

[Clerk note: Amendments below were voted on 4-28-2016, Item 430 Supporting Docs. Final Council Document is Item 659-2016, 6-9-2016. See Substitute Ordinance No. 187831]

2035 Comprehensive Plan –Amendments to Supporting Documents Considered by Council

(Summary of Vote Outcomes)

Amendment	Council Action	Notes
EOA	Adopted	<p>A revised Economic Opportunities Analysis is reprinted under separate cover, available via the EOA website: https://www.portlandoregon.gov/bps/59297</p> <p>Clerk note: See 659-2016 Exhibit F. 3-18-2016 Bureau of Planning & Sustainability memo describes the changes between the August 2015 and March 2016 drafts (attached).</p>
CSP	Adopted 11/13/15	<p>Several minor amendments to the CSP were identified in the staff Errata Memo, reprinted below. The full CSP is posted on the project website: https://www.portlandoregon.gov/bps/68414</p> <p>Additional amendments were described on page 112 of the Council Amendment Report: https://www.portlandoregon.gov/bps/article/569929</p>
CSP		<p>Clerk note - Errata Memo and page 112 amendments are as follows:</p> <p>Page 21 – An out of date version of the Investment strategies diagram was used. The correct version is on page I-37 of the Goal and Policy document. Keep “1”, “2”, “3”, “4” quadrant notations, which are referenced in the text.</p> <p>Page 25 – An out of date version of the guiding principles was printed here. The correct version is on page I-7 of the Goal and Policy document. The diagram should also include the numbered and named quadrants, which are referred to in the text.</p> <p>Page 55: Second bullet on page “Wastewater Collection System” should be a formatted heading, similar to “Wastewater Treatment System”</p> <p>Page 53: Under “Portland Utility Board”, update as follows: “... and representative review of water, sewer, and stormwater, and solid waste financial plans.” Explanation: This is a correction. The Planning & Sustainability Commission now reviews solid waste financial plans, not the Portland Utility Board.</p> <p>Page 59: Replace boxed references with Goals & Policies chapters for reference, or change reference to Comp Plan. Page 289: Update text and add project list included in Phase 1 of the TSP Recommended Draft</p> <p>Page 291: Update text and add list of existing USB and service agreements with adjoining cities, counties, and service districts.</p> <p>Glossary additions (to match changes to Comp Plan Glossary):</p> <ul style="list-style-type: none"> • Page 302: Natural Area and Park • Page 303: Recreational Facility



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MEMO

DATE: March 18, 2016
TO: Mayor Hales and City Council
FROM: Steve Kountz, Senior Economic Planner
CC: Susan Anderson, Director, BPS
SUBJECT: March 2016 Revised Draft EOA

The latest version of the Portland Economic Opportunities Analysis (EOA) is the March 2016 Revised Draft. This latest draft includes revisions being considered by City Council to the Planning and Sustainability Commission's Recommended Draft of the 2035 Comprehensive Plan. This memo is intended to summarize what changed in the EOA between the August 2015 and March 2016 drafts.

The EOA is an analysis of the 20-year supply and demand for employment land in the city. Overall, the Revised Draft EOA finds that the 2035 Comprehensive Plan provides adequate employment land supply to accommodate forecast growth to 2035.

Updated land needs of medium cargo forecast

The primary change to the EOA in the March 2016 Revised Draft is an updated analysis of marine terminal land needs and a shift from the low scenario to the medium scenario of the marine cargo forecast. The Port of Portland's testimony to City Council in January documented a variety of major recent investments at Portland marine terminals. These investments substantially expanded existing capacity for cargo growth, which has the effect of accommodating the medium cargo forecast without relying on development at West Hayden Island.

This updated land needs analysis of the marine cargo forecast is included in EOA Section 1, reducing the estimated 2035 marine terminal land needs of the medium cargo forecast from 390 to 150 acres. In the EOA Section 2-3 Report, marine terminal land needs are also adjusted to prevent double counting of distribution-related land demand in the employment forecast. Given the additional marine terminal job growth of shifting from the low to the



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medium cargo forecast, the resulting land demand in the Harbor Access Lands geography is reduced from 207 acres in the August 2015 Draft EOA to 192 acres in the March 2016 Draft EOA (see updated demand tables in the EOA Section 2-3 Report). The EOA Section 2-3 tables showing short-term demand and demand by site-size have also been updated in the Harbor Access Lands geography.

