

2035 Comprehensive Plan Draft City Council Amendments

March 18, 2016

(Minor corrections made 3/25/16, 3/28/16, and 3/29/16)

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City of Portland, Oregon
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2035 Comprehensive Plan – Council Amendments

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Introduction

Portland’s 2035 Comprehensive Plan guides how and where land is developed and infrastructure projects are built to prepare for and respond to population and job growth. All cities and counties in Oregon are required to have a Comprehensive Plan. Portland’s new Comprehensive Plan addresses future development, and it describes how and when community members will be involved in land use decisions. It helps coordinate policies and actions across City bureaus as well as with regional and state agencies.

The Comprehensive Plan includes five elements that work together:

- Vision and Guiding Principles
- Goals and Policies
- Comprehensive Plan Map
- List of Significant Projects
- Transportation policies, classifications, and street plans

In July of 2015 the Portland Planning and Sustainability Commission (PSC) Recommended a New Comprehensive Plan to City Council. This is the most significant update of the Comprehensive Plan since the original plan was adopted in 1980.

The PSC made its recommendation after considering a 2014 staff proposal, and more than 4,000 public comments over the course of a year. And that staff recommendation was based on an earlier 2013 working draft, produced in collaboration with eight advisory committees in 2012 and 2013.

After receiving the PSC recommendation, City Council held five public hearings — on November 19, December 3 and December 10, 2015; and January 7 and 13, 2016. City Council members received more than 2,500 comments via email, letters, verbal testimony and an online Map App. In February 2016, they each submitted potential amendments they wanted to discuss.

Next Steps

This report includes potential amendments that the Mayor and other commissioners would like to have considered. There also are a number of minor technical amendments proposed by BPS staff in this report. The report is organized by the type of amendments – including policy amendments, land use map amendments, and amendments to the project list.

The amendments in this report have not yet been adopted by Council.

In order for an amendment to be incorporated into the final Comprehensive Plan, the Mayor or other commissioner must make a motion to introduce the amendment — after considering public testimony. Then another commissioner must second that motion, and the amendment must receive at least three votes (a majority of the five-member City Council).

To make the amendment discussions more efficient, some amendments will be discussed and voted on as groups of similar topics. Some will be approved as a group by consent. The latter are simple technical amendments, or amendments where there is general agreement). Finally, some amendments will be discussed and voted on individually.

City Council has scheduled public hearings on April 14 and 20 to hear public testimony about these potential amendments. Commissioners are tentatively scheduled to vote on these amendments on April 28. These dates are subject to change. Check the BPS website for specific dates and additional information. www.portlandoregon.gov/bps/pdxcompplan

Policy Amendments

The proposed amendments to Comprehensive Plan policies, in this section, are organized in the order that the policies appear in the Recommended Plan. For each amendment, the table lists the Policy number, the Commissioner proposing the amendment, related public testimony for or against, and a BPS staff recommendation.

Amendments to the Introduction

#P1

Introduction Page I-16	Second paragraph, third line...
Requested by: Staff (Errata Memo)	...have historically carried the burden of adverse effects from city planning and implementation <u>implementation</u> .
Related testimony (for or against): None.	BPS Staff Recommendation: Support.

Chapter 1 Amendments

#P2

Policy 1.10c	Amendments to the Zoning Map are considered to be in compliance with the Comprehensive Plan if they are consistent with the Comprehensive Plan Map, <u>the amendment is to a corresponding or allowed zone, and current public services are capable of supporting the uses allowed by the zone, or that public services can be made capable by the time the development is complete.</u> See Policy 10.3 for additional guidance on Zoning Map amendments.
Requested by: Fritz	
Related testimony (for or against): None	BPS Staff Recommendation: Support

#P3

Policy 1.17	Policy 1.17 Community Involvement Committee. Establish a Community Involvement Committee to oversee the Community Involvement Program <u>for land use decisions</u> as recognized by Oregon Statewide Planning Goal 1 – Community Involvement and policies 2.15-2.18 of this Comprehensive Plan.
Requested by: Fritz	
Related testimony (for or against): None	BPS Staff Recommendation: Support

Chapter 2 Amendments

#P4

Introduction, GP2-2	Particular efforts must be made to improve services for <u>and participation by</u> people of color, immigrant and refugee communities ... BPS Staff Recommendation: Support
Requested by: Fritz	
Related testimony (for or against): Public Involvement Advisory Council (PIAC)	

#P5

Introduction, GP 2-8	Environmental justice is borne from the recognition that communities of color, low-income communities, Limited English Proficient (LEP) communities, Sovereign tribes, and Native American, <u>African-Americans and descendants of immigrants who</u> communities have been disproportionately impacted from public and private decision-making, including planning, development, monitoring and enforcement, while often being excluded from those decisions themselves. BPS Staff Recommendation: Support interest in refining this section, but staff has concerns about clarity of the proposed language.
Requested by: Fritz	
Related testimony (for or against): None	

