

Summary of Potential Amendments

#	Amendment	Requestor	Staff position
Volume 1 – Plan			
1	<p>Technical Amendments:</p> <ul style="list-style-type: none"> a. Add a map of NWDP NW 23rd Ave properties where PD changes apply. b. Clarify plan text regarding Northwest Town Center Boundary. 	BPS	Staff supports
2	<p>Amendments to Urban Design Framework</p> <ul style="list-style-type: none"> a. Update Urban Design Framework map, including historic site boundaries b. Update UDF map subarea numbering/lettering to align with code subdistricts. c. Update the Park Diagram to reflect updated historic site boundaries. 	BPS/Design Commission	Staff supports
3	Action Table Amendments		Staff supports
	a. Create new Community Engagement section in action tables.	BPS	
	b. Move action item PB3 to Community Engagement as item CE1 and include specific reference to York Street Work Group in the action.	BPS	
	c. Add a new Community Engagement action, CE2, in support of future York Work Group efforts in Plan area.	BPS	
	d. Update action T4 to provide more proactive direction on creation of a future parking management strategy for the Plan area.	Spevak	
4	Reference York Group contributions in Community Engagement section of Introduction, Section 1.	BPS	Staff supports
5	Reference Ron Craig’s role in renaming of NW York Street.	BPS	Staff supports
6	Reference York Group participation in Public Benefits Agreement elements summary in Volume 1, Section 5.	BPS	Staff supports



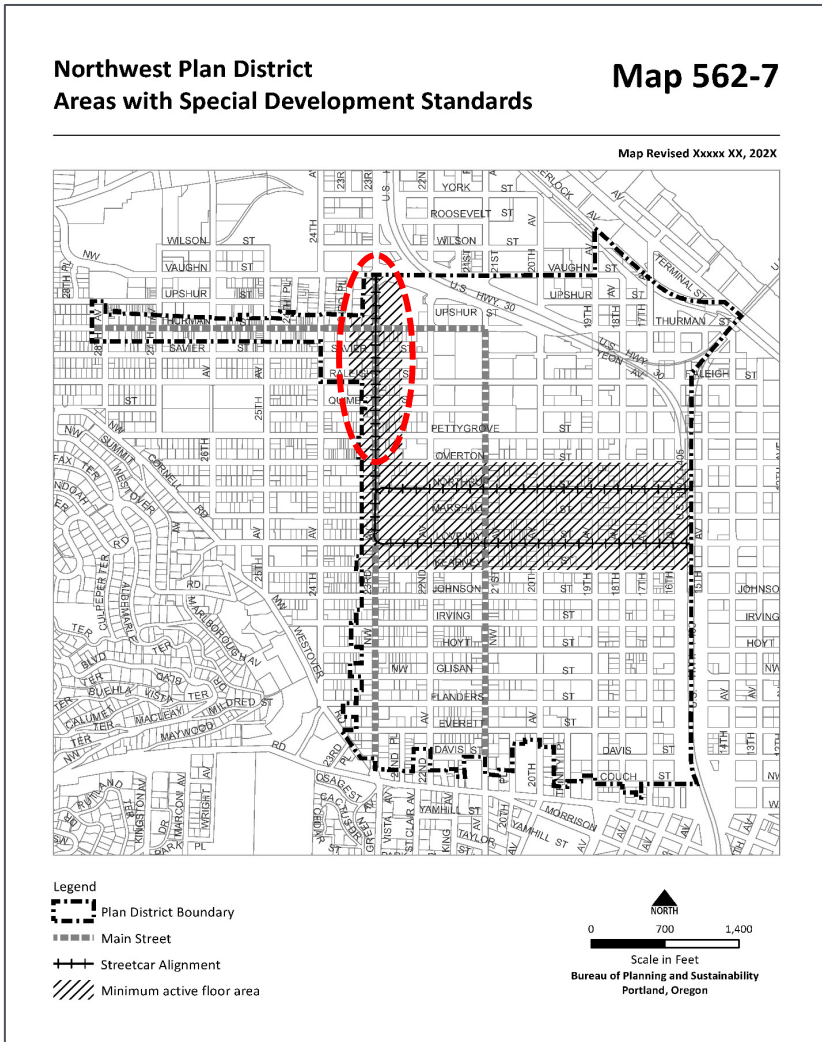
Volume 2 - Zoning Code			
7	Technical Amendments: a. Change Development Services Center (DSC) to Portland Planning & Development (PP&D). b. Correct the name of Bureau of Development Services (BDS). c. Correct a conflict in the urban green features standards.	BPS	Staff supports
8	Clarify which development standards apply along the main street and streetcar alignment.	BPS	Staff supports
9	9a: Clarify how the required nonresidential use regulation applies to development. 9b: Clarify how an affordable housing building counts toward the nonresidential use requirement.	BPS	Staff supports
10	Allow fences within the residential-employment buffer area.	BPS	Staff supports
11	Replace the service adequacy review approval criteria with the transportation impact review approval criteria.	BPS	Staff supports
Volume 3 – Transportation Plan			
12	Add right of way standards recommendation for NW York Street.	PBOT	Staff supports
13	Refine NW Vaughn Street project recommendations.	PBOT	Staff supports
14	Reclassify NW Nicolai Street/St Helens Road to “Industrial Road.”	PBOT	Staff supports
15	Refine Freight District Boundary.	PBOT	Staff supports
16	Revise Emergency Response Street Classifications.	PBOT	Staff supports



Amendment 1 – Volume 1 Plan document technical amendments

The following are minor and technical amendments to improve the clarity of the proposed plan.

Amendment #1.a - Volume 1, Section 1, page 77 - Add a map of NW Plan District calling out the NW 23rd Avenue properties where proposed plan district changes will apply. Include a map similar to Proposed Map 562-7 to highlight the location of affected area. See below.



Amendment #1.b - Volume 1, Section 1, pages 74 - Clarify plan text regarding Northwest Town Center Boundary.

The Proposed Draft misstates what elements of the Comprehensive Plan need to be updated to reflect the expanded NW District Town Center. It is the [Comprehensive Plan Map](#) that shows the specific adopted boundaries of town centers, not the diagrammatic Urban Design Framework. The Framework shows



generally where centers are located and the different types of centers, amongst other things. The map included in this section is still correct and reflects how the boundary of the NW District Town Center is proposed to change. This amendment corrects the reference.

Amend the noted section as follows:

Urban Design Framework – Northwest Town Center Boundary

Application of high-density Central Employment land use designation and zoning, and application of the Design overlay zone, suggest the need to incorporate the MPAP area in a town center. The MPAP proposes to amend the 20235 Comprehensive Plan Urban Design Framework Map to reflect the expanded Northwest Town Center boundary as shown below.

Amendment 2 – Urban Design Framework amendments

Amendment #2 - Volume 1, Section 3, pages 44-52; Section 4, page 65 - Amend the MPAP Urban Design Framework elements to reflect amendments from the Portland Design Commission. This includes:

Amendment #2.a - Update Urban Design Framework map, including historic site boundaries.

Amendment #2.b - Update UDF map subarea numbering/lettering to align with code subdistricts.

Amendment #2.c - Update the Park Diagram to reflect updated historic site boundaries.

The Portland Design Commission considered the Montgomery Park Area Character Statement at the public hearing on May 21, 2024, and subsequent work sessions on June 6 and June 20. In their deliberations, the Design Commission amended the character statement to further articulate ways to reflect cultural heritage in the plan area, and reference community groups, including the York Street Work Group, as future resources for guidance on commemoration of York in development proposals subject to design review. The Design Commission also sought to:

- *Reconcile the labeling of urban design subareas with proposed zoning code subdistricts.*
- *Highlight the opportunity that the plan presents to link Forest Park to the Willamette River.*
- *Provide additional clarity on ways to implement the “green curtain” concept on NW Vaughn.*

*The proposed amendments are intended to reconcile the Design Commission amendments to the Character Statement with the urban design elements of Volume 1 of the plan. The amendments also correct the area to which historic resources review is applicable in Subarea B (Montgomery Park) and include minor text revisions for clarity. **The proposed amendments are shown and included in Attachment A of this memo.***



Amendment 3 – Action table amendments

Amendment #3 - Volume 1, Section 5, pages 80-81. Amend the MPAP Action Tables to better reflect Planning Commission discussion about ongoing engagement with and support for community groups including the York Street Work Group, and to address comments from Commissioner Spevak about creation of a parking management district in the future. (Note: action tables are typically adopted as non-binding actions that reflect intent.)