As described in the updated EOA Section 4 Report, the designated land supply of the 2035 Comprehensive Plan meets only 87% of forecast demand in Harbor Access Lands geography, leaving a shortfall of 25 acres. Since not all of the forecast job growth in this geography is river-related, that small shortfall is expected to be met in other industrial geographies that provide a diverse overall supply of industrial land. Portland's combined industrial geographies provide surplus capacity of 71 acres, meeting 104% of forecast demand to 2035.

Comprehensive Plan Map Changes

The Mayor and City Commissioners have submitted preliminary lists of various map changes for consideration to the Recommended Draft Comprehensive Plan. Requested map changes that would affect the developable land supply in the industrial geographies are shown in the table below. The March 2016 Revised Draft EOA assumes that all of these map changes would

Impact of Requested Map Changes on EOA Buildable Land Supply in Industrial Geographies

Site	Address	Recommended Draft Map*	Requested Change*	EOA Supply Impact (acres)	
				20-year	Short Term
Columbia and Airport Districts					
Riverside Golf Club	8105 NE 33rd	IS	OS	-59	-59
Broadmoor Golf Course	3509 NE Columbia	OS	IS	19	19
ESCO et al.	2141 NW 25th	IS	ME	2.5	0
Montgomery Park	2701 NW Vaughn	ME	EX	0	0
Linnton Water Credits	10504 NW St Helens	IS	ME	0.6	0.6
Union Pacific	Columbia/Hurst	MDR	IS	0.3	0.3
Total				-36	-39
Dispersed Employment Areas					
Rossi farm	NE Shaver & 122nd	ME	MU	-4.4	-4.4
Kmart/Sears	NE 122nd & Sandy	ME	MU	0	0
Adidas	5055 N Greeley	MU	ME	0.9	0
Trimet et al.	SE 17th & Holgate	MU	ME	2.0	2.0
Pepsico	SE 27th & Sandy	MU	ME	0	0
Nat'l Assn of Credit	NE Halsey & 80th	MU	ME	0.1	0
Sylvan	Skyline & US26	MU	ME	6.1	5.6
Total				4.8	3.2

* IS = Industrial Sanctuary, OS = Open Space, MDR = Multidwelling Residential,
ME = Mixed Employment, MU = Mixed Use



be approved, as a placeholder estimate of the resulting impact on EOA land supply. When City Council adopts a final version of the 2035 Comprehensive Plan Map, an updated version of the EOA will be prepared if needed, to account for any significant land supply changes.

The impacts of these combined map changes on the 20-year land supply and short-term land supply are included in updated tables in EOA Section 4. In the Harbor and Airport Districts geography, the proposed land supply of the 2035 Comprehensive Plan is reduced from 1,065 acres in the August 2015 Recommended Draft EOA to 1,029 acres in the March 2016 Revised Draft, leaving a surplus of 16 acres to meet forecast demand. In the Dispersed Employment Areas geography, the proposed land supply is increased from 141 acres in the August 2015 Draft EOA to 144 acres in the March 2016 Revised Draft, resulting in a surplus of 14 acres to meet forecast demand.





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Clerk Note: See p. 4
Errata for Supporting
Documents.

MEMO

DATE: November 13, 2015

TO: City Council

FROM: Eric Engstrom, Bureau of Planning and Sustainability, Principal Planner

CC: Susan Anderson, Bureau of Planning and Sustainability, Director
Joe Zehnder, Chief Planner

SUBJECT: Comprehensive Plan Errata List

In August the Recommended Draft of the Comprehensive Plan was published for your consideration, along with several supporting documents. The plan included a policy document, a land use map, and list of significant projects. Supporting documents included the Citywide Systems Plan, the Employment Opportunities Analysis (EOA), the Growth Scenario Report and the CIC Community Involvement report.

Since initial publication of these documents, several minor errors have been discovered that should be corrected before public hearings begin on November 19. These are instances where the Planning and Sustainability Commission direction was clear, but staff incorrectly implemented their direction in the August Recommended Plan document.

Goals and Policies

- 1) Page I-16, second paragraph, third line... “have historically carried the burden of adverse effects from city planning and *implantation*.” It should say “implementation.”
- 2) Figure 3-5, City greenways. The Heritage Parkways layer in this map is missing. The corrected version is attached (Attachment A).



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- 3) Figure 3-7, Employment Areas. The regional truckway/priority truck street layer of this map is incorrect. This map is not a street classification map, but was supposed to reflect existing street classifications as a point of contextual information to complement the employment areas map. The corrected figure is attached (Attachment B).
- 4) Policy 6.39e, Prime industrial land retention, was not correctly transcribed from the PSC discussion.

Corrected version:

Policy 6.39.e Protect prime industrial land from siting for parks, schools, large format retail sales.