#P6

Introduction, GP 2-10	Transparency and accountability The City is committed to improving transparency in community involvement processes related to planning and investment decisions. When community members have a better understanding of a process, they are better able to participate effectively. Improved transparency and communication allows the City to better understand community opinions and needs, <u>resulting in improved decisions.</u> BPS Staff Recommendation: Support
Requested by: Fritz	
Related testimony (for or against): Public Involvement Advisory Council (PIAC)	

#P7

Policy Introduction, GP2-12	Representation can help ensure that City decisions do not further reinforce the disadvantaged position of under-served and under- <u>represented</u> groups and do not narrowly benefit privileged groups. BPS Staff Recommendation: Support. This is a typo.
Requested by: Fritz	
Related testimony (for or against): None	

#P8

Goal 2A	Community involvement as a partnership. The City of Portland works together as a genuine partner with all Portland communities and interests. The City promotes, builds, and maintains relationships, and communicates with individuals, communities, neighborhoods, businesses, organizations, <u>Neighborhood Associations, Business Associations,</u> institutions, and other governments to ensure meaningful community involvement in planning and investment decisions. <u>Partnerships with historically under-served and under-represented communities must be paired with the City’s neighborhood organizations to create a robust and inclusive community involvement system.</u>
Requested by: Fritz	
Related testimony (for or against): Several Neighborhood Associations	
BPS Staff Recommendation: Support	

#P9

Policy 2.1	Policy 2.1 Partnerships and coordination. Maintain partnerships and coordinate land use engagement with:
Requested by: Fritz	
Related testimony (for or against): Several Neighborhood Associations	
2.1.a. Individual community members. 2.1.b. Communities of color, <u>including those whose families have been in this area for generations such as Native Americans, African Americans, and descendants of immigrants,</u> low-income populations, Limited English Proficient (LEP) communities, Native American communities, and other under-served and under-represented communities. 2.1.c. District coalitions, neighborhood associations, <u>watershed councils,</u> and business district associations as local experts and communication channels for place-based projects. 2.1.d. Businesses, unions, employees, and related organizations that reflect Portland’s diversity as the center of regional economic and cultural activity. 2.1.e. Community-based, faith-based, artistic and cultural, and interest-based non-profits, organizations, and groups. <u>2.1.f. People experiencing disabilities.</u> 2.1.ƒ g. Institutions, governments, and Sovereign tribes BPS Staff Recommendation: Support for adding watershed councils and people experiencing disabilities. The additions of “other historically-marginalized” in 2.1.b is duplicative given the definition of “under-served” and “under-represented”. Staff has concerns about clarity of the proposed language in 2.1.b..	

#P10

Policy 2.8	Policy 2.8 Channels of communication. Maintain <u>two-way</u> channels of communication among City Council, the Planning and Sustainability Commission (PSC), project advisory committees, City staff, and community members. BPS Staff Recommendation: Support
Requested by: Fritz	
Related testimony (for or against): Public Involvement Advisory Council (PIAC)	

#P11

Policy 2.11	Open Data. Ensure planning and investment decisions are a collaboration among stakeholders, including those listed in Policy 2.1. The City works with the software development community, data providers, and other professionals with relevant expertise to advise on open data practices and priorities, ensure oversight, and to maximize the utility of City data sets. Where appropriate, encourage publication, accessibility and wide-spread sharing of d Data collected and generated by the City are: <ul style="list-style-type: none"> • P publicized, accessible, and widely shared. • Open by default, in the public domain, freely redistributable, and adhere to open standards. Exceptions may be made due to compelling concerns of privacy, security, liability or cost, and should only be granted in accordance with clearly defined criteria and oversight. BPS Staff Recommendation: Support.
Requested by: Fritz	
Related testimony (for or against): PSC Commissioner Chris Smith	

#P12

Policy 2.19	Community Involvement Committee. The Community Involvement Committee (CIC), an independent advisory body, will evaluate and provide feedback to City staff on community involvement processes for individual planning and <u>associated</u> investment projects, before, during, and at the conclusion of these processes. BPS Staff Recommendation: No change. Staff believes the change to the glossary definition of “Plans and investments” (item P#107) addresses this issue, and a change to this policy is not necessary. The term is used throughout the plan, and using different language in this policy may create confusion. An alternate approach may be: “for individual planning and investment projects <u>plans and investments</u> , before, during, and at the conclusion of these processes.”
Requested by: Fritz	
Related testimony (for or against): Public Involvement Advisory Council (PIAC)	