Amendment #3.a - Create a new “Community Engagement” section in the action tables.

Amendment #3.b - Move action item PB3 from Public Benefits to Community Engagement as item CE1 and include specific reference to York Street Work Group in the action; remove York Group from “Implementor” list.

This action item is more appropriately placed as a Community Engagement action than a Public Benefits action item. Also, since the York Group will be a key participant but is not expected to implement this action, they are removed from the “Implementor” column.

PB3 CE1	Work with community members, groups <u>including the York Work Group</u> , property owners, and city and regional agencies to identify meaningful ways, through public art and placemaking, to honor York of the Lewis and Clark Expedition, as well as people and stories of Portland’s African-American history.		X		Property interests; non-profits, <u>York Group</u> ; BPS; PBOT
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Amendment #3.c - Add a new Community Engagement action, CE2, in support of future York Work Group efforts in Plan area.

The Planning Commission discussed a desire to support future engagement of and work with the York Street Work Group. This action table amendment is coupled with amendments to the plan document Volume 1 (see Amendment 6) to signal the city’s interest in ongoing support for the group’s efforts to commemorate York and engage in future development.

CE2	<u>Support and assist the York Work Group, and other community organizations, in their efforts to seek resources to create greater inclusivity of BIPOC Portlanders in the plan area.</u>		X		<u>City agencies</u>
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Amendment #3.d - Update action T4 to provide more proactive direction on creation of a future parking management strategy for the Plan area.

At the June 25 Planning Commission work session, PBOT staff notified Commissioners of their intent to amend this action item to offer more flexibility in the management of parking in the Plan area. The



Planning Commission requested that an amendment facilitate a proactive versus a responsive approach to parking management, with clear language describing intent to manage on-street parking through paid parking meters. The updated language supports the develop of a clear parking management strategy for the Plan area, combining flexibility in approach with clear guidance that the strategy will include the implementation of metered parking when new streets are constructed in the area. This approach allows PBOT staff to pursue the most appropriate approach for the area, whether through the expansion of an existing Parking District’s boundaries or the creation of a new Parking District. In either case, the development of a parking management strategy for the Plan area will include communication and engagement with impacted residents and businesses and will follow Title 16 requirements.

T4	Develop a proactive parking management strategy for Extend the Northwest Parking District to the Vaughn-Nicolai Plan District area as it redevelops, and pursue implementation of metered parking concurrently with new streets in the area.		X		PBOT
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Amendment 4 – Reference York Group contributions in Community Engagement section of Introduction

Amendment #4 - Volume 1, Section 1, pages 12-13 – Add further attributions to the York Street Work Group’s efforts in the community engagement section and add hyperlink to the York Urban Village Concept document, currently on the MPAP project website.

The Planning Commission discussed a desire to more substantially acknowledge the York Street Work Group. Staff suggested that a plan amendment could provide additional details about the York Street Work Group and their contributions to the planning process.

Amend the noted paragraph as follows:

York Street Work Group

The City of Portland also engaged the Portland Harbor Community Coalition (PHCC) who convened and sought to elevate the voices and perspectives ~~of members~~ of the York Street Work Group. The York Street Work Group (York Group) membership includes Black Portlanders and allies with interest in exploring and advancing opportunities to share and elevate information about the legacy of York, ~~an~~ the enslaved member of the Lewis and Clark Expedition, and for whom NW York Street in the study plan area is named. The group also explored equitable development and community benefit opportunities in the Northwest study area. As noted in Section 2 of this report, the area was home to many Black Portland households during World War II and shortly thereafter, and many lived in Guild’s Lake Court housing, constructed north of NW Nicolai Street for World War II production efforts. These households were ultimately displaced to accommodate industrial development in the broader Northwest study area.



The York Street Work Group produced the "[York Urban Village Concept](#)", a vision for a "justice- and climate-centered transit and land use development strategy and cultural heritage district along York Street." The [village concept introduced the idea and outlined approaches for commemorating York. It also and included ten key themes or objectives for public and community benefits such as home and land ownership, generational wealth building, anti-displacement, and multi-generational places within the concept plan.](#) In some cases, these themes overlap with other feedback from other CBOs and other project planning goals.

Amendment 5 – Attribution of Ron Craig in naming of NW York Street

Amendment #5 - Volume 1, Section 2, page 15 – Add an attribution to Ron Craig in the history section of the report to highlight his role in the 2002 resolution to name NW York Street in honor of York.

The York Street Work Group (York Group) provided testimony that called out the omission of attribution to Ron Craig in the plan. Mr. Craig's advocacy and efforts directly led to the consideration of and subsequent Portland City Council resolution to name NW York Street in honor of York, the estimable yet enslaved member of the Lewis and Clark Expedition.

Amend the noted paragraph as follows:

As the area developed, east-west streets in the Guild's Lake area continued the alphabetical naming pattern established in Northwest Portland in the nineteenth century. These include NW Vaughn, NW Wilson and NW York streets (there are no "X" and "Z" streets). In 2002, [as a result of the advocacy and efforts of Ron Craig, an award-winning filmmaker, author and historian,](#) the Portland City Council passed a resolution stating that NW York Street is named for York, William Clark's enslaved servant, in honor of his important role in the Lewis and Clark Expedition.

Amendment 6 – Reference York Group participation in Public Benefits Agreement elements summary

Amendment #6 - Volume 1, Section 5, page 78 – Add language to the Public Benefits Agreement summary section that calls out the involvement of the York Group in any efforts related to the commemoration of York.

The York Group provided testimony that called out the public benefits agreement Terms Sheet failure to mention their group in any role related to the commemoration of York. Staff acknowledges the omission and will include the York Group as a key collaborator in any related effort in the forthcoming public benefits agreement. This amendment will memorialize staff's intent to incorporate a requirement in the Public Benefits Agreement that property owners collaborate with the York Group in any efforts related to commemoration of York.



Amend the noted paragraph as follows:

Commemoration of York. The property owners and the City will commit to a tangible commemoration of York, an enslaved member of the Lewis and Clark Expedition and first documented person of African descent to visit what would become Portland, Oregon. This commemoration will include funding and installation of one or more features memorializing York in a significant publicly accessible location within future development. This should be done in collaboration with the York Street Work Group which played a significant role in elevating the history of York in the planning process.

Amendment 7 – Zoning Code Technical Amendments

The following are minor and technical amendments to improve the clarity of the proposed zoning code changes contained in the Proposed Draft.

Amendment #7.a – Change the term Development Services Center to Portland Permitting & Development

This amendment clarifies that the maps or forms referred to in the listed zoning code citations are available from Portland Permitting & Development rather than exclusively in the Development Services Center. Maps and forms are often available online, which is a much more convenient way to obtain them than travelling to the Development Services Center.

Amend 33.258.070.D.2.d(2), 33.400.030, 33.400.030.A, 33.470.030, 33.470.040.A, 33.470.040.B, 33.510.252.A.2, 33.540.030, 33.750.020:

In each of the locations listed above, delete the words “available in the Development Services Center” or “available at the Development Services Center” or “available for viewing at the Development Services Center” or “available for review in the Development Services Center” and replace with the words “available from Portland Permitting & Development”.

Amendment #7.b – Correct the name of the Bureau of Development Services

As of July 1, 2024, the name of the Bureau of Development Services will change to Portland Permitting & Development. There is one reference in the MPAP Proposed Draft to the Bureau of Development Services. This amendment changes the reference to the correct name. All other references to the Bureau of Development Services throughout the zoning code will change to Portland Permitting and Development on October 1st when the zoning code is updated to implement projects adopted before October 1st.

