-West Connectors
OMSI
PSU/SOUTH DOWNTOWN
SOUTH WATERFRONT
Tilikum Crossing

THE GREEN LOOP CONCEPT IS A SIX MILE LINEAR PARK THAT INVITES RESIDENTS, EMPLOYEES, AND VISITORS TO EXPERIENCE PORTLAND'S CENTRAL CITY IN AN ENTIRELY NEW WAY.

The Green Loop concept emerged as part of the Central City 2035 Plan, a partnership between the Bureau of Planning and Sustainability, Portland Parks and Recreation, Portland Bureau of Transportation and the Bureau of Environmental Services.

THE GREEN LOOP

THE CONCEPT IS...





Envisioned as an easy and smooth pathway through the Central City's parks and open spaces, the "Green Loop" is a six mile linear park that invites residents, employees and visitors to experience Portland's urban core in an entirely new way.

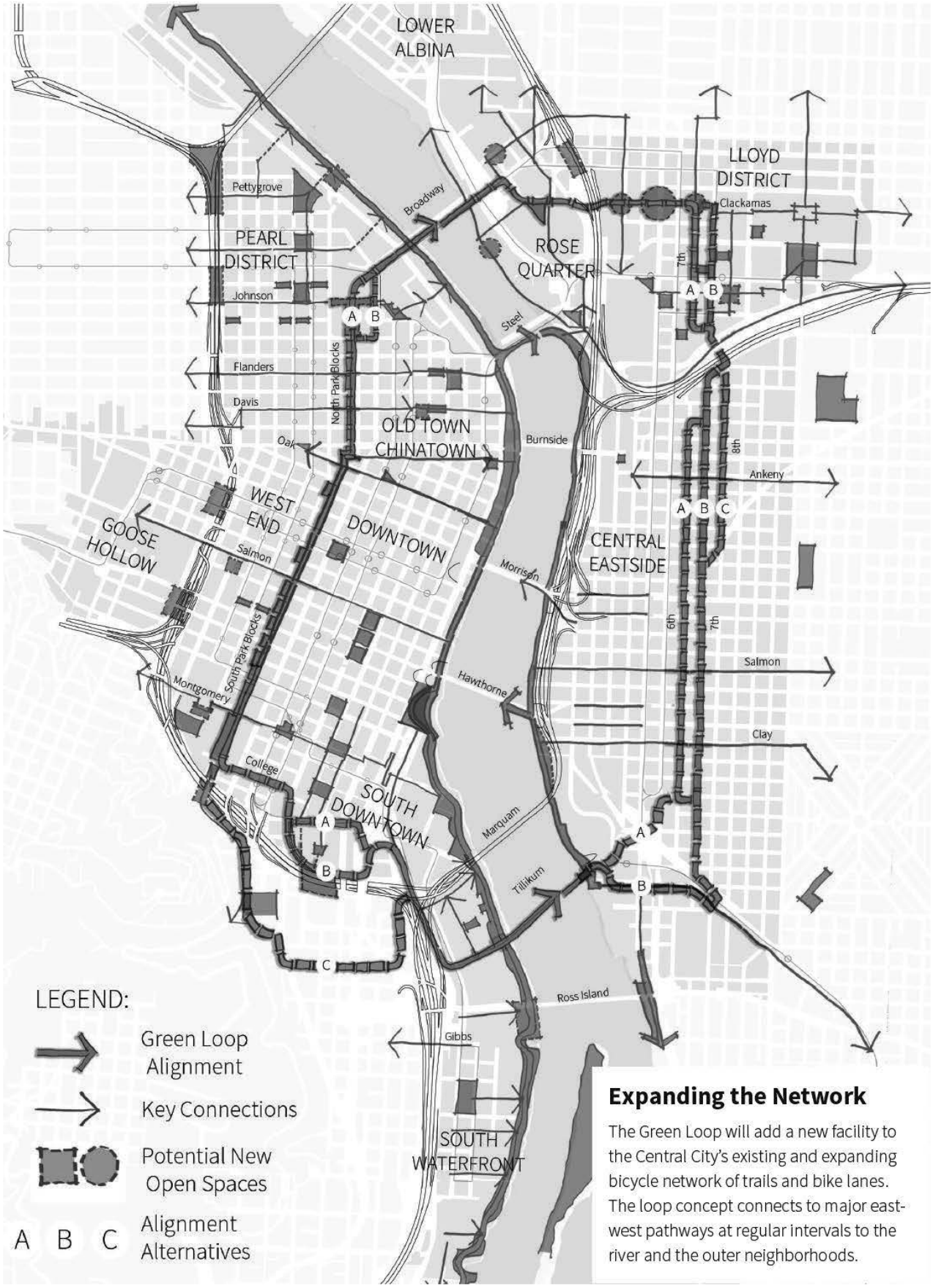
The path invites people to take a break from work, walk, run or ride among trees and in beautiful parks, enjoy restaurants and shops, or just breathe fresh air and get some exercise. On both sides of the river, people can see, touch and learn about cutting-edge technologies and fabrications, new street design, high performance buildings and experience civic works of art. For many, the Loop will become part of their regular commute from home to work in the Central City.

A signature 21st century place, completely unique to Portland and open to all, this "Central Path" embodies community aspirations to be a greener, healthier and more sustainable city. It reflects the best of Portland: people being active, living, working and visiting in the Central City, enjoying parks, trees and gardens, spending time at food carts, coffee bars, and riding bikes.

It will be our "Urban Promenade," promoting walking, jogging, biking and connecting people to light rail and streetcar as ways to get to hard-to-reach places. It will be an amenity that draws people from around the region to a different kind of recreational destination, an urban trek through the city — safe, green, active, vibrant and fun for all ages and abilities.

This "Way Around" takes advantage of existing public rights-of-way and proposes to bring new life and energy to connecting the Park Blocks, Tillikum Crossing, the Central Eastside and the Lloyd District to the Central Business District. A relatively low cost opportunity; it increases efficiency and expands access to many of the Central City's most distinctive places.

It is the next big idea in a list of innovative and collaborative successes; places that include Tom McCall Waterfront Park, Pioneer Courthouse Square and the Portland Transit Mall. Someday soon, it could well stand as the latest in a long history of wonderful examples of this community's ability to work together to bring big ideas to fruition.



Expanding the Network

The Green Loop will add a new facility to the Central City's existing and expanding bicycle network of trails and bike lanes. The loop concept connects to major east-west pathways at regular intervals to the river and the outer neighborhoods.

THE GREEN LOOP IS ABOUT...