- 5) Figure 6-1. The regional truckway/priority truck street layer of this map is incorrect. This map is not a street classification map, but was supposed to reflect existing street classifications as a point of contextual information to complement the employment areas map. The corrected figure is attached (Attachment C).
- 6) Policies 7.6 Hydrology and 7.9 Biodiversity should have been updated with the same “Improve and support efforts to improve” sentence structure as is used in Policies 7.5 Air quality, 7.7 Water quality, 7.10 Habitat Connectivity, and 7.11 Urban Forest.
- 7) Policy 9.21, Bicycle Classifications. Delete this policy because it duplicates what is in Policy 9.2.c, Street Policy Classifications.
- 8) Policy 10.1, Land Use designations. There’s a typo in the last sentence of #15 (Mixed Use – Civic Corridor). Should read “.... ,and Commercial Employment (CE)”.
- 9) Glossary, Page GP9- Habitat Friendly development is missing a line break.

Land Use Map

- 10) In some printed copies of the policy document, the mixed use designations were inadvertently left blank on the enclosed land use map. The correct designations are shown on the map app, and in pdfs that have been posted to the project website.
- 11) Attached is a list of property-specific errors (Attachment D).
- 12) The Colwood quasi-judicial land use change from Open Space to Industrial Sanctuary has become final. As a result, it is no longer necessary to portray this site as a change within the recommended Comprehensive Plan Map. The recommended designation is already in effect as a result of that separate action.



13) The recommended Comprehensive Plan Map includes designed boundaries for Neighborhood Centers and Town Centers. Generally the center boundaries were drawn to encompass mixed use and multifamily zoning patterns. The following errors have been discovered, where an abutting mixed use or multifamily designated property was left out of the designated center:

- a. Kenton Neighborhood Center: Properties along south side of N Willis, extending west to N Brandon should be part of the center. Current zoning is R1. Recommended Comp. Plan designation is MU-Civic Corridor. These properties are part of the Kenton Plan District. A property at northwest west corner of N Denver and Watts should also be part of the center. It is zoned R2 – the same as the rest of the Denver Avenue corridor (all the rest of which is within the center boundaries). This property is part of the Kenton Plan District.
- b. Interstate and Killingsworth Town Center: The center boundary should include two properties adjacent to the center boundaries west of Albina, between Alberta and Humboldt. These properties are recommended for designation as MU-Neighborhood. They were added to the Comp Plan Map mixed use mapping since the time of the January PSC report on centers and corridors.
- c. Chavez/Powell Neighborhood Center: Include taxlots R32805 and R328177 in the neighborhood center. These were map changes from R2.5 to R1.
- d. Belmont/Hawthorne/Division Neighborhood Center: Include taxlots R620931, R281227, R281226 and R280487 in the neighborhood center. These were map changes from R2.5 to R1.
- e. Kerns Neighborhood Center: Include taxlots R244704, R244702, R244705, R244742, R244743, and R244744 in the neighborhood center. These were map changes from R2.5 to R1, and the current center boundary splits several of these sites.

List of Projects

A list of corrections to the list of significant transportation projects is attached (Attachment E).



Supporting Documents

CSP

- 14) Page 21 – An out of date version of the Investment strategies diagram was used. The correct version is on page I-37 of the Goal and Policy document.
- 15) Page 25 – An out of date version of the guiding principles was printed here. The correct version is on page I-7 of the Goal and Policy document. The diagram should also include the numbered and named quadrants, which are referred to in the text.
- 16) Page 55: Second bullet on page “Wastewater Collection System” should be a formatted heading, similar to “Wastewater Treatment System”
- 17) Page 53: Under “Portland Utility Board”, update as follows: “... and representative review of water, sewer, and stormwater, ~~and solid waste~~ financial plans.”
Explanation: (Correction) The Planning & Sustainability Commission reviews solid waste financial plans, not the Portland Utility Board.