Amend 33.590.230.C.2.b:

Delete the words the Bureau of Development Services and replace with Portland Permitting & Development

Amendment #7.c – Fix a conflict in the urban green features landscape area option

The urban green features standard requires the applicant to meet one of three options—landscaped area, large trees, or an ecoroof. Staff has discovered an internal conflict within the landscaped area option



between required amounts of landscaped area and allowances for pedestrian amenities within the required landscape area. One part of the option allows up to 1/3 of the required area to be improved for things like walkways and plazas, while another part of the option allows 25% of the area to be improved with pervious paving in the form of walkways or plazas—the 1/3 and 25% conflict. This amendment increases the 25% to 50% in order to fix the conflict and align the option with the same option offered in the Commercial/Mixed use zones.

Amend 33.590.255.C.1.c:

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

Amendment 8 – Main street and streetcar alignment standards

Amendment #8: Clarify how standards that apply to main streets and the streetcar alignment apply.

The MPAP proposed draft includes standards that apply along the main street (NW Wilson between NW 24th and 27th avenues). Some of the standards related to parking areas should apply more broadly along the entire streetcar alignment. This proposed amendment clarifies that the location of parking and motor vehicle access standards apply to development along the entire streetcar alignment.

Amend the 33.590 table of contents, amend 33.590.250, and add 33.255:

33.590 Vaughn-Nicolai Plan District

590

Sections:

General

- 33.590.010 Purpose
- 33.590.020 Where These Regulations Apply

Use Regulations

- 33.590.100 Purpose
- 33.590.110 Additional Prohibited Uses
- 33.590.120 Retail Sales And Service Uses
- 33.590.130 Required Ground Floor Active Use
- 33.590.135 Required Nonresidential Use

Development Standards

- 33.590.200 Purpose
- 33.590.210 Floor Area Ratio
- 33.590.220 Maximum Height
- 33.590.230 Floor Area and Height Bonus Options



- 33.590.235 Minimum Density
- 33.590.240 Required Affordable Commercial Space
- 33.290.245 Residential-Employment Buffer Standards
- 33.590.250 Standards on Main Streets
- 33.590.255 Standards near the Streetcar Alignment
- 33.590.260 Urban Green Features
- 33.590.265 Required Outdoor Areas
- 33.590.270 Off-Site Impacts Standards
- 33.590.275 Street and Pedestrian Connections
- 33.590.280 Transportation and Parking Demand Management
- 33.590.290 Parking
- 33.590.300 Service Adequacy Review

Map 590-1 Vaughn-Nicolai Plan District and Subdistricts

Map 590-2 Vaughn-Nicolai Plan District - Streetcar Alignment and Main Street

33.590.250 Standards on Main Streets

- A. Purpose.** These regulations reinforce the continuity of the pedestrian-oriented environment, and foster development with transit-supportive levels of activity along the main street. The standards also help to maintain a healthy urban district with architectural elements and active ground-floor uses that provide visual interest and interrelate with the pedestrian environment. The regulations also promote window areas 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; and
 - Encourage surveillance opportunities at street level.
- B. Where these regulations apply.** These regulations apply to sites in the EX zone with frontage on the main street shown on Map 590-2.
- C. Ground floor windows.** To meet the standards, ground floor windows must be windows that allow views into work areas or lobbies, or be windows in pedestrian entrances. Windows into storage areas, vehicle parking areas, garbage and recycling areas, mechanical and utility areas and display cases attached to outside walls do not qualify. Windows into bicycle parking areas are allowed to qualify for up to 25 percent of the ground floor windows coverage requirement. The bottom of the windows of nonresidential spaces must be no more than 4 feet above the finished grade:
 1. Ground level facades that are located within 100 feet of and face the main street shown on Map 590-2 must have windows that cover at least 60 percent of the ground level wall area. For the purposes of this standard, ground level wall area includes all exterior wall area from 2 feet to 10 feet above the finished grade. Until January 1, 2029, the standard for development that includes a residential use is 40 percent of the ground level wall area.
 2. All other ground level facades that face a street lot line, sidewalk, plaza, or other publicly accessible open area or right-of-way must have windows that cover at least 40 percent of the ground level wall area. For street facing facades of dwelling units the regulations of 33.130.230.B.4



apply. For the purposes of this standard, ground level wall area includes all exterior wall area from 2 feet to 10 feet above the finished grade.

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.

- D. Ground floor active use standard.** In order to accommodate active uses such as residential, retail, or office, the ground floor of buildings must be designed and constructed as follows. This standard must be met along at least 50 percent of the ground floor of walls that are at an angle of 45 degrees or less from the street lot line of the main street shown on Map 590-2. Development that includes a residential use is exempt from the ground floor active use standard until January 1, 2029:

Areas designed to accommodate active 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 façade;
3. At least 25 percent of the area of the street-facing façade of the portion of the building designed to meet the requirements of this subsection must be windows and doors; and
4. Parking is not allowed in the areas designed to meet the standards of this subsection.

33.590.255 Standards near the Streetcar Alignment

- A. Purpose.** These regulations reinforce the continuity of the pedestrian-oriented environment and limit the visual impact of parking facilities along a streetcar alignment.
- B. Location of parking.** The following parking location standards apply in the EX zone within 200 feet of the streetcar alignment shown on Map 590-2:
 1. Surface parking is not allowed;
 2. Structured parking is allowed only when one of the following is met:
 - a. The finished ceiling is entirely underground;
 - b. The lowest floor of the parking area is 9 feet or more above grade; or
 - c. The parking area is at least 25 feet from the street-facing façade on main street frontages.
- C. Motor vehicle access.** Motor vehicle access to a vehicle area or structure is not allowed from the streetcar alignment shown on Map 590-2 except when the site has no other street frontage.

33.590.260 Urban Green Features

33.590.265 Required Outdoor Areas

33.590.270 Off-Site Impacts Standards



Amendment 9 – Required Nonresidential Use

Amendment #9.a - Apply the Required Nonresidential Use regulation to development in the EX zone.

Clarify that the Required Nonresidential Use regulations apply to sites in the EX zone rather than new development in the EX zone. If the regulation applies to new development, it will only apply to a subset of development rather than to all development going forward in the plan district. New development is defined as development on a vacant lot. Several lots and parcels within the EX zone in the proposed plan district have existing buildings on them and those buildings could remain. If the buildings remain, then the development is called an alteration to existing development and is not new development. This amendment clarifies that the nonresidential use requirement will apply whenever development occurs in the plan district and that when development occurs on a site with existing development, the site must be brought into conformance with the requirement.

Amend 33.590.135.A:

- A. Where this regulation applies.** The nonresidential use requirement applies on sites in the EX zone. For sites that are nonconforming with this regulation, the nonconforming use and nonconforming development regulations of 33.258.050 and 33.258.070 do not apply. In this case, when development is added to a site that is nonconforming in nonresidential use, the site must be brought into conformance with the required nonresidential use regulations.

Amendment #9.b - Allow some floor area in a building with affordable units to count toward the nonresidential use requirement.

The proposed draft exempts buildings that contain dwelling units that are affordable to those earning no more than 60 percent MFI from the nonresidential use requirement. However, the exemption does not currently address if or how the affordable units do or do not count toward the total amount of nonresidential floor area required for the site. This amendment will allow 50 percent of the ground floor of the building that contains the affordable units to count toward the total nonresidential use requirement.

Amend 33.590.135.C.1.b(2), 33.590.135.C.2.b(2), and 33.590.135.C.3.b(3):

- (2) Affordable dwelling units. A building that contains a residential use in which 100 percent of the dwelling units in the building are affordable to those earning no more than 60 percent of the area median family income is exempt from the nonresidential use requirement, and 50 percent of the total square footage of floor area on the ground floor of the building counts toward the total amount of nonresidential use required for the site. To qualify for this exception, the property owner must provide a letter from the Portland Housing Bureau certifying that the development meets the affordability requirement and any administrative requirements of the Portland Housing Bureau.



Amendment 10 – Fences in the residential-employment buffer area

Amendment #10 - Allow fences in the residential-employment buffer area.

The residential-employment buffer area proposed standards are modelled on the Buffer zone standard in 33.410, which prohibits structures within the buffer zone. However, in the Vaughn-Nicolai plan district, the use of fences as a buffer could be an appropriate buffer in addition to the required trees and ground cover.