BUILDING ON SUCCESS



The Vera Katz Eastbank Esplanade

Portland is a national leader in developing a culture of walking and bicycling.

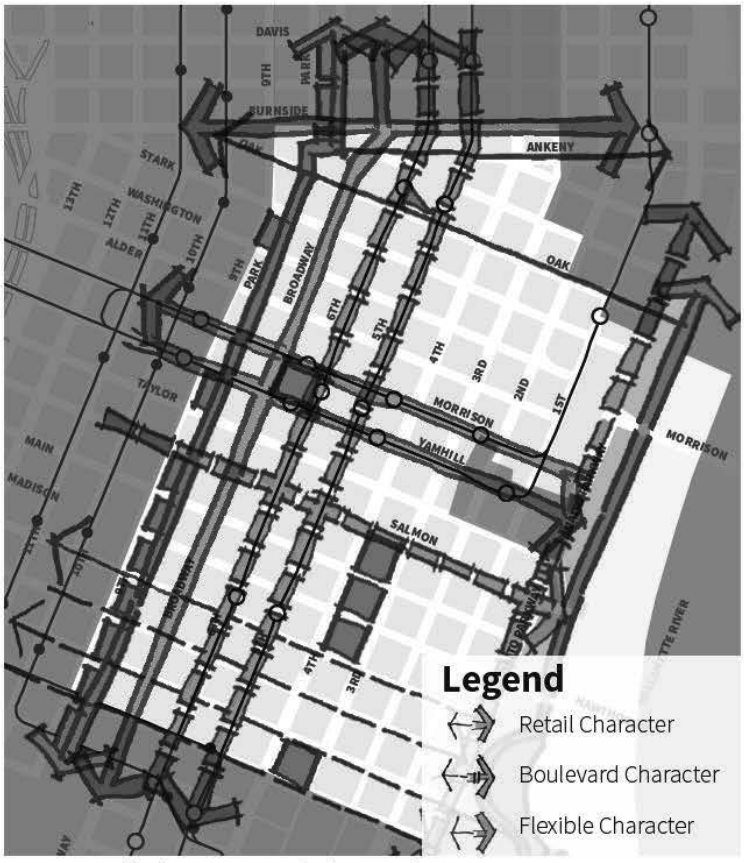
Today, Portland boasts one of the nation's highest percentage of bicycle commuters with a 7.2% work commute rate in 2015, but other American cities are catching up fast. While the Central City includes numerous streets with striped bicycle lanes, it has relatively few physically separated paths and trails, mostly found along the riverfront, blocks away from the concentration of retail, businesses, and attractions. This limits Central City ridership from a large swath of less confident cyclists who are looking for a more park-like, low stress experience. While 40% of the Central City land area is made up of streets, most look and function the same and face similar challenges to accomodate all modes of transportation. The uniformity of the streets also presents wayfinding concerns for 'interested but concerned bicyclists as well as walkers and joggers who are less confident navigating in the Central City.

Intentional Street Design

The Green Loop is part of the street hierarchy and character development concept which advocates for more diverse streets in the Central City. More intentional street design can create new urban experiences and help prioritize different functions for different streets.

Existing Separated Paths

The proposed Green Loop alignments, which will enhance and add new linear parks, will add a new system to the concentration of walkers, joggers, and bikers currently most comfortable along the riverfront, through the heart of downtown and the east side of the Central City.



Downtown District Map, Central City 2035 Plan

THE GREEN LOOP IS ABOUT...

HEALTHY CONNECTED CITY

City Greenways Network

The Green Loop serves as the hub of the network, linking the city's communities safely and directly to regional attractions and destinations. The system will provide safe and attractive pedestrian, jogging and bicycle connections between natural areas, parks, neighborhoods, schools, and commercial districts. Distinctive street design, landscaping, tree plantings, and sequences of parks along the greenways extend the experience of open spaces and nature into the streets of neighborhoods.