Attachment A
Corrected Figure 3-5. City Greenways



Attachment B
Corrected Figure 3-7. Employment Areas



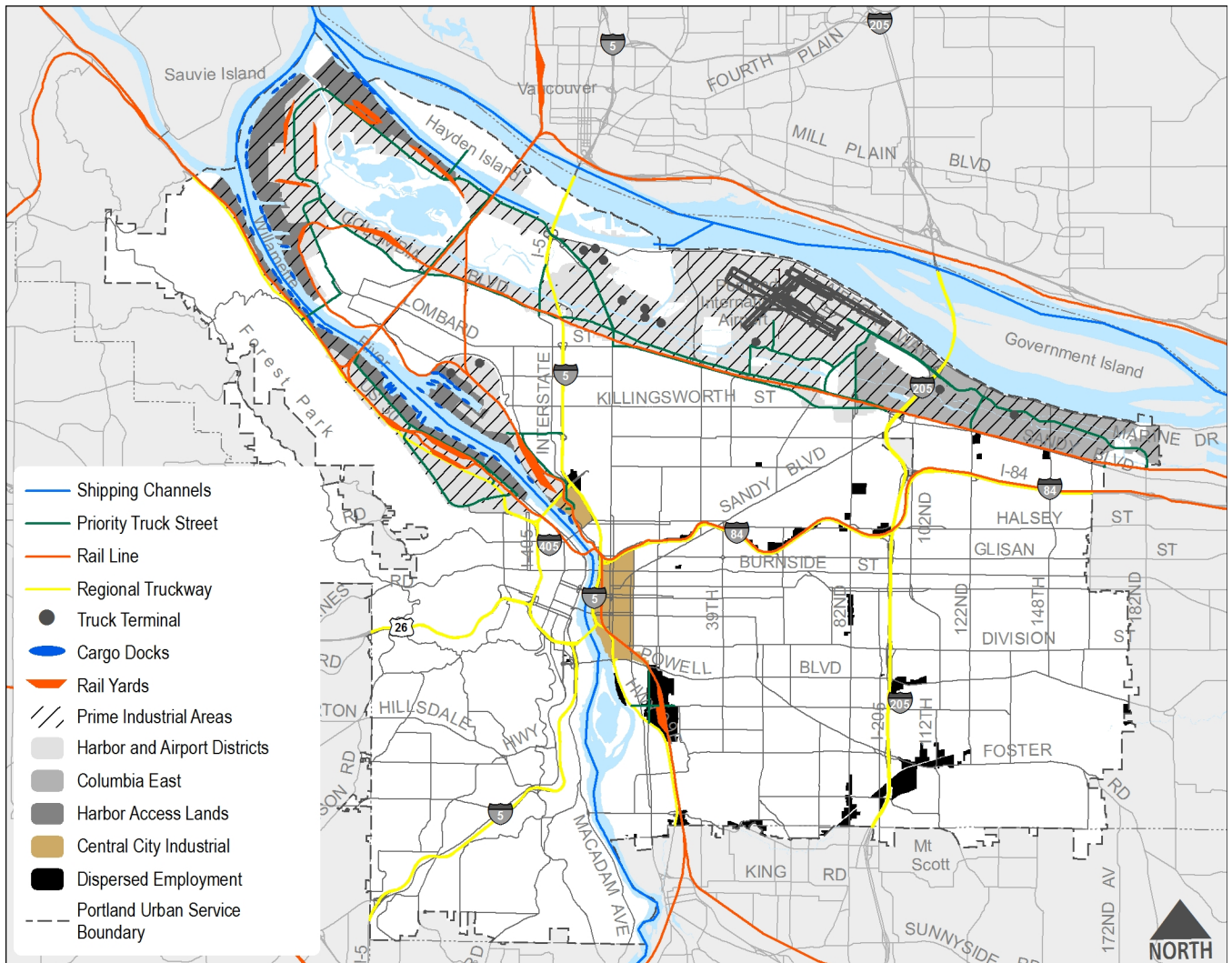
EMPLOYMENT AREAS

- Central City
- Industrial / Employment
- Commercial
- Institutional
- Regional Truckway / Priority Truck Street
- Heavy Rail