Amend 33.590.245.D:

- D. **Structures and exterior activities.** Structures other than fences, parking area, exterior storage, exterior display, and exterior work activities are prohibited in the setbacks required by Subsection C.

Amendment 11 – Replace bonus option approval criteria

Amendment #11 - Replace the service adequacy review approval criteria with the transportation impact review approval criteria in Subdistrict B.

Subdistrict B (the subdistrict containing the Montgomery Park building) has a FAR bonus option called Service Adequacy Review. The bonus would allow a FAR bonus of 2:1 (7:1 total) within the subdistrict when approved through what is currently called Service Adequacy Review. The approval criteria for the Service Adequacy Review included in the Proposed Draft were modelled on the service adequacy approval criteria required for a zoning map amendment. The criteria evaluate the adequacy of all types of public services including water, sewer, schools and transportation. Staff subsequently heard from the Water Bureau and the Bureau of Environmental Services that water and sewer capacity does not require evaluation to accommodate the higher FAR in subdistrict B, leaving only the transportation system to be evaluated. School district capacity would not have been evaluated with the original approval criteria because the school district capacity criterion only applies to a school district with an adopted school facility plan acknowledged by the City of Portland, which does not currently apply to Portland Public Schools. There is another review in the zoning code called Transportation Impact Review that provides a mechanism to evaluate whether the multimodal transportation system is capable of supporting proposed development, as well as consideration of proportional mitigation measures. This amendment replaces the service adequacy approval criteria with the Transportation Impact Review. Transportation Impact Review is a Type II review like the Service Adequacy Review would have been.

Amend 33.590.230 and Delete 33.590.300:

33.590.230 Floor Area and Height Bonus Options

- A. **Purpose.** The following bonus options allow additional FAR and height and promote desired benefits such as affordable housing and employment. They also provide the opportunity for additional floor area in some locations when the transportation system can accommodate additional development.
- B.-E. [No change to Proposed Draft language]
- F. **Transportation adequacy bonus.** In Subdistrict B, maximum FAR may be increased as stated in Table 590-1 when approved through a Transportation Impact Review. See Chapter 33.852.



Table 590-1 Summary of Maximum and Bonus FAR and Height							
		Subdistrict A	Subdistrict B	Subdistrict C	Subdistrict D	Subdistrict E	Subdistrict F
Maximums							
Maximum FAR		3 to 1	3 to 1	2 to 1	2 to 1	2 to 1	2 to 1
Overall Maximum FAR with bonus		5 to 1	7 to 1	5 to 1	5 to 1	5 to 1	5 to 1
Overall Maximum Height with bonus		85 ft.	120 ft.	85 ft.	85 ft.	85 ft.	75 ft.
Maximum Increment of Additional FAR and Height Per Bonus							
Inclusionary Housing (see 33.590.230.C)	FAR Height	1 to 1 20 ft.	2 to 1 55 ft.	1 to 1 20 ft.	1 to 1 20 ft.	2 to 1 20 ft.	2 to 1 10 ft.
Additional Affordable Housing (see 33.590.230.D)	FAR Height	n/a n/a	n/a n/a	2 to 1 None	2 to 1 none	1 to 1 none	1 to 1 none
Employment Opportunity (see 33.590.230.E)	FAR Height	1 to 1 20 ft.	n/a n/a	1 to 1 20 ft.	1 to 1 20 ft.	1 to 1 20 ft.	n/a n/a
Transportation Adequacy (see 33.852)	FAR Height	n/a n/a	2 to 1 none	n/a n/a	n/a n/a	n/a n/a	n/a n/a

Amend future table 590-1 in Section IV of the Proposed Draft:

Table 590-1 Summary of Maximum and Bonus FAR and Height							
		Subdistrict A	Subdistrict B	Subdistrict C	Subdistrict D	Subdistrict E	Subdistrict F
Maximums							
Maximum FAR		3 to 1	3 to 1	2 3 to 1	2 3 to 1	2 to 1	2 to 1
Overall Maximum FAR with bonus		5 to 1	7 to 1	5 to 1	5 to 1	5 to 1	5 to 1
Overall Maximum Height with bonus		85 ft.	120 ft.	85 ft.	85 ft.	85 ft.	75 ft.
Maximum Increment of Additional FAR and Height Per Bonus							
Inclusionary Housing (see 33.590.230.C)	FAR Height	1 to 1 20 ft.	2 to 1 55 ft.	1 2 to 1 20 ft.	1 2 to 1 20 ft.	2 to 1 20 ft.	2 to 1 10 ft.
Additional Affordable Housing (see 33.590.230.D)	FAR Height	n/a n/a	n/a n/a	2 to 1 n/a None/n/a	2 to 1 n/a None/n/a	1 to 1 none	1 to 1 none
Employment Opportunity (see 33.590.230.E)	FAR Height	1 to 1 20 ft.	n/a n/a	1 to 1 n/a 20 ft. n/a	1 to 1 n/a 20 ft. n/a	1 to 1 20 ft.	n/a n/a
Transportation Adequacy (see 33.852)	FAR Height	n/a n/a	2 to 1 none	n/a n/a	n/a n/a	n/a n/a	n/a n/a



Amendment 12 – Add right of way standards recommendation for NW York Street

Amendment #12 - Volume 3, page 62 - Add a recommendation to develop right-of-way standards for NW York Street to support preservation of loading docks while ensuring accessibility requirements are met, to be consistent with urban design direction in Volume 1, Section 3.

PBOT staff recommend this amendment to be more consistent with and supportive of the urban design direction articulated in the Proposed Draft.

Amend the noted section as follows:

As a condition of redevelopment, require pedestrian and accessibility improvements and full roadway construction, including removal of abandoned railroad tracks. Require street connection across former ESCO site north of NW Roosevelt Street in accordance with City Title 17 street connectivity requirements. Develop right-of-way standards to support the preservation of loading docks as recommended by the urban design direction in Volume 1, if accessibility requirements can be met.

Amendment 13 – Refine NW Vaughn Street project recommendations

Amendment #13 - Volume 3, page 72 – Edit project NC.1, NW Vaughn Street Crossing Improvements, to recommend the short-term refinement, design, and implementation of Northwest in Motion (2020) project CI.5 including multimodal corridor improvements and potentially greening opportunities.

During this phase of the project as well as earlier community engagement, PBOT staff heard that the recommended crossing improvements currently included in the MPAP do not fully address concerns about the street as a barrier between the Montgomery Park Area and the rest of the Northwest District Neighborhood. While the Proposed Draft includes recommended crossing improvements, this amendment will support the nearer-term identification of funding opportunities toward the refinement and implementation of Northwest in Motion (adopted in 2020) Tier 1 (highest priority) Project CI.5. In addition to the crossing improvements recommended in Northwest in Motion and the MPAP, this refinement's focus on additional corridor improvements will consider multimodal elements such as bike lane extensions, hardened pedestrian crossings, and greening opportunities. These changes will also support the Montgomery Park Character Statement's "Green Curtain" concept in addition to connections for users going to and from the Plan area.

Amend the noted project as follows:

NC.1 NW Vaughn Street Corridor and Crossing Improvements

Project Description: Refine and implement corridor and crossing improvements on ~~Improve crossings of~~ NW Vaughn Street and NW Wardway Street between NW 24th and NW 29th avenues, as recommended identified in Northwest in Motion. Prioritize short-term implementation to support multimodal movement between the Montgomery Park Area and the Northwest District Neighborhood, as well as along NW Vaughn Street. Explore opportunities to support greening in the right of way. Ensure operational needs of streetcar are met at intersection of NW Vaughn Street, NW 23rd Avenue, and US-30 ramps.



Amendment 14 – Reclassify NW Nicolai Street/St Helens Rd. to “Industrial Road”

Amendment #14 - Volume 3, page 97 – Add recommendation to reclassify NW Nicolai Street/St Helens Road as “Industrial Road” for street design on the Street Design Classifications map. This supports industrial and freight priority consistent with plan recommendations.