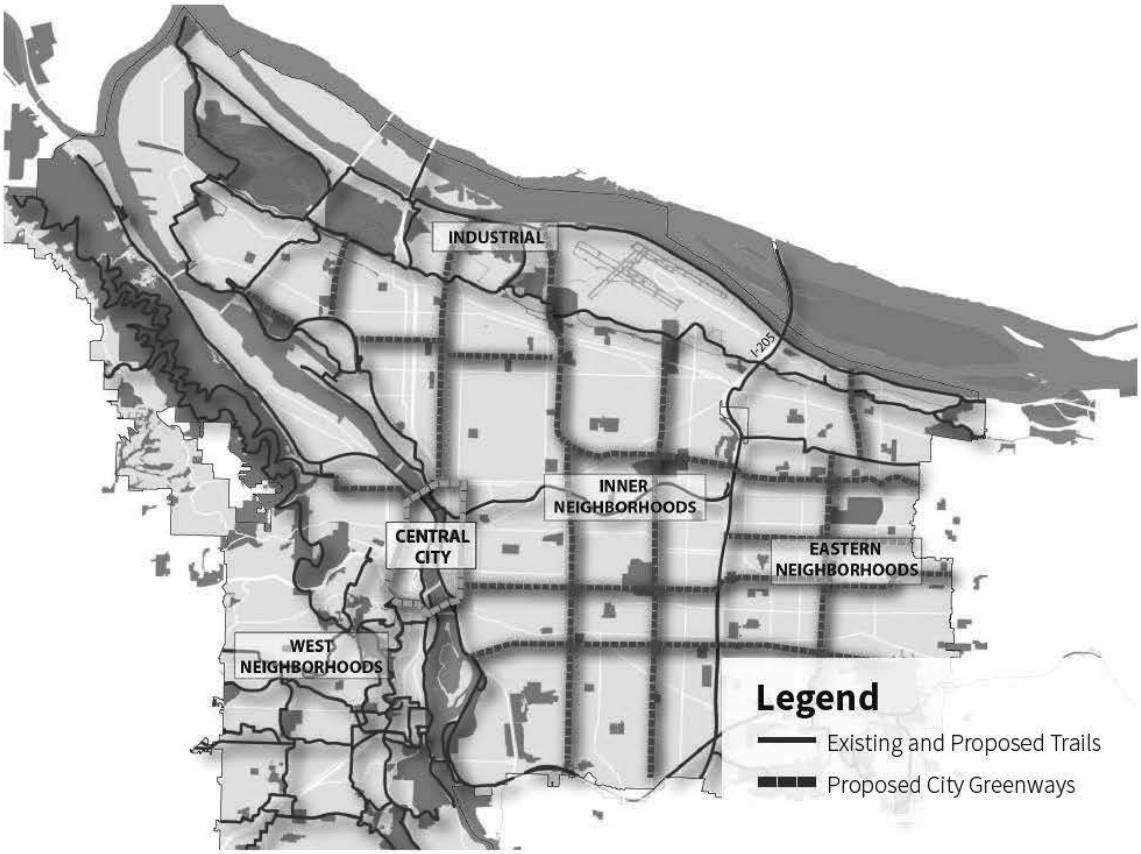
Citywide Trail
Springwater Corridor



Raised Cycle Track and Sidewalk
NE Cully Avenue



Enhanced Greenway Corridors
NE Klickitat Street

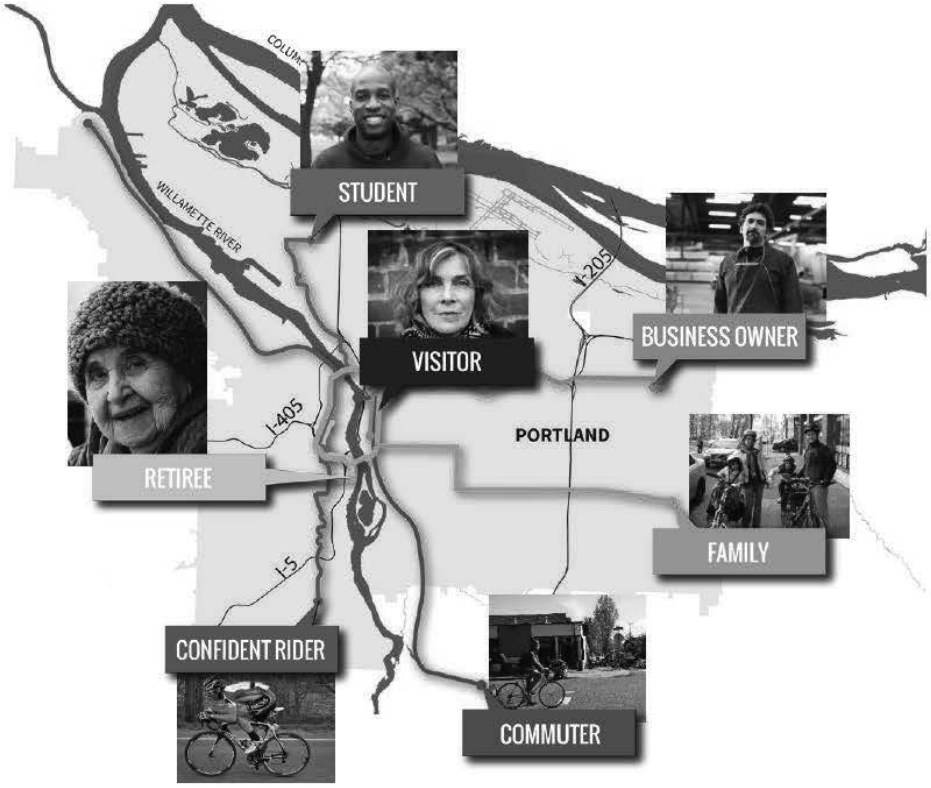


THE GREEN LOOP IS ABOUT...

ADVANCING EQUITY

The Green Loop will increase accessibility and activity for all Portlanders.

While Portland is projected to grow substantially over the next few decades, it is safe to say that many of Portland's major public institutions, cultural attractions and regional destinations will remain in the Central City. The Green Loop will be free to use and will help Portlanders reduce transportation costs while helping to promote a healthy lifestyle. The ways that Portlanders will use the Green Loop will be as different as the people themselves.



How the Loop will Advance Equity

- Increases affordable, healthy access to Central City destinations/ attractions.
- Builds a system of facilities targeting 8-80 year old rides and accomodates all abilities.
- Provides pathways attractive to non-typical walk/bike commuters.

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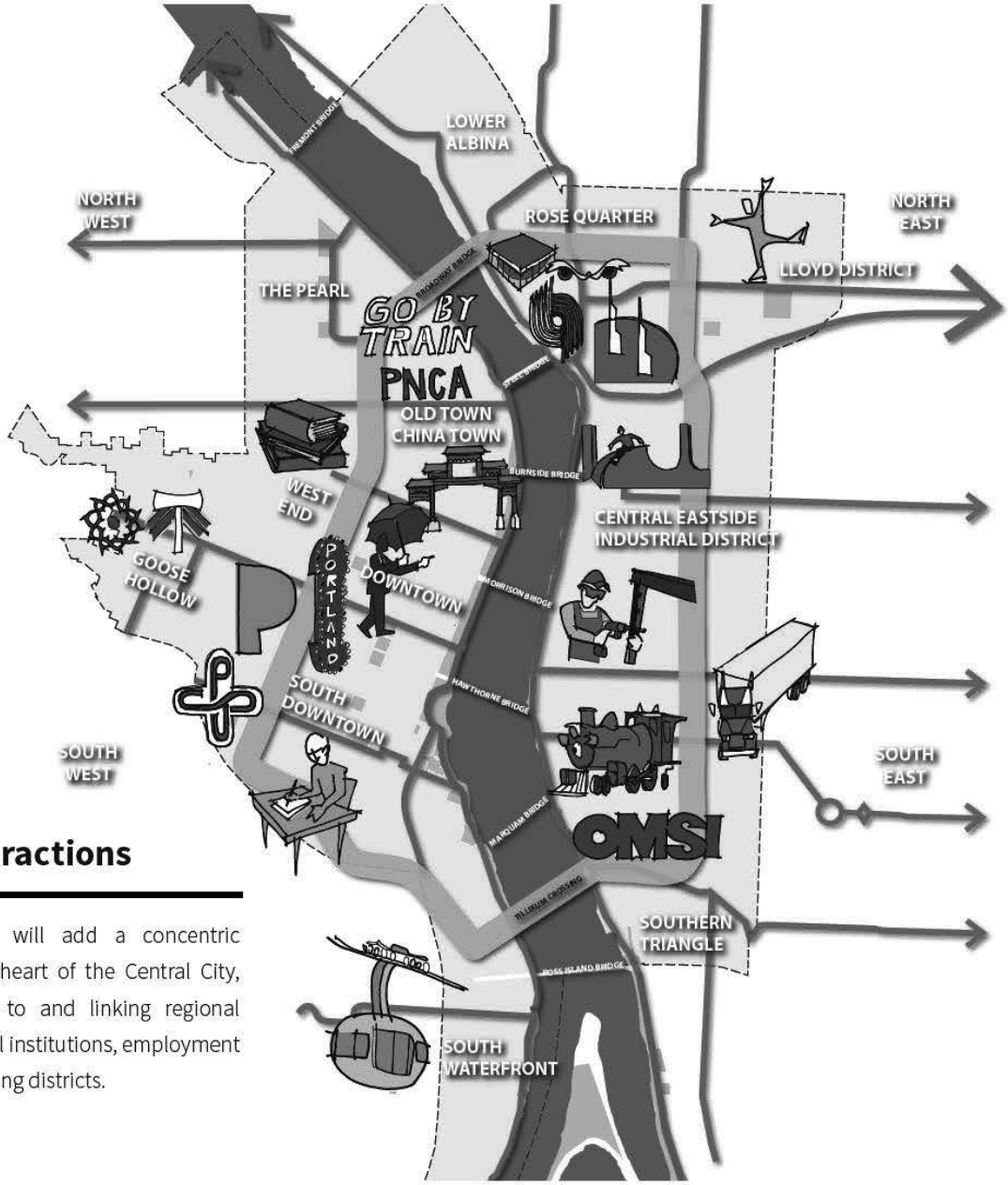