#P13

Policy 2.37	Accommodation. Ensure accommodations to let individuals with disabilities participate in administrative, quasi-judicial, and legislative land use decisions, consistent with <u>or exceeding</u> federal regulations. BPS Staff Recommendation: Support
Requested by: Fritz	
Related testimony (for or against): None	

Chapter 3 Amendments

#P14

Introduction, GP3-11	Central City The Central City is a living laboratory for how the design and function of a dense urban center can concurrently provide benefits to human health, the natural environment, and the local economy. As Portland is the major center for jobs, transit, services, and civic and cultural institutions for the entire city and region. The Central City houses numerous attractions including Portland State University, the Oregon Convention Center, <u>City Hall</u> , Tom McCall Waterfront Park and the Willamette River, Pioneer <u>Courthouse</u> Square, and many museums and venues for artistic and cultural activities and professional sports. The Central City’s ten unique districts include Downtown, the West End, Goose Hollow, Pearl, Old Town/Chinatown, Lower Albina, Lloyd, the Central Eastside, South Waterfront, and South Downtown/University. Together, these districts provide a diversity of opportunities for urban living, economic development, retail and entertainment. BPS Staff Recommendation: Support.
Requested by: Fritz	
Related testimony (for or against): None	

#P15

Policy 3.3	Equitable development. Guide development, growth, and public facility investment to reduce disparities; ensure <u>encourage</u> equitable access to opportunities, <u>mitigate the impacts of development on income disparity, displacement and housing affordability</u> ; and produce positive outcomes for all Portlanders. 3.3.a. Anticipate, avoid, reduce, and mitigate negative public facility and development impacts, especially where those impacts inequitably burden communities of color, under-
Requested by: Hales, Saltzman, Fish, Fritz, Novick	
Related testimony (for or against): Anti-displacement coalition, SEIU, Office of Management and Finance	

	<p>served and under-represented communities, and other vulnerable populations.</p> <p>3.3.b. Make needed investments in areas that are deficient in public facilities to reduce disparities and increase equity. Accompany these investments with proactive measures to avoid displacement and increase affordable housing.</p> <p>3.3.c. Encourage use of community benefit plans, agreements, <u>incentives and other tools</u> to ensure <u>promote</u> equitable outcomes for development projects that benefit from public facility investments, increased development allowances, or public financial assistance. Consider community benefit agreements as a tool to mitigate displacement and housing affordability impacts.</p> <p>3.3.d. <u>Incorporate requirements into the Zoning Code to provide public and community benefits as a condition for development projects to receive increased development allowances.</u></p> <p>3.3.d.e. <u>Consider use of exactions imposed on development and other tools to capture value created by plans and investments, as a means to reduce or mitigate displacement and housing affordability impacts. When private property value is increased by public plans and investments, require development to address or mitigate displacement impacts and impacts on housing affordability, in ways that are related and roughly proportional to these impacts.</u></p> <p>3.3.e-f. Coordinate housing, economic development, and public facility plans and investments to create an integrated community development approach to restore communities impacted by past decisions. <i>See Policy 5.17</i></p> <p>3.3.g. <u>Encourage developers to engage directly with a broad range of impacted communities to identify potential impacts of private development projects, develop mitigation measures, and provide community benefits to address adverse impacts.</u></p> <p>BPS Staff Recommendation: Support. This language is the product of discussion with OMF and the City Attorney.</p>
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#P16

Policy 3.20	Center connections. Connect centers to each other and to other key local and regional destinations, such as schools, parks, and employment areas, by frequent and convenient transit, bicycle sharing, bicycle routes, pedestrian trails and sidewalks, and electric vehicle charging stations. <u>pedestrian trails and sidewalks, bicycle sharing, bicycle routes, frequent and convenient transit, and electric vehicle charging stations.</u> <u>Prepare and adopt future street plans for centers which currently have poor street connectivity, especially where large commercial parcels are planned to receive significant additional housing density.</u>
Requested by: Hales	
Related testimony (for or against): None	
BPS Staff Recommendation: Support	

#P17

Policy 3.31	Public places. Enhance the public realm and public places in Gateway to provide a better <u>vibrant and attractive</u> setting for business and social activity that serves East Portland residents and the region.
Requested by: Fritz	
Related testimony (for or against): None	
BPS Staff Recommendation: Support	

#P18

Policy 3.33	Housing. Provide for a wide range of housing types in Town Centers, which are intended to generally be larger in scale than the surrounding residential areas. There should be sufficient zoning <u>capacity</u> within a half-mile walking distance of a Town Center to accommodate 7,000 households.
Requested by: Fritz	
Related testimony (for or against): None	
BPS Staff Recommendation: Support	