NW Nicolai /St Helens Road is currently proposed to retain the “Community Corridor” Street Design Classification. This amendment to change the classification to “Industrial Road” emphasizes NW Nicolai Street/NW St Helens Road as the preferred Freight Route in the area and underscores desire that freight movement be prioritized away from NW Vaughn Street and local streets in the Plan area.

Proposed amendment to Map:

Change the Street Design Classification to “Industrial Road” for segment of NW Nicolai/St Helens Road between NW Yeon/US-30 to the west/northwest and US-30 to the east.

Amendment 15 – Refine Freight District Boundary

Amendment #15 - Volume 3, page 101 – Revise the Freight District Boundary to stop south of NW Vaughn Street and south/southwest of US-30, to better align with location of Industrial Comprehensive Plan land use designations.

PBOT staff recommend this amendment to be more consistent and supportive of the Comprehensive Plan Map industrial designations near the Plan area.

Freight District Boundary Refinements Map



Amendment 16 – Revise Emergency Response Street Classifications

Amendment #16 - Volume 3, page 103 - Adjust some Emergency Response Route street classifications to make emergency response network more consistent with other plan recommendations while still ensuring prompt emergency response access.

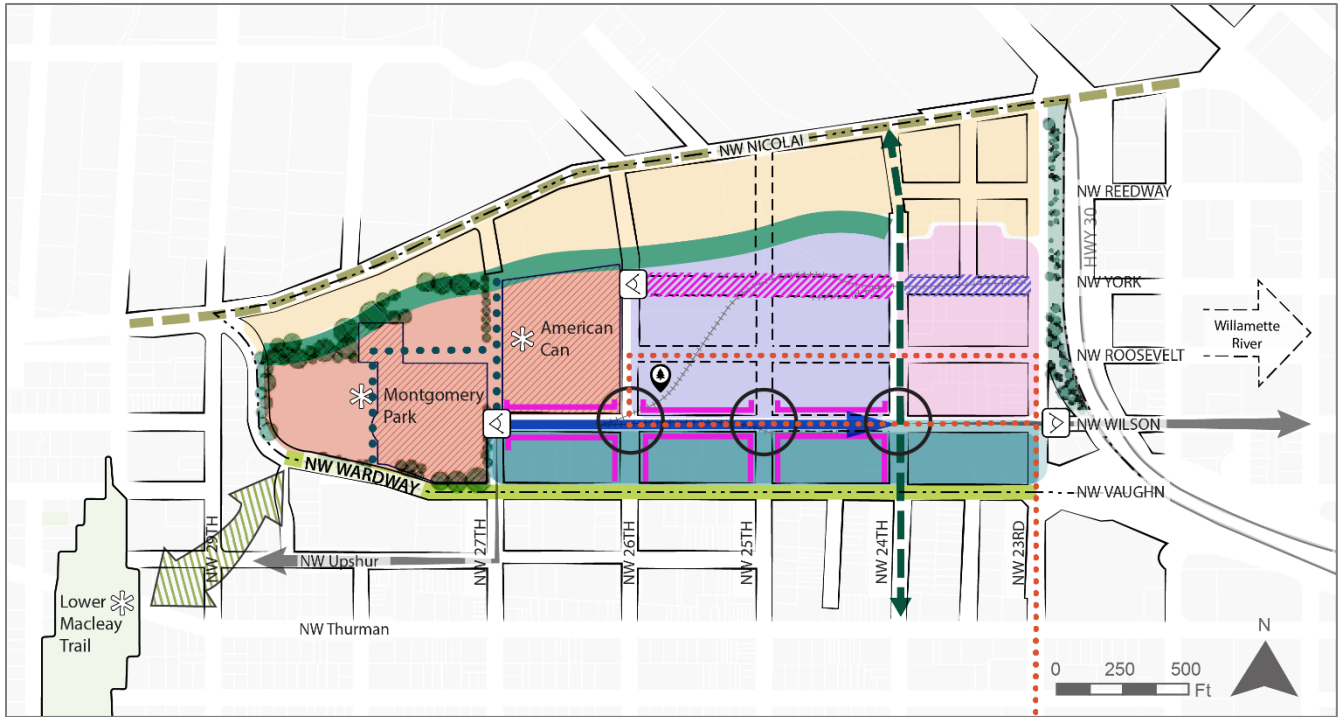
PBOT staff recommend these changes to make the emergency response network more consistent with other plan recommendations, while still ensuring emergency response access; in particular, the recommended amendments shift secondary emergency response access through the Montgomery Park Area to 25th Avenue, which is intended to be a truck/loading access street. This change will reduce modal conflicts in the area.

Proposed amendments to Map:

- NW 26th Avenue to remain a Minor Emergency Response Route between NW Nicolai Street and NW Thurman Street;
- NW 22nd Avenue to become a Secondary Emergency Response Route between NW Nicolai Street and NW Wilson Street;
- Reclassify NW 25th Avenue between NW Roosevelt Street and NW Vaughn Street as a Secondary Emergency Response Route, with requirement that NW 25th Avenue or equivalent north-south connection between NW Roosevelt and NW Nicolai Street also be Secondary Emergency Response Route once constructed.



Montgomery Park Area Urban Design Framework



- | | | | |
|--------------------------|--------------------------------|--------------------------------|------------------------------|
| SUBAREA A | POTENTIAL PARK SITE | PROPOSED STREET EXTENSIONS | GREEN CURTAIN |
| SUBAREA B/C | EXISTING MATURE TREES | GREENWAY EXTENSION | INDUSTRIAL BUFFER AREA |
| SUBAREA D | VEGETATED RIGHT-OF-WAY | MAIN STREET | EXISTING RAIL TRACKS |
| SUBAREA E | KEY FEATURES | ACTIVE GROUND FLOOR AREA | PROPOSED STREETCAR ROUTE |
| SUBAREA F | KEY TRANSITIONAL INTERSECTIONS | FUTURE CONNECTION FOR MP | REGIONAL TRAIL |
| HISTORIC SITES | VIEWPOINTS | VAUGHN - NICOLAI PLAN DISTRICT | YORK STREET DOCK CONDITIONS |
| PARK TO RIVER CONNECTION | FUTURE FOREST PARK CONNECTION | VAUGHN - NICOLAI PLAN DISTRICT | CULTURAL RECOGNITION OF YORK |

The Montgomery Park area is a dynamic place with a history of transformation. This has resulted in a variety of urban forms, building typologies and uses within the roughly 80-acre plan area. The area is further defined by its surrounding context, which includes Forest Park to the west, the dense Northwest neighborhood to the south, the industrial sanctuary to the north and east, with the Willamette River further to the northeast. The design framework recognizes this dynamism by identifying the area’s existing features and destinations within five distinct subareas, which inform development regulations and design standards for the area.

The subareas are partially differentiated by the block sizes within each area. This variation is a result of the large parcels that were important for, and supported, past industrial and employment uses in the area. These large parcels offer an opportunity, as the area redevelops, to establish a street grid. This is most notable in Subarea 3 D, the site of the ESCO Steel Foundry, and Subarea 4 B/C, home to the two large Historic Landmarks: Montgomery Park and the American Can Complex. The design framework shows how the proposed streetcar extension and future street and other transportation improvements, coupled with proposed land use changes, will create new connections within the plan area and

Attachment A

strengthen connections with the surrounding area. The design framework shows how future street and transportation improvements, primarily the proposed streetcar extension, will create new connections within the plan area and strengthen connections with the surrounding area when coupled with the proposed land use changes.

Attachment A

Montgomery Park Area Key Concepts and Terms

Subarea A

Northern edge of the plan area, along NW Nicolai Street from NW Wardway to Highway 30. This area currently includes light industrial, and employment uses.

Subarea B/C

Bounded by NW 26th Avenue to the east NW Vaughn Street and NW Wardway to the south and west. This area currently includes two landmarks on the National Register of Historic Places: Montgomery Park and the American Can Complex.

Subarea D

Bounded by the prolongation of NW Reed Street to the north, NW 24th Avenue to the east NW Wilson Street to the south and NW 26th Avenue to the west. This area was the former primary location of the ESCO Steel Foundry and is currently vacant except for a few remaining buildings.