Linking Attractions

The Green Loop will add a concentric loop through the heart of the Central City, improving access to and linking regional attractions, cultural institutions, employment centers and shopping districts.

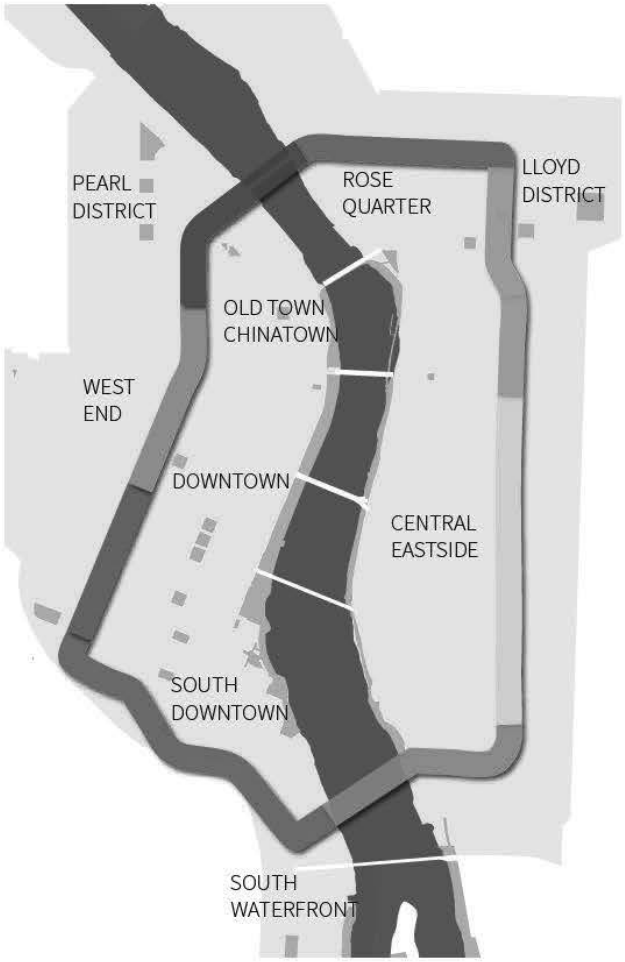
- Supports and advances community sourced design.
- Linked to transit hubs for easy connections.
- Hub of future City Greenways system, reaching all neighborhoods of Portland.

THE GREEN LOOP IS ABOUT...

PLACEMAKING

The Green Loop will move through the Central City districts.

The distinct identities and conditions of each district will help inform the design and placemaking strategies for the loop's different segments, creating a variety of experiences. Pathway design, furnishings and plantings will respond to local context, helping to contribute and stregthen the distinct identities of Central City's districts from the downtown retail core to the industrial eastside to the Rose Quarter.

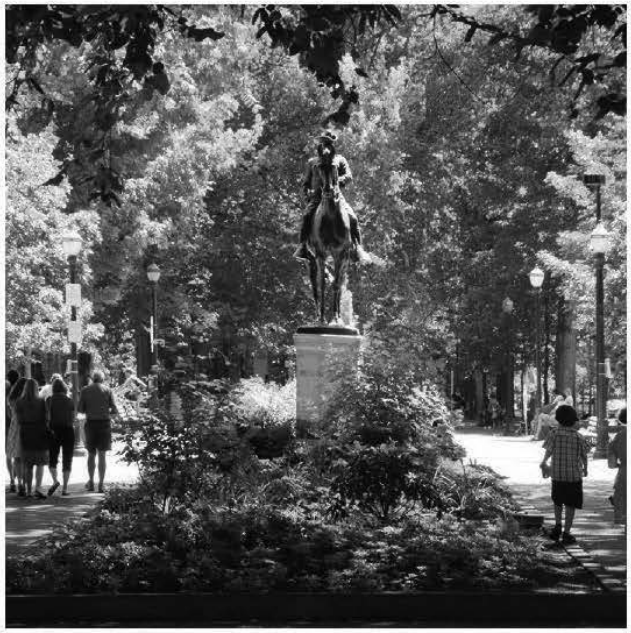

















TOBIN








PORTLAN
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THE GREEN LOOP KEY OBJECTIVES







Improve Health

Promoting daily physical exercise by walking, biking or jogging into and around the Central City.

The loop concept elevates the public health of Portlanders by creating an active transportation corridor and a recreational walking and jogging route through the Central City, expanding opportunities for healthy activities to a large population of employees, visitors, and residents.

Connect and Create Parks

Developing strong connections between existing parks and creating new ones.

The Central City features a wide variety of different open spaces, ranging from historic parks to newer designs that blend the boundary between park and street space. The Green Loop is a connected park system, providing a continuous link to open spaces and within areas of the Central City that lack public open spaces, it could catalyze the creation of future open spaces and gathering areas.

Support Businesses

Bringing people closer to local businesses, employment districts, institutions and attractions.

The Green Loop works within existing infrastructure to expand transportation options for workers commuting to jobs on both sides of the Willamette River. The loop and its connections will create higher visibility for local business, stores, and shops. New examples of Portland's street furniture (benches, streetlights, water fountains, tree grates, etc.) designed and manufactured in Portland, showcase local creativity, design talent and skilled craftsmanship.







Increase Pathways

Adding safer, more intuitive park-like pedestrian pathways through the Central City.