#P19

Policy 3.37	Housing. Provide for a wide range of housing types in Neighborhood Centers, which are intended to generally be larger in scale than the surrounding residential areas, but smaller than Town Centers. There should be sufficient zoning <u>capacity</u> within a half-mile walking distance of a Neighborhood Center to accommodate 3,500 households.
Requested by: Fritz	
Related testimony (for or against): None	
BPS Staff Recommendation: Support	

P20

Policy 3.42	Distinct identities. Maintain and enhance the distinct identities of the Inner Ring Districts and their corridors. Use <u>and expand existing</u> historic preservation and design review tools to accommodate growth in ways that <u>identify and preserve</u> historic resources and enhance the distinctive characteristics of the Inner Ring Districts, especially in areas experiencing significant development. BPS Staff Recommendation: Support
Requested by: Hales	
Related testimony (for or against): Wendy Chung	

#P21

Policy 3.43	Policy 3.43 Diverse residential areas. Provide a diversity of housing opportunities in the Inner Ring Districts’ residential areas. Encourage approaches that preserve or are compatible with the range of existing historic <u>housing properties</u> in these areas. Acknowledge that these areas are historic assets and should retain their established characteristics and development patterns, even as Inner Ring centers and corridors grow. <u>Apply base zones in a manner that takes historic character and adopted design guidelines into account.</u> BPS Staff Recommendation: Support
Requested by: Hales	
Related testimony (for or against): Wendy Chung	

#P22

Policy 3.85	Central City industrial districts. Support the long term success of Central City industrial districts and their evolution in terms of the mix of businesses and higher employment densities. BPS Staff Recommendation: Support. This is a duplicate of Policy 6.35.
Requested by: Fritz	
Related testimony (for or against): None	

#P23

New Policy after 3.94	<u>Eastern neighborhoods site development. Require that land be aggregated into larger sites before land divisions and other redevelopment occurs. Require site plans which advance design and street connectivity goals.</u> BPS Staff Recommendation: Support
Requested by: Hales	
Related testimony (for or against): None	

#P24

Policy 3.103	Western Neighborhoods trails. <u>Develop pedestrian-oriented greenways and E</u> enhance the Western Neighborhoods’ distinctive system of trails to <u>increase safety</u> , expand mobility, access to nature, and active living opportunities in the area. Staff recommendation: No change. PBOT does not support. The definition of greenway in Glossary and other parts of Chapter 3 – greenways are primarily for bikes with an “enhanced” pedestrian amenities.
Requested by: Fritz	
Related testimony (for or against): Don Baack	

#P25

Figures 3-1, 3-2, 3-3	Make several changes to the Urban Design Framework diagrams: <ul style="list-style-type: none"> • Reclassify Beaverton Hillsdale Highway as a Neighborhood Corridor, not a Civic Corridor. • Restore the Neighborhood Center designation to Janzen Beach. BPS Staff Recommendation: Support. See attached figures.
Requested by: Hales	
Related testimony (for or against): Multnomah Neighborhood, SWNI, NWDA	

#P26

Figure 3-5	Figure 3-5, City greenways. The Heritage Parkways layer in this map was missing. The corrected version is attached. BPS Staff Recommendation: Support.
Requested by: Staff (Errata)	
Related testimony (for or against): None.	

#P27

Figure 3-7	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. BPS Staff Recommendation: Support
Requested by: Staff (Errata)	
Related testimony (for or against): Parkrose area businesses and residents.	

Chapter 4 Amendments

#P28

Introduction, GP4-11	Historic and cultural resources.
Requested by: Hales	Portland has several hundred <u>thousand</u> designated historic
Related testimony (for or against): Restore Oregon, Wendy Chung	<p>landmarks <u>resources, including landmarks</u> 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 <u>that may be designated in the future</u>. These policies support the <u>identification</u>, protection and preservation <u>rehabilitation</u> of historic and culturally significant resources in a city that continues to grow and change.</p> <p>BPS Staff Recommendation: Support.</p>

#P29

Introduction,GP4-13	Designing with nature
Requested by: Fritz	Incorporating natural features and functions into development
Related testimony (for or against): Don Baack	<p>improves human and ecological health, yielding tangible social, environmental, and economic benefits. Designing with nature provides or enhances ecosystem services, such as stormwater management, cooling of air and water, reduction of landslide, <u>wildfire</u> and flooding risks, protection or enhancement of fish and wildlife habitat, and opportunities for Portlanders to enjoy nature in their daily lives. These policies apply to a broad range of land uses and development sites, encouraging development designed to enhance the identity and beauty of Portland’s neighborhoods, business districts, and industrial districts, while improving watershed health and resilience to climate change.</p> <p>BPS Staff Recommendation: Support.</p>