Subarea E

West of Highway 30 and NW 23rd Avenue and east of NW 24th Avenue. This area currently includes low-rise light industrial, and employment uses, as well as several residences on NW Roosevelt Street and NW 23rd Avenue.

Subarea F

North of NW Vaughn Street and south of NW Wilson Street. This area currently includes low-rise light industrial and employment buildings and uses, including the former ESCO Headquarters and Red Fox Building,



Potential Park Site

A future park or public green space of about one acre is envisioned as part of the new district.



Green Curtain

Relocating the Industrial District boundary and regional freight route to NW Nicolai Street allows NW Vaughn Street to be developed with more street trees and landscaping to reinforce the connection to Forest Park – a new 'green curtain' to replace the former 'steel curtain'.




Future Forest Park Connections

This arrow indicates opportunities created by the "green curtain" concept to further enhance connections to nearby Forest Park in the future.


Attachment A


Commercial Main Street

Redeveloped and fully connected NW Wilson Street will become a key main street, serving the neighborhood, and supporting the new streetcar alignment with an activated public realm.


Active Ground Floor Area

These blocks will serve as key opportunities for creating a commercial and retail corridor within the district, encouraging active street frontages and more public realm amenities.


Key Intersections

These intersections serve as key links to the dense Northwest District to the south and offer opportunities to provide enhanced public realm amenities for pedestrians and cyclists.


Cultural Recognition of York

A future street extension could acknowledge the history of York and his contributions to the Lewis and Clark Expedition. The Public Benefits Agreement encourages these commemorations be done in partnership with the City Arts Program and community organizations.


York Street Dock Conditions

NW York Street provides an opportunity to highlight and preserve the historic loading dock conditions.


Proposed Street Extensions

Planned street extensions will help create a better-connected public realm, support future development, and further Portland's land use, connectivity and pedestrian goals in this area.


Park to River Connection

This arrow indicates the opportunity to connect Forest Park to the Willamette River Greenway, via the plan area.


Greenway Extension

Improved bicycle and pedestrian access in and around the district with planned facility improvements including an extended Greenway on NW 24th Avenue, between NW Thurman and NW Nicolai streets.


Streetcar Extension

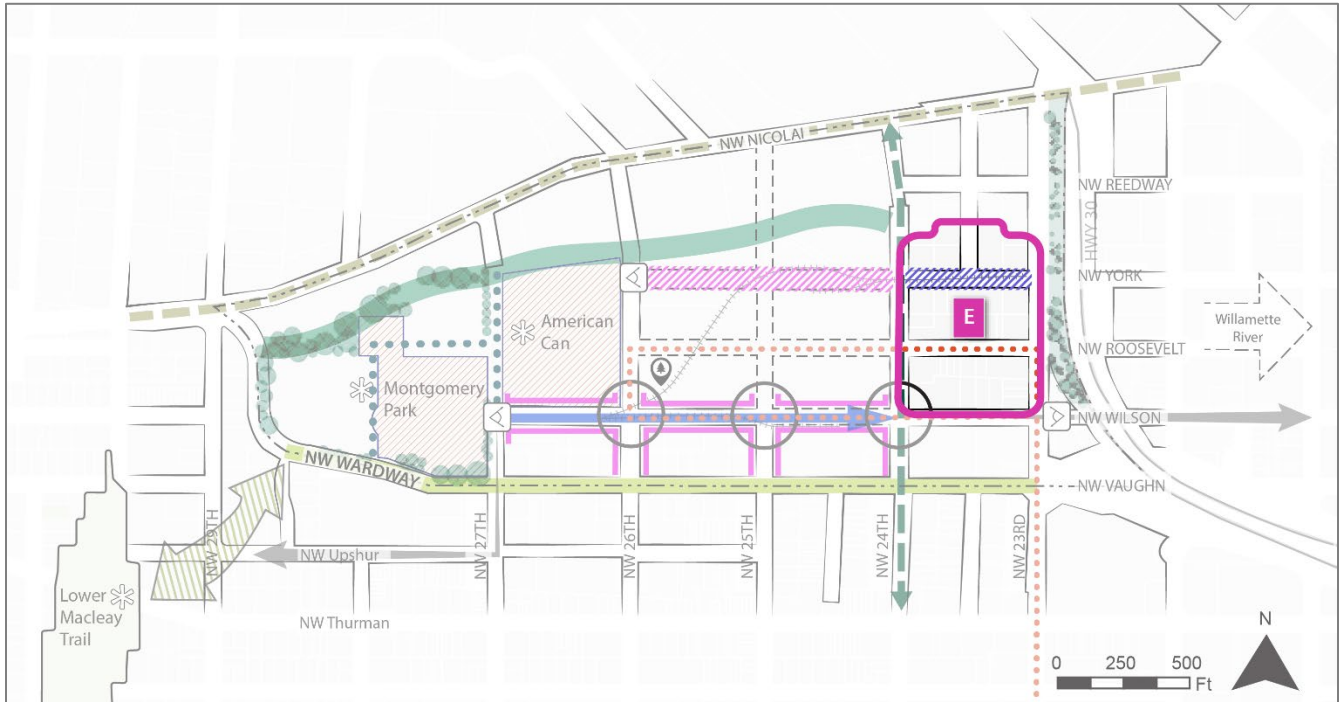
A planned extension of the streetcar, along NW 23rd Avenue, NW Wilson and NW Roosevelt streets improves connectivity between this new mixed-use district, Northwest Portland and the Central City.


Buffer Area

This buffer indicates areas where utilizing landscaping, setbacks or careful building orientation could help offset potential impacts between existing employment, industrial and mixed-use development.

Attachment A

Subarea E 1: 23rd – 24th Avenue Corridor



This subarea transitions from the main street mixed-use character of NW 23rd Avenue and busy traffic of Highway 30 to low-rise industrial buildings and warehouses, some with distinctive loading dock conditions, as well as several other small businesses and residences. The area is further defined by small blocks and lots which make it easy to navigate despite the few pedestrian improvements or amenities.

In the future, although the plan allows for a wider mix of employment/commercial and residential uses, this area will likely continue to include small scale industrial development that supports employment, as well as some older single-dwelling residential buildings.

Regulations and the character statement encourage the recognition of the warehouse form, loading dock conditions on NW York Street and existing employment/industrial uses that characterize this area.