The small blocks and numerous streets of the Central City contribute to its reputation as a highly pedestrian-friendly environment. The Green Loop will be a safe, accessible path separated from vehicular traffic that connects many places that are not currently navigable, accessible, or intuitive.

Encourage Biking

Increasing the amount of "Interested but Concerned" cyclists riding into the Central City.

The loop concept proposes a system of clear, physically separated routes that will provide potential new riders with greater comfort and access to more places. It will include strategies to reduce conflicts between cyclists and pedestrians and cars, offering greater safety. It builds on the bicycle infrastructure in place across the Central City and connects bridges.

Grow and Build Green

Providing a local response to global climate change for future generations.

Connections and public spaces along the Green Loop will feature more large canopy trees and state of the art surface stormwater management facilities. The improved landscape will increase habitat opportunities for native species of trees, birds, and pollinators, and it will encourage more active transportation, reducing auto dependence and Portland's overall carbon emissions Building and site development along the Loop will be encouraged to contribute to a 'living laboratory' that focuses on innovative ways to improve energy performance.

THE GREEN LOOP DESIGN PRINCIPLES

1 Building Orientation

New development will be encouraged to orient its storefronts or building lobbies toward the Green Loop. New ground floor activity will provide greater visibility to the loop and create a safe and more vibrant environment.

2 Multi-Use Path

Paths that can accomodate a variety of different active uses including walking, jogging, and biking will be a defining feature of the Green Loop. Depending on the context these uses can be clustered together or separated by greenery or other features.

3 Physical Separation

The Green Loop concept includes physically separated paths to minimize conflicts between cyclists, pedestrians, and vehicles. These separated corridors will create safer, more intuitive pathways through the Central City for walkers, bikers and joggers.

4 Connected Canopy

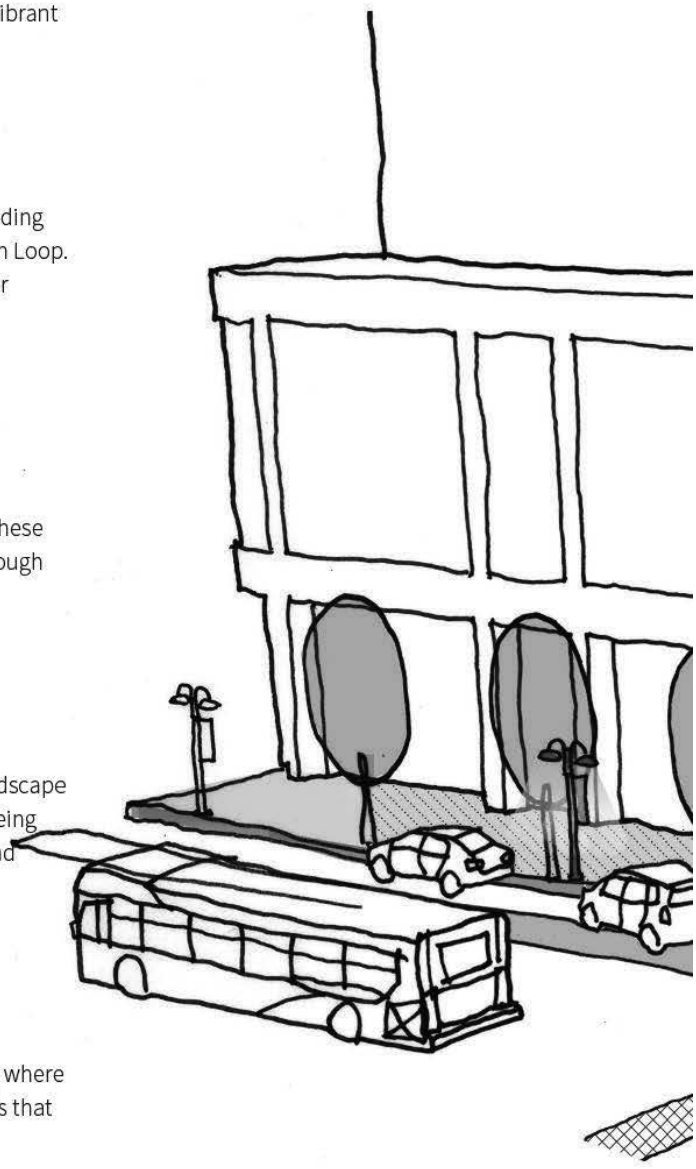
A key wayfinding element of the Green Loop will be a distinctive approach to trees and other green features. The character of landscape plantings will vary along different segments of the Green Loop, being responsive to adjacent needs while helping to clarify the route and improve environmental performance.