#P30

Goal 4B	<p>Historic and cultural resources. Historic and cultural resources are integral parts of an urban environment that continue to evolve and are preserved. <u>Historic and cultural resources are identified, protected, and rehabilitated as integral parts of an urban environment that continues to evolve.</u></p> <p>BPS Staff Recommendation: Support.</p>
Requested by: Hales	
Related testimony (for or against): Restore Oregon	

#P31

Policy 4.8	<p>Alleys. Encourage the continued use of alleys for parking access, <u>while preserving pedestrian access.</u> Expand the number of alley-facing accessory dwelling units.</p> <p>BPS Staff Recommendation: Support.</p>
Requested by: Fritz	
Related testimony (for or against): Don Baack	

#P32

New Policy after 4.23	<p><u>Drive through facilities. Prohibit drive through facilities in the Central City, and limit them in centers and corridors in order to support a pedestrian-oriented environment and reduce conflicts between automobiles and pedestrians and bicyclists.</u></p> <p>BPS Staff Recommendation: Support.</p>
Requested by: Hales	
Related testimony (for or against): Mark Whitlow	

#P33

Policy 4.26	<p>Protect defining features. Protect and enhance defining places and features of centers and corridors, including landmarks, natural features, and historic and cultural resources, <u>through application of zoning, incentive programs, and regulatory tools.</u></p> <p>BPS Staff Recommendation: Support. This complements zoning map decisions to use different zones in different areas, responding to local features.</p>
Requested by: Hales	
Related testimony (for or against): Restore Oregon	

#P34

Policy 4.27	Historic buildings in centers and corridors. Protect <u>Identify, protect and encourage the restoration and improvement use and rehabilitation</u> of historic resources in centers and corridors. BPS Staff Recommendation: Support.
Requested by: Hales	
Related testimony (for or against): Restore Oregon, Wendy Chung	

#P35

Policy 4.45	Historic and cultural resource protection. <u>Within statutory requirements for owner consent, Protect-identify, protect and encourage the restoration use and rehabilitation</u> of historic buildings, places, and districts that contribute to the distinctive character and history of Portland’s evolving urban environment BPS Staff Recommendation: Support.
Requested by: Hales	
Related testimony (for or against): Restore Oregon, Wendy Chung, Portland Coalition for Historic Resources	

#P36

New Policy after 4.46	<u>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.</u> BPS Staff Recommendation: Support.
Requested by: Hales	
Related testimony (for or against): Restore Oregon, Wendy Chung, Portland Coalition for Historic Resources	

#P37

Policy 4.47	Demolition. Protect historic resources from demolition. <u>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.</u> BPS Staff Recommendation: Support.
Requested by: Hales	
Related testimony (for or against): Restore Oregon	

#P38

Policy 4.49	Historic Resources Inventory. <u>Within statutory limitations, regularly update and maintain</u> Maintain and periodically update Portland’s Historic Resources Inventory to inform historic and cultural resource preservation strategies. BPS Staff Recommendation: Support.
Requested by: Hales	
Related testimony (for or against): Restore Oregon, Wendy Chung, Coalition for Historic Resources	

#P39

Policy 4.50	Preservation equity. Expand historic <u>preservation resources</u> 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. BPS Staff Recommendation: Support.
Requested by: Hales	
Related testimony (for or against): Restore Oregon, Wendy Chung, Coalition for Historic Resources	

#P40

Policy 4.52	Cultural and social significance. Encourage awareness and appreciation of cultural diversity and the social significance of <u>both beautiful and ordinary</u> historic places and their roles in enhancing community identity and sense of place. BPS Staff Recommendation: Support.
Requested by: Hales	
Related testimony (for or against): Wendy Chung	

#P41

New Policy after 4.53	<u>Economic viability. Provide options for financial and regulatory incentives to allow for the productive, reasonable, and adaptive reuse of historic resources.</u> BPS Staff Recommendation: Support.
Requested by: Hales	
Related testimony (for or against): Restore Oregon	

#P42

New Policy after 4.59	<u>Deconstruction. Encourage salvage and reuse of building elements when demolition is necessary or appropriate,</u> BPS Staff Recommendation: Support.
Requested by: Hales	
Related testimony (for or against): Restore Oregon	

#P43

New Policy after 4.63	<p><u>Reduce carbon emissions. Encourage a development pattern that minimizes carbon emissions.</u></p> <p>BPS Staff Recommendation: Support. Note that there is a complementary Policy 7.4.</p>
Requested by: Hales	
Related testimony (for or against): None	

#P44

Policy 4.79	<p>Grocery stores and markets in centers. Facilitate the retention and development of grocery stores, neighborhood-based markets, and farmers markets offering fresh produce in centers. <u>Provide adequate land supply to accommodate a full spectrum of grocery stores catering to all socioeconomic groups and providing groceries at all levels of affordability.</u></p> <p>BPS Staff Recommendation: Support.</p>
Requested by: Saltzman	
Related testimony (for or against): Mark Whitlow	