Attachment C

Corrected Figure 6-1. Industrial and Employment Districts



Attachment D - Land Use Map Corrections - 11/13/15

Rec ID	Address	Tax lot	Description
1238, 1243	7527 N CHAUTAUQUA BLVD	R263837	Split zone - remove R1
322	10424 SE CHERRY BLOSSOM DR	R332182	Within Gateway Regional Center - should be Mixed Use Urban Center
999	10615-10803 SE CHERRY BLOSSOM DR	R332157	Within Gateway Regional Center - should be Mixed Use Urban Center
1181	11132 SE DIVISION	R333800	Split zone - change to Mixed Use Civic Corridor
960	10702 NE 5th AVE, 10706 NE 5th AVE, 10710 NE 5TH AVE, 10714 NE 5th AVE, AVE, 10718 NE 5th AVE, 10722 NE 5th AVE, 10726 NE 5th AVE, 10730 NE 5th AVE, 10734 NE 5th AVE, 10738 NE 5th AVE, 10804 NE 5th AVE, 10812 NE 5th AVE	R262888, R262889, R262890, R262891, R262892, R262893, R262894, R262895, R262896, R262897, R262898, R262899, R262900	Split zone - Change to Mixed Use Dispersed
960	517 NE ROTH ST	R613529	Split zone - Change to Mixed Use Dispersed
960	552 NE BRIDGETON RD	R262834	Split zone - Change to Mixed Use Dispersed
432	N ALLEGHENY AVE/FESSENDEN	R668575	Split zone. Remove , retain Residential 5,000
347	5242 NE Halsey St	R138985	PSC removed this from proposal - retain R5
863	14134 E BURNSIDE & others	ADD: R109537, 109536, 109535, 109534 REMOVE: R109606, 109610, 109608, 109611, 109607, 109609	Remove the east half of the block from this record; add the 1/2 block on the other side (west) of SE 141st
275	7401 N ALBINA AVE	R225585	Should have been Dispersed Mixed Use, not Civic Corridor
914	2021 SE TIBBETTS	R287656	Retain existing R2.5 designation. Property is not part of the People's Food Coop site.
NA	Morrison Bridge Head - SW Corner of SE Grand, Belmont	R150090	Missed this record - Change OS to EX
1251	1940 NW Miller Rd.	R218687	Base map error - should be R2
333	4608 NE 102nd	add R235131	The address includes 2 tax lots but we only captured one on the map (R253132)
713	SWC/ 26TH & SE FRANKLIN ST	R122786	Cleveland HS parking lot to be included in Campus Institution designation; note site is split zoned R2.5/CG.

Attachment E.1

City of Portland Major Projects Errata

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained?	Timeframe	Nature of change	Reason for change
40012	Portland	Portland	NE 72nd Ave Pedestrian Improvements	72nd Ave, NE (Thomas Cully Park - Prescott)	Construct sidewalks, curbs, and storm drainage improvements along 72nd and improve pedestrian crossings..	\$ 5,000,000	Yes	Years 1 - 10	Project has been extended north from Killingsworth to Cully Park and cost estimate has been revised.	Cully Park needs pedestrian access. Project to add a sidewalk is currently in active project development. This change was mistakenly omitted from the previous list.
40018	Portland	ODOT	Killingsworth/I-205 Interchange Improvements	Killingsworth/I-205, NE	Widen the southbound on-ramp to three lanes.	\$ 750,000	Yes	Years 1 - 10	Revised description and earlier timeframe.	Project has been scoped and funded as part of Colwood redevelopment traffic mitigation. This was mistakenly omitted when the previous list was developed.
40117	Portland	Railroad/ ODOT	Sullivan's Gulch Trail, Segment 2	Banfield Corridor, NE (21st - Hollywood)	Construct a multi-use trail for pedestrians and bicycles within the Banfield (I-84) Corridor from 21st Ave to the Hollywood Transit Center.	\$ 7,700,000	Yes	Years 11 - 20	Added timeframe.	Timeframe had been mistakenly omitted in the previous list.
80005	Portland	Portland	SE 148th Ave Pedestrian Improvements	148th Ave, SE (Division - Powell Butte Park)	Construct sidewalks, curbs, and drainage improvements.	\$ 2,000,000	Yes	Years 1 - 10	Reduced project extents and revised cost estimate.	Previous extents did not take into account recent sidewalk infill projects. Revised project better reflects actual need.

Other Agency Major Projects errata

TSP ID	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained?	Timeframe	Nature of change	Reason for change
10004	TriMet	TriMet	Portland-Milwaukie Light Rail	Portland-Milwaukie LRT, SW/SE (PSU - Oak Grove)	Construct a light rail line from PSU to Oak Grove.	\$ 1,495,000,000	Yes	Years 1 - 10	Delete project.	Project has been completed.
40091	Port / Portland	Port / Portland	PIC Ped/Bike Improvements	92nd Dr, NE (Columbia - Alderwood); Portland International Center, NE	Construct bicycle and pedestrian facilities as shown in the PDX Bicycle and Pedestrian Master Plan.	\$ 1,163,835	Yes	Years 1 - 10	Change in project extent and location. Added Portland as co-lead and co-facility-owner.	Feedback from Port of Portland indicated the project in the TSP list did not match the PDX Pedestrian/Bicycle Plan. Project extents have been changed to better reflect that plan, and Portland has been added as co-lead and a facility owner because part of the project is within City of Portland right-of-way.

Amendments to Supporting Documents

The following amendments are proposed to supporting documents:

Economic Opportunities Analysis (EOA)

A revised Economic Opportunities Analysis is reprinted under separate cover, available via the EOA website: <https://www.portlandoregon.gov/bps/59297>

Citywide Systems Plan (CSP)

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Glossary additions (to match changes to Comp Plan Glossary):

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