5 Branding/Identity

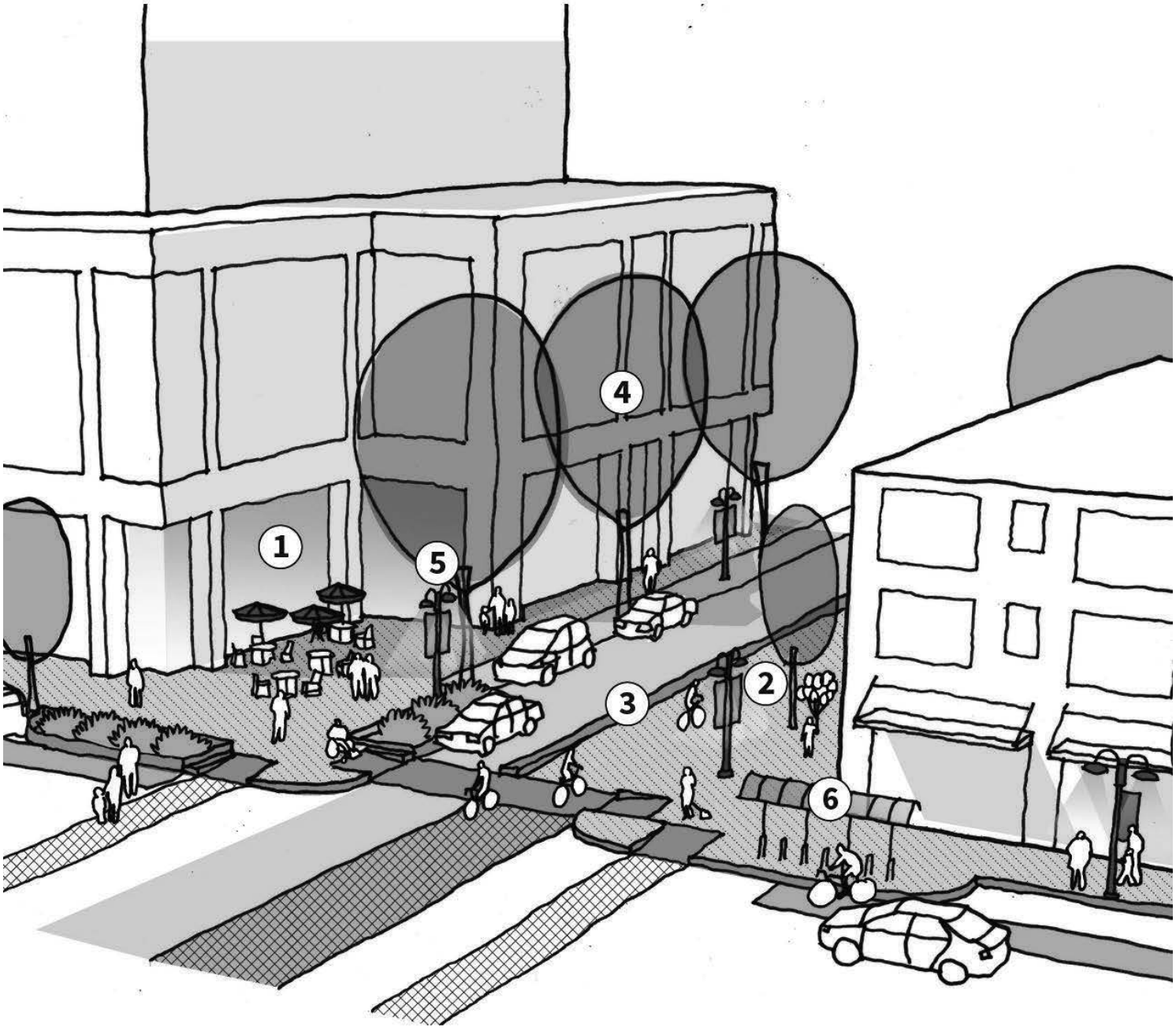
The paths and adjacent properties will feature wayfinding and environmental design tools to help residents and visitors identify where they are while reflecting the local character of the various districts that the loop moves through.

6 Unique Street Furnishings

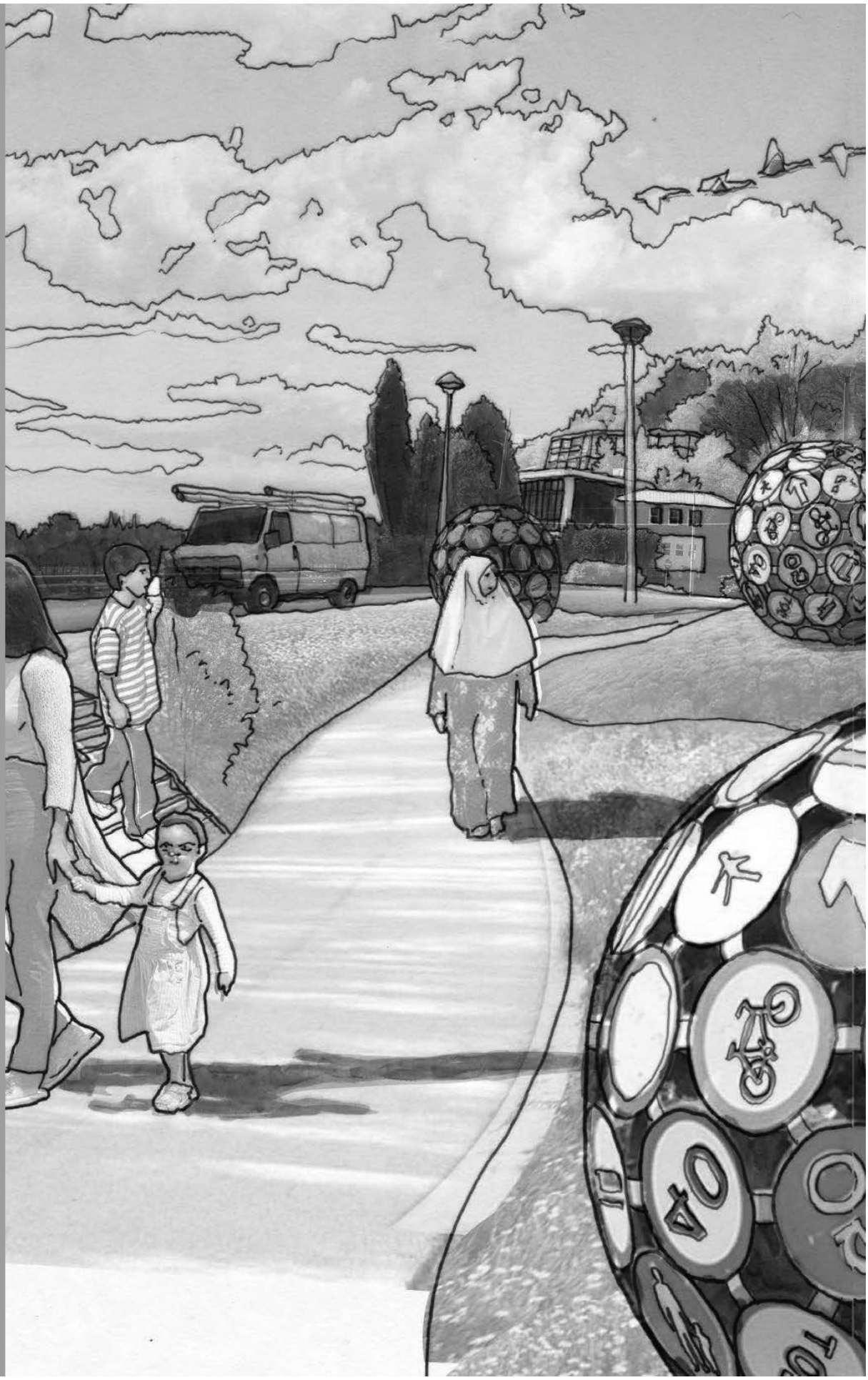
Street furnishings along the Green Loop will help distinguish the path, emphasizing its linear park environment and supporting activity nodes. The specific amenities and their locations will vary with right-of-way width and the adjacent ground floor uses.



HOW DO YOU KNOW YOU'RE ON THE GREEN LOOP?