Chapter 5 Amendments

#P45

New Policy after 5.5	<p><u>Middle Housing. Enable and encourage development of middle housing. This includes multi-unit or clustered residential buildings that provide relatively smaller, less expensive units; more units; and a scale transition between the core of the mixed use center and surrounding single family areas. Apply zoning that would allow this within a quarter mile of designated centers, where appropriate, and within the Inner Ring around the Central City.</u></p> <p>BPS Staff Recommendation: Support</p> <p>It is important to note that policy support for middle housing in general is already part of the Recommended Draft Comp Plan forwarded by the PSC to the City Council. However; this additional new policy takes the concept farther. It reflects the greater understanding that has come through the Comp Plan process regarding the need for and benefits from middle housing. It also reflects understanding that middle housing options are particularly valuable for meeting equity and affordability goals when located in high opportunity areas such as centers.</p>
Requested by: Novick, Saltzman, Hales	
Related testimony (for or against): Various housing advocates and organizations	

	Implementation of this policy will entail extensive consultation with the public on the form, amount and location of middle housing appropriate to meet Comprehensive Plan goals.
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#P46

Policy 5.25	Regulated affordable housing target. Strive to produce <u>and fund</u> at least 10,000 new regulated affordable housing units citywide by 2035 that will be affordable to households in the 0-80 percent MFI bracket. BPS Staff Recommendation: Support
Requested by: Fritz	
Related testimony (for or against): None	

#P47

Policy 5.26	Funding plan. <u>Encourage development of financial or regulatory mechanisms</u> Create a funding plan that includes financial and/or regulatory mechanisms to achieve the regulated affordable housing target set forth for 2035. BPS Staff Recommendation: Support
Requested by: Fritz	
Related testimony (for or against): None	

#P48

Policy 5.36	Policy 5.36 Mobile home parks. <u>Encourage preservation of mobile home parks as a low/moderate-income housing option.</u> Evaluate plans and investments for potential redevelopment pressures on existing mobile home parks and impacts on park residents and protect this low/moderate-income housing option. <u>Facilitate replacement and alteration of manufactured homes within an existing mobile home park.</u> BPS Staff Recommendation: Support.
Requested by: Fritz	
Related testimony (for or against): Hayden Island Manufactured Home Park	

#P49

Policy 5.45	Housing continuum. Prevent homelessness and reduce the time spent being homeless by <u>allowing and striving to provide</u> ensuring that a continuum of safe and affordable housing opportunities and related supportive services are allowed , including but not limited to <u>rent assistance</u> , permanent supportive housing, transitional housing, self-built micro housing communities, emergency shelters, temporary shelters such as warming centers, and transitional campgrounds/ <u>rest areas</u> . BPS Staff Recommendation: Support
Requested by: Fritz	
Related testimony (for or against): None	

Chapter 6 Amendments

#P50

Policy 6.15	Delete this policy: Annexation. Facilitate a predictable, equitable process for annexation of employment lands within the urban services area as needed to meet the City's forecasted land needs. BPS Staff Recommendation: Support.
Requested by: Fritz	
Related testimony (for or against): None	

#P51

Policy 6.17 – New Sub-Policy	<u>6.17.f Consider short-term market conditions and how area development patterns will transition over time when creating new development regulations.</u> BPS Staff Recommendation: Support.
Requested by: Saltzman	
Related testimony (for or against): Mark Whitlow	

#P52

Policy 6.33	<p>Urban renewal plans. Ensure <u>Encourage</u> urban renewal plans to primarily benefit existing residents and businesses within the urban renewal area through:</p> <ul style="list-style-type: none"> • The creation of wealth. • Revitalization of neighborhoods. • Expansion of housing choices. • Creation of business and job opportunities. • Provision of transportation linkages. • Protection of residents and businesses from the threats posed by gentrification and displacement. • The creation and enhancement of those features which improve the quality of life within the urban renewal area. <p>A special emphasis will be placed on providing timely benefits to groups most at risk of displacement.</p> <p>BPS Staff Recommendation: Support. Urban renewal statutes provide more specific guidance.</p>
Requested by: Staff	
Related testimony (for or against): None	

#P53

Policy 6.35	<p>Central City industrial districts. Protect and facilitate the long-term success of Central City industrial <u>sanctuary</u> districts, while supporting their evolution into places with a broad mix of businesses with high employment densities.</p> <p>BPS Staff Recommendation: Support.</p>
Requested by: Fritz	
Related testimony (for or against): None	