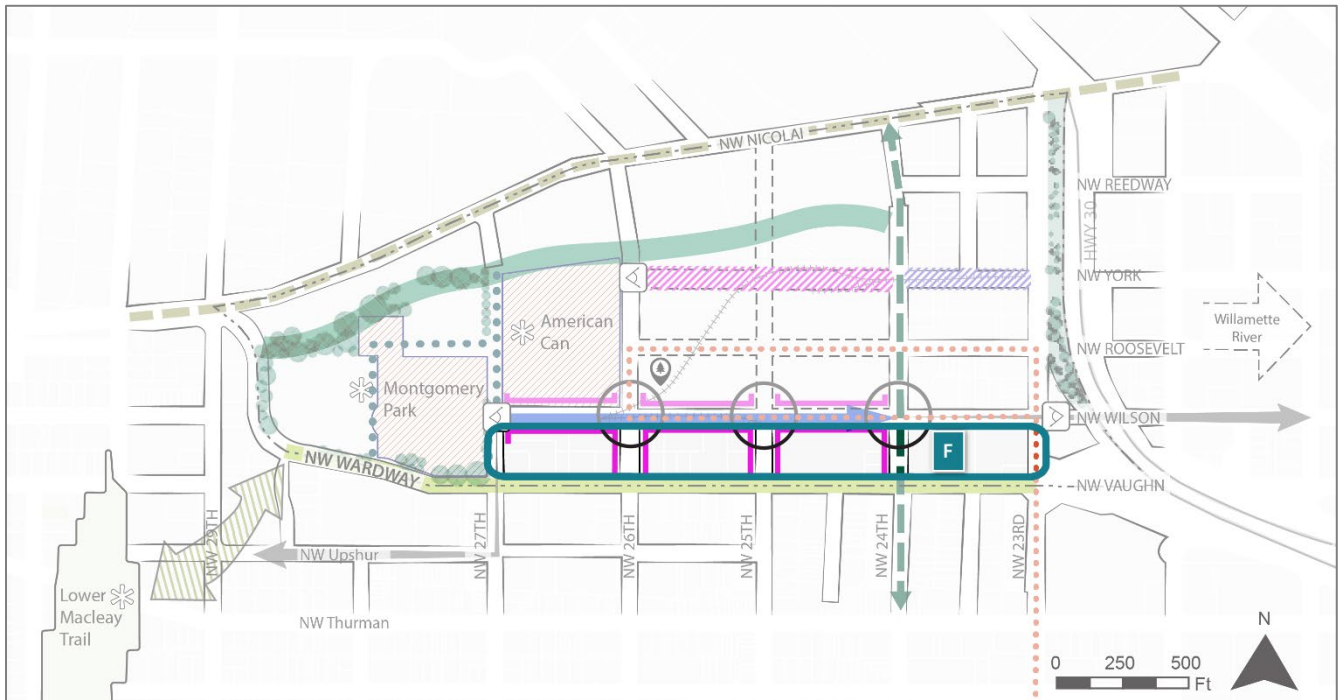


Existing dock conditions on NW York Street



Existing residential uses on NW Wilson Street

Subarea **F 2: Vaughn Street Transition Area**



NW Vaughn Street serves as a transition between the neighborhoods to the south and the future transit-oriented neighborhood to the north. These blocks are currently the location of several gable-roofed industrial warehouses, the ESCO Headquarters Building and the Redfox Commons – an adaptive reuse of former industrial buildings. This area overlaps the location of the former Vaughn Street Ballpark which was in the eastern part of this Subarea.

In the future, this area will allow for a wider mix of employment, commercial and residential uses. Typical Portland block and lot sizes provide for several north/south connections into the plan area and create the potential for several dynamic intersections.



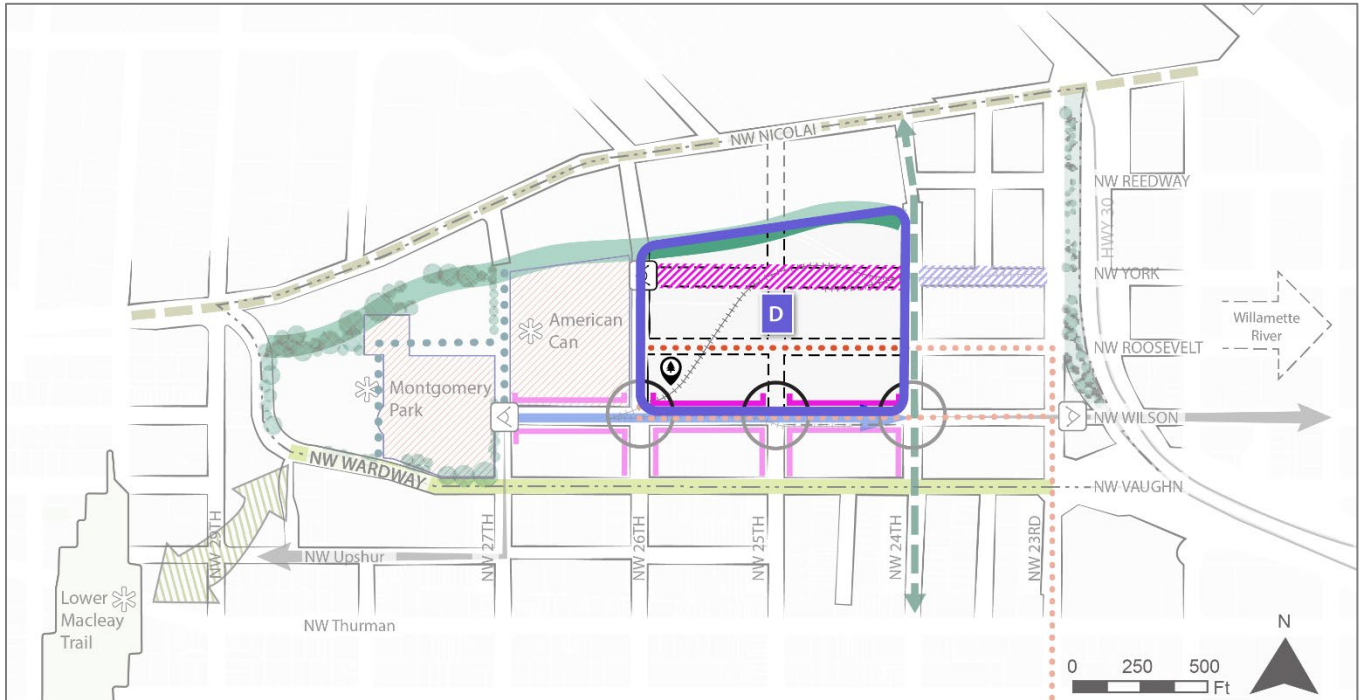
Existing industrial warehouses on NW Vaughn Street

Zoning regulations and the character statement encourage development to reduce height and massing along NW Vaughn Street to better reflect the lower scale of the neighborhood to the south. On the south side of NW Wilson Street between NW 24th and 27th avenues, development is encouraged to incorporate active ground floor uses to help activate this new streetcar main street.

Finally, NW Vaughn Street will no longer be a freight route through this area, and development regulations and the character statement encourage more tree planting along this street to ~~create a~~ support a “green curtain” ~~concept or corridor~~, referencing Forest Park.

Attachment A

Subarea **D** 3: Future Mixed-Use Neighborhood



Located between NW 24th and NW 26th Avenues, this subarea was previously in an industrial use, and was the location of the ESCO Steel Foundry. It is currently mostly vacant.

View of former ESCO site looking west

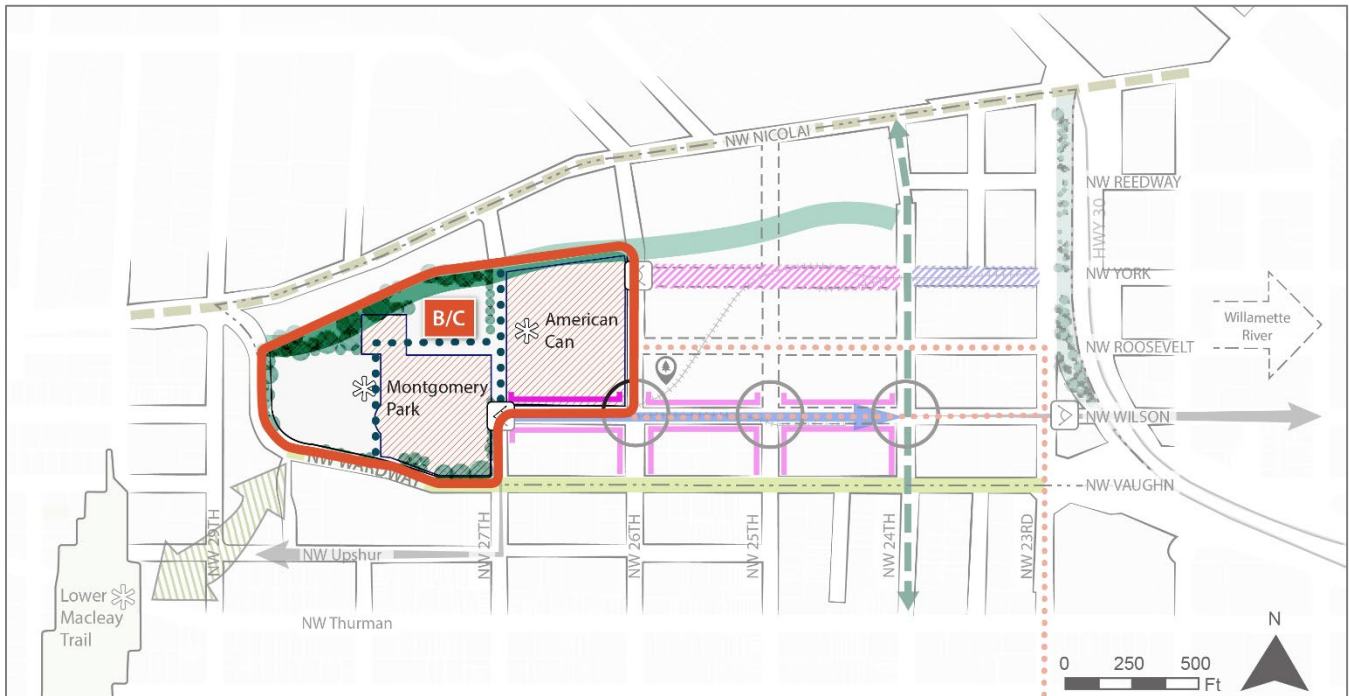
In the future, this area will allow a broader mix of employment and housing uses in new 6-8 story buildings, accompanied by a complete multi-modal street network. This includes the future extension of NW 25th Avenue and NW York Street. The exact locations of the future streets are still to-be determined but will provide connections through the area.