APPENDIX





View of potential new Park Block over I-405

THE GREEN LOOP PRECEDENTS

Cultural Trail - Indianapolis, IN





The Indianapolis Cultural Trail is an 8 mile bike and pedestrian path in downtown Indianapolis. The goal of the trail is to connect neighborhoods, cultural districts, and entertainment amenities while serving as the downtown hub for the city's greenway system. The path has been a catalyzing agent of economic development within the city's downtown districts, providing an estimated $864.5 million dollars in economic impact and approximately 11,000 new jobs.
Source: http://www.indyculturaltrail.org/about

Vester Volgade - Copenhagen, DK





Vester Voldgade has reduced vehicle traffic and increased the boulevard atmosphere with rows of trees, new open spaces, and wide promenades, making room for pedestrians and cyclists on the former high traffic road. Four lanes have been reduced to two, and a large strip of parking spaces has been removed to accomodate seating and other furnishings. Three new squares are connected physically and visually by Vester Volgade and its rows of trees and paving, which carry through to the squares themselves.

The 606 - Chicago, Ill





The 606 Trail is a 2.7 mile recreational trail that bisects four inner city Chicago neighborhoods. Similar to New York City's High Line, the infrastructure project converted a dormant elevated freight line into a unique urban park. However, unlike the High Line, which focuses more on passive open spaces, the 606 prominent feature is a multi-use path for walkers, joggers, and cyclists. The total cost of the project was $75 million, which was predominately provided by federal government funds to reduce traffic congestion and improve air quality in cities in addition to private donors and the local city government.

Brooklyn Waterfront Greenway - Brooklyn, NY





The proposed Brooklyn Greenway will add miles of new physically separated pathways in the predominately industrial naval yards. The collaborative effort between local government and the Regional Planning Association will help residents and tourists safely connect to existing and future parks along the Brooklyn pier.