#P54

Policy 6.39e	<p>This sub-policy, about prime industrial land retention, was not correctly transcribed from the PSC discussion. Corrected version:</p> <p>6.39.e. Protect prime industrial land <u>from siting</u> for siting of parks, schools, large-format places of assembly, and large-format retail sales.</p> <p>BPS Staff Recommendation: Support</p>
Requested by: Staff (Errata)	
Related testimony (for or against): Portland Parks Board	

#P55

Policy 6.41	<p>Portland Harbor Superfund Site. Take a leadership role in prompt resolution and to facilitate a cleanup of the Portland Harbor <u>that moves forward as quickly as possible and that allocates cleanup costs fairly and equitably.</u> Superfund Site and redevelopment of associated brownfields. Encourage a science-based and cost-effective cleanup solution that facilitates re-use of land for river- or rail-dependent or related industrial uses. The Natural Resource Damage Assessment (NRDA) element of Superfund Program promises to provide significant resources that will help restore degraded fish and wildlife habitat.</p> <p>BPS Staff Recommendation: Support. Policy as written may conflict with Council direction on superfund.</p>
Requested by: Staff	
Related testimony (for or against): None	

#P56

New Policy after 6.48	<p><u>Fossil fuel distribution. Limit fossil fuels distribution and storage facilities to those necessary to serve the regional market.</u></p> <p>BPS Staff Recommendation: Support.</p>
Requested by: Hales	
Related testimony (for or against): None	

#P57

New Policy after 6.54	<p><u>Neighborhood Park Use. Allow neighborhood park development within industrial zones where needed to provide adequate park service within one-half mile of every resident.</u></p> <p>BPS Staff Recommendation: Support.</p>
Requested by: Fritz	
Related testimony (for or against): Portland Parks Board	

#P58

Policy 6.57	<p>Development impacts. Protect the livability of surrounding neighborhoods through adequate infrastructure and campus development standards that foster suitable density and attractive campus design. <u>Minimize off-site impacts in collaboration with institutions and neighbors, especially in reducing automobile traffic and parking impacts.</u></p> <p>BPS Staff Recommendation: Support.</p>
Requested by: Novick	
Related testimony (for or against): Collins View, University Park, NWDA, Michael Robinson, several Colleges and Hospitals	

#P59

Policy 6.64	<p>Home-based businesses. Encourage <u>and expand allowances for small low-impact home based businesses in residential areas, including office or personal service uses with infrequent or by appointment customer or client visits to the site. Allow a limited number of employees, within the scale of activity typical in residential areas. Allow home- based businesses on sites with accessory dwelling units.</u></p> <p>BPS Staff Recommendation: Support.</p>
Requested by: Fish, Novick	
Related testimony (for or against): Nanci Luna Jiménez	

#P60

New Policy after 6.65	<p>Retail Development. Provide for a competitive supply of <u>retail sites that support the wide range of consumer needs for convenience, affordability, accessibility and diversity of goods and services, especially in underserved areas of Portland.</u></p> <p>BPS Staff Recommendation: Support.</p>
Requested by: Saltzman	
Related testimony (for or against): Mark Whitlow	

#P61

Figure 6-1	<p>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.</p> <p>BPS Staff Recommendation: Support</p>
Requested by: Staff (Errata)	
Related testimony (for or against): Parkrose area businesses and residents	

Chapter 7 Amendments

#P62

Policy 7.6	<p>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.</p> <p>Hydrology. <u>Improve, or support efforts to improve watershed hydrology, through plans and investments, improve or support</u></p>
Requested by: Staff (Errata)	
Related testimony (for or against): None	

	<p>efforts to improve watershed hydrology to achieve more natural flow and enhance conveyance and storage capacity in rivers, streams, floodplains, wetlands, and aquifers. Minimize impacts from development and associated impervious surfaces, especially in areas with poorly-infiltrating soils and limited public stormwater discharge points, and encourage restoration of degraded hydrologic functions.</p> <p>BPS Staff Recommendation: Support</p>
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#P63

Policy 7.9	<p>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.</p> <p>Habitat and biological communities. <u>Improve, or support efforts to improve fish and wildlife habitat and biological communities. Ensure that plans and investments are consistent with and advance efforts to improve, or support efforts to improve fish and wildlife habitat and biological communities.</u></p> <p>Use plans and investments to enhance the diversity, quantity, and quality of habitats habitat corridors, and especially habitats that:</p> <p>[no change to list]</p> <p>BPS Staff Recommendation: Support</p>
Requested by: Staff (Errata)	
Related testimony (for or against): None	

#P64

Policy 7.11	<p>7.11.a. Tree preservation. Require or encourage <u>and incent</u> preservation of large healthy trees, native trees and vegetation, tree groves, and forested areas.</p> <p>7.11.c. Tree canopy. Support progress <u>Coordinate plans and investments</u> toward meeting City tree canopy targets <u>goals</u>.</p> <p>7.11.g. Trees in land use planning. Identify priority areas for tree preservation and planting in land use plans, <u>and incent these actions</u>.</p> <p>BPS Staff Recommendation: Support</p>
Requested by: Fritz	
Related testimony (for or against): Forestry Commission	