The proposed Portland Streetcar extension on NW Wilson and NW Roosevelt streets acts as a district connector and focal point for this new mixed-use area. Further north, a future NW York Street provides an opportunity to acknowledge some of the area's cultural heritage: the history of York, an enslaved member of the Lewis and Clark Expedition, for whom the street is now named. All three east/west streets feature views to the Fremont Bridge, Mount Hood, Montgomery Park and the West Hills.

Finally, a potential future urban park within this subarea will provide a green space that serves as a gathering space for this dense new urban community. Development regulations and the design character statement encourage the inclusion of other public spaces and pedestrian connections, of various sizes. The historic rail tracks that run through the subarea offer a design opportunity to provide an alternative north/south connection, and could tie into the incorporation of green infrastructure, landscaping, and trees.

Subarea **B/C** 4: Historic Resource Area



West of NW 26th Avenue, this subarea currently transitions from vacant lots, low-rise industrial warehouses and sparse vegetation to a verdant area with two National Historic Landmarks: Montgomery Park and the American Can Complex. The Montgomery Park building, and its neon sign can be seen from various places within the district and is part of the local identity. Primarily comprised of two large parcels, each is the site of a large-scale historic landmark, and the area has irregular block and lot configurations. The Montgomery Park building is currently used as office and retail space, while the American Can Complex is primarily parking.



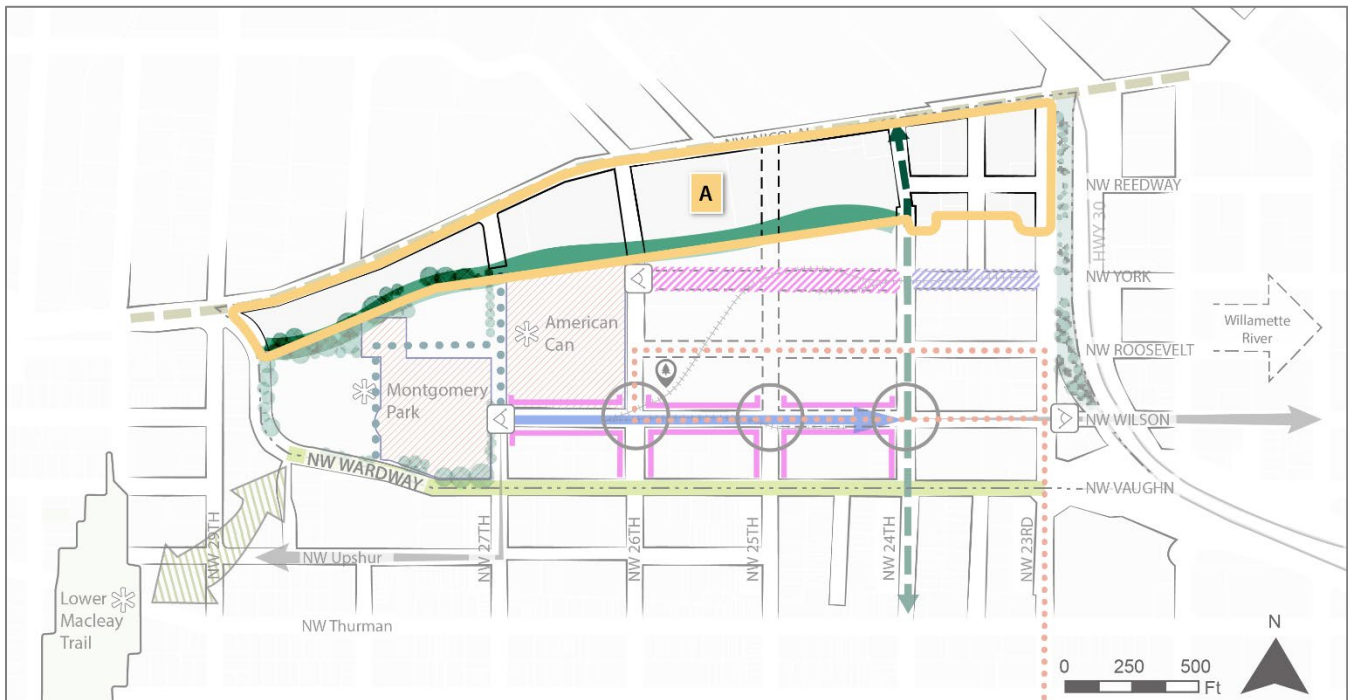
View of Montgomery Park and American Can

In the future, this area will allow a mix of commercial, employment, and residential uses, and the area is envisioned to evolve into a vibrant mixed-use area. The large sites in this area result in a unique street network, as each of the east/west streets currently terminate either at the Montgomery Park or American Can Complex. NW 27th Avenue provides a north/south pedestrian link through the area, and the design framework diagram and Transportation Plan suggest opportunities for future pedestrian and bicycle connections through the Montgomery Park site.

The character statement encourages new development to provide public views of and/or reference both landmarks. Additionally, there is guidance to provide a buffer, either landscaping or other, between the potential development in this subarea and the current and future employment uses in Subarea 5.

Attachment A

Subarea **A** 5: Employment Buffer Area



Located along the northern edge of the plan area, this subarea serves as a transition and buffer between the new mixed-use neighborhood to the south and the industrial uses north of NW Nicolai Street in the Guild's Lake Industrial Sanctuary. Starting at NW 23rd Avenue the area has a typical block and lot pattern, however, moving further west, the lots get larger, as do the distances between north/south street connections. Currently the area is home to a mix of industrial and employment uses which feature large and long building frontages, few windows, and an industrial character.



View looking east on NW Nicolai Street

In the future, the plan will allow for a wider array of uses in this area, however the focus is on providing opportunities for a mix of employment uses, including light industrial. The intent is to improve compatibility with new mixed-use development to the south, and to help limit potential conflicts between new residential mixed-use areas to the south and heavy industrial areas to the north.

Finally, this portion of NW Nicolai Street is also part of the regional Pacific Greenway Trail. Although this subarea is not a primary focus of the pedestrian network, the plan proposes extending the Greenway on NW 24th Avenue and a pedestrian connection on NW 27th Avenue to NW Nicolai Street, which will improve the district's connection to this resource. With NW Nicolai Street proposed to become the primary freight route, it will be important to consider the design of frontages on Nicolai Street.

A New Future for the Montgomery Park Area



The illustration above offers a long-term vision for the area and conveys the concepts outlined in the land use concept and urban design framework. As shown, the neighborhood includes a mix of older existing buildings along with new larger-scale buildings that include employment, residential and commercial uses. NW Wilson is shown as a vibrant main street which, along with NW Roosevelt, is activated by the new Portland Streetcar, while NW York offers an alternative to the transit-focused activity to the south. The former ESCO site is home to a well-connected mix of residential/commercial and employment developments, while sites along NW Vaughn Street, and between NW 23rd and NW 24th avenues, continue to offer opportunities for small businesses and makerspaces. Amenities, such as new public spaces, and a park on NW 26th and Wilson, provide opportunities for recreation and community interaction.

It is important to note that although the park in this diagram is shown on NW 26th and Wilson for illustrative purposes, the exact location of the park is yet to be determined.