THE GREEN LOOP PRECEDENTS

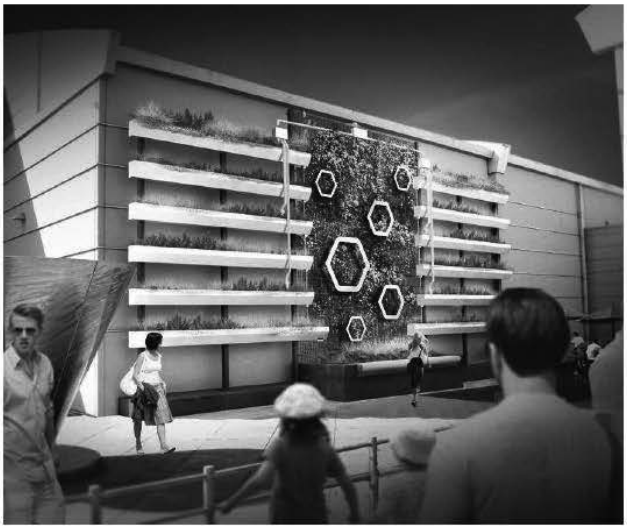




















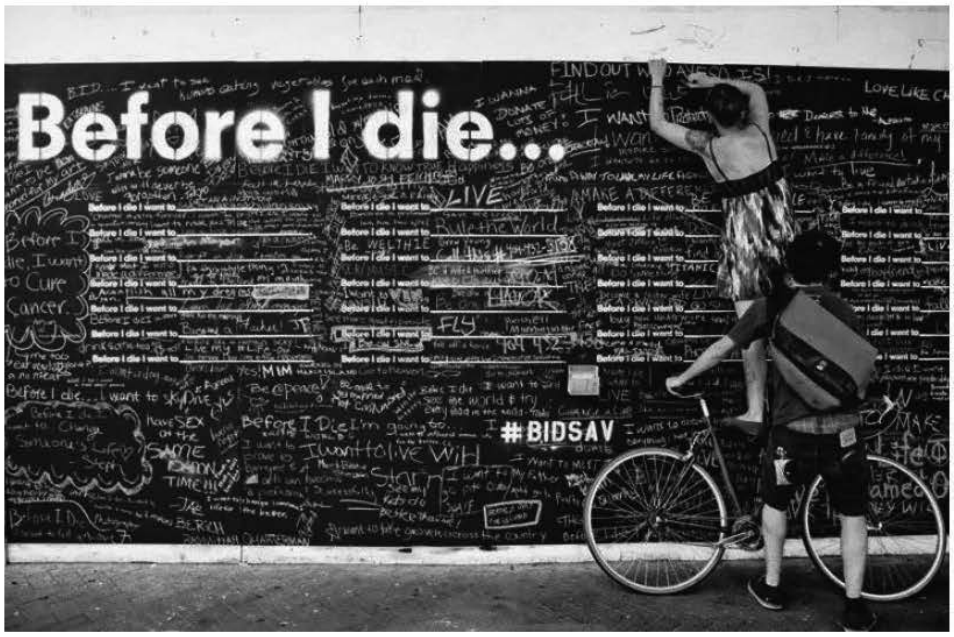






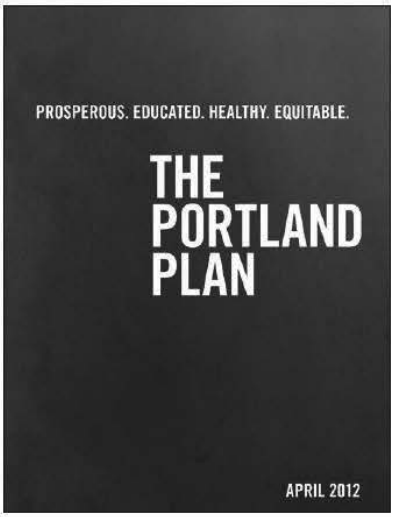





Before I die...
#BIDSAV

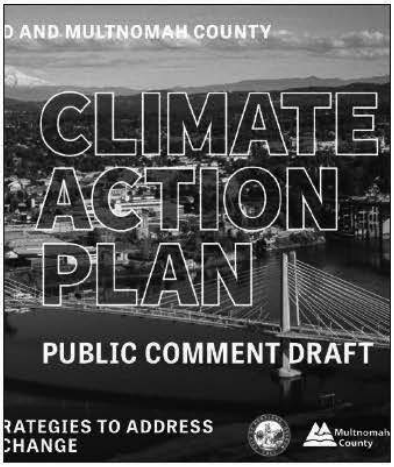






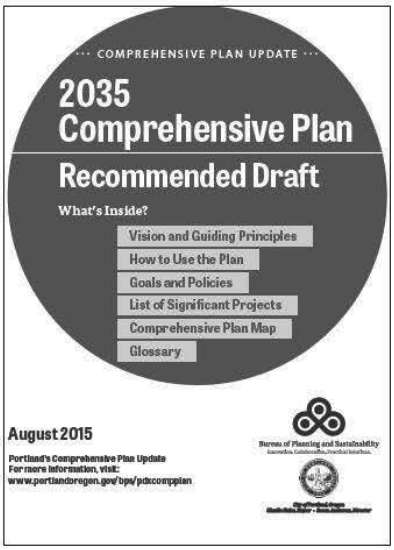
Portland Plan

The 2012 Portland Plan builds on extensive community involvement and envisions an equitable, healthy, educated and prosperous city that increases opportunities for all and includes a strategic plan of projects to help guide implementation. Its "Healthy Connected City" strategy describes a series of active neighborhoods, centers and signature natural areas, all connected by a comprehensive and diverse network of corridors and connections. The system of connections includes "greenways," a distinctive set of park-like corridors that are designed to encourage active transportation – walking, rolling, jogging and biking. These facilities offer a clear and different choice from the more urban, busy and transit-rich development corridors. They are intended to link people to parks, open spaces and natural resource areas.



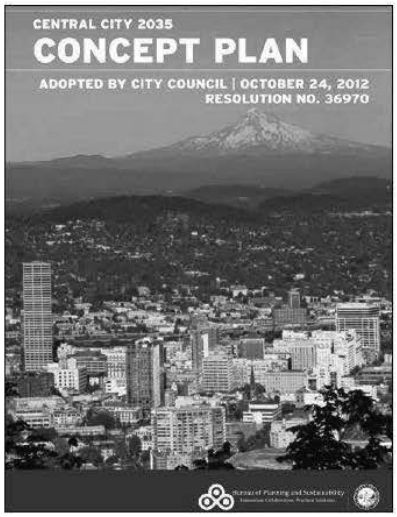
Climate Action Plan

The origins of the "green loop" concept can be traced back to larger planning initiatives that address much larger regional and societal trends and set aggressive growth and sustainability targets for the City of Portland. The 2015 Climate Action Plan set ambitious new goals for carbon and greenhouse gas reduction citywide. As transportation contributes to almost a third of the city's total generated carbon, part of the plan focuses on improvements existing movement systems and the creation of new facilities that will discourage single-occupancy auto trips. The "green loop" will create a connected system of public open spaces and connections that promote more walking, biking and transit trips, contributing to a smaller citywide carbon footprint.



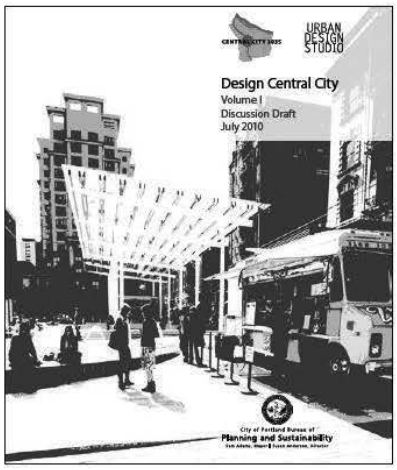
Comprehensive Plan Update

The 2035 Comprehensive Plan Update is a 20 year plan that sets the framework for the physical development of the city and will help implement the Portland Plan. Enhance Portland's public realm, integrate nature into the city, and link people, places, and wildlife through active transportation facilities, green infrastructure investments, urban tree canopy, and habitat connections.



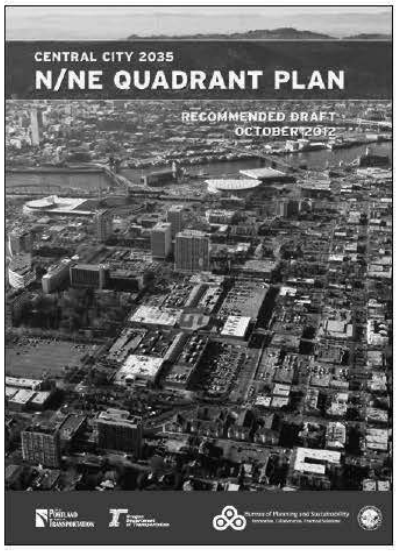
Central City 2035: Concept Plan

The specific "green loop" concept was the result of work by the urban design subcommittee of the CC2035 Concept planning process during the Spring and Summer of 2012. The urban design subcommittee included members of the steering committee, representatives from city agencies and invited design professionals. The subcommittee worked through multiple urban design alternatives, exploring and evaluating different directions, before helping to develop the proposed urban design concept diagram and framework map for the CC2035 Concept Plan.



Central City 2035: Design Central City

The background document for the Central City 2035 Concept Plan (CC2035) process, Design Central City Volume 1, identified three primary urban design issue areas in the Central City: the river, the east side and the public realm. The "public realm" section outlined issues facing the existing system of streets and parks, including active recreation space deficiencies, habitat opportunity areas, street homogeneity and unclear connectivity. These issues were tested and refined through a series of urban design workshops and stakeholder interviews, ultimately being finalized by the CC2035 advisory group in 2011.



Central City 2035: Quadrant Plans

The North/Northeast Quadrant Plan, adopted with CC2035 in the Fall of 2012, proposed a set of new street design typologies. The intent behind the proposal was to be more intentional about the relationship of land uses and the way buildings relate to the street. Called the "Street & Development Character Concept" it proposed three types of street environments: Retail/Commercial, Boulevard and Flexible. The "green loop" would be classified as signature part of the "flexible" design type, more oriented to walking and biking, inclusive of (or linking) open space opportunities, and a strong green character.

View of potential SE 6th Ave in the Central Eastside




SH2
GREEN LOOP
TO GRAND HISTORIC DISTRICT
TO OMSI

WHAT'S IN THE **CENTRAL CITY 2035 PLAN?**

Volume 1: Goals and Policies

The long-range vision for the Central City

- Big ideas to inspire a generation of Portlanders
- A framework of goals and policies to guide City projects for the next 20 years
- Highlights of the plan by district

Volume 2: Zoning Code and Map Amendments

Regulations to implement the Plan

- Central City Plan District including transfers, height, FAR and parking
- River Overlay Zones and River Review
- Scenic Resource Overlay Zone
- Maps for base and overlay zones, height, FAR
- Transportation System Plan

Volume 3: Inventories

Updated inventories that informed the zoning amendments

- Central City Scenic Resources
- Willamette River Central Reach Natural Resources Inventory

Volume 4: Background Materials

Prior plans and research provided for reference

Volume 5: Implementation Plan

City's targets and the actions it will take to implement the Plan