#P65

Policy 7.12	Invasive species. Prevent <u>or reduce</u> the spread of invasive plants, <u>remove infestations</u> , and support efforts to reduce the impacts of invasive plants, animals, and insects, through plans, investments, and education. BPS Staff Recommendation: Support
Requested by: Fritz	
Related testimony (for or against): None	

#P66

Policy 7.16	Adaptive management. Evaluate trends in watershed and environmental health using , <u>and use</u> current monitoring data and information to guide and support improvements in the effectiveness of City plans and investments. BPS Staff Recommendation: Support
Requested by: Fritz	
Related testimony (for or against): None	

P67

Policy 7.28	Aggregate resource development. <u>When aggregate resources are developed, ensure</u> Ensure that development of aggregate resources minimizes adverse environmental impacts and impacts on adjacent land uses. BPS Staff Recommendation: Support
Requested by: Fritz	
Related testimony (for or against): None	

Chapter 8 Amendments

#P68

Introduction, GP 8-25	Technology and communications Private utilities and companies provide <u>are the primary providers of technology and communication facilities and services to the general public. The City also provides specific technology and communications services to support City and partner agency service delivery.</u> The City regulates limited aspects of these services, such as the siting of new facilities, <u>through its land use regulations.</u> The City also provides specific technology and communications services to support City and partner agency service delivery. The City promotes
Requested by: Staff	
Related testimony (for or against): None	

	<p>access to affordable and reliable technology and communications for all Portlanders.</p> <p>The policies in this section embrace <u>encourage</u> innovation to ensure all Portlanders are able to access and benefit from <u>in</u> emerging technologies and systems that have the potential to make Portland a cleaner, safer, and more efficient, resilient, and affordable city. This section acknowledges that information and technology services have become essential infrastructure and the benefits of these sources should be available to all Portlanders. related to the City's growth and future prosperity, and it supports investments and partnerships to keep Portland competitive and build on the City's tradition of open source collaboration and innovation.</p> <p>BPS Staff Recommendation: Support. Policy exceeds scope of Comprehensive Plan.</p>
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#P69

Policy 8.5	<p>Planning service delivery. Provide planning, zoning, building, and subdivision control services within the <u>boundaries of incorporation, and as otherwise provided by intergovernmental agreement within the City's Urban Services Boundary.</u></p> <p>BPS Staff Recommendation: Support. This is a technical correction.</p>
Requested by: Staff	
Related testimony (for or against): None	

#P70

Policy 8.32	<p>Community benefits agreements. Encourage <u>providing additional the use of negotiated community benefits with agreements for</u> large public facility projects as appropriate to address environmental justice policies in Chapter 2: Community Involvement.</p> <p>BPS Staff Recommendation: Support</p>
Requested by: Hales, Saltzman, Fish, Fritz	
Related testimony (for or against): Anti-displacement coalition, SEIU, Office of Management and Finance	

#P71

New Policy after 8.32	<p><u>Community knowledge and experience. Encourage public engagement processes and strategies for large public facility projects to include community members in identifying potential impacts, mitigation measures, and community benefits.</u></p> <p>BPS Staff Recommendation: Support</p>
Requested by: Hales, Saltzman, Fish, Fritz	
Related testimony (for or against): Anti-displacement coalition, SEIU, Office of Management and Finance	

#P72

New Policy after 8.36	<p><u>Age-friendly public facilities. Promote public facility designs that make Portland more age-friendly.</u></p> <p>BPS Staff Recommendation: Support</p>
Requested by: Fish	
Related testimony (for or against): Elders in Action, AARP, Portland Commission on Disability, and Age-Friendly Portland and Multnomah County Initiative	

#P73

New Policy after 8.40	<p><u>Parking. Consider the need for parking for cars, bicycles, and freight when designing and modifying streets.</u></p> <p>BPS Staff Recommendation: No change. PBOT has noted that policies in Chapter 9 already address this issue, and Chapter 9 is where street design policies are. This policy is in the wrong place.</p>
Requested by: Fritz	
Related testimony (for or against): Rose City Park Neighborhood	

#P74

Policy 8.42	<p>Community uses. Allow community use of rights-of-way for purposes such as public gathering space, events, <u>food production</u>, or temporary festivals, as long as the community uses are integrated in ways that balance and minimize conflict with the designated through movement and access roles of rights-of-ways.</p> <p>BPS Staff Recommendation: Support</p>
Requested by: Fritz	
Related testimony (for or against): None	

#P75

Policy 8.43	<p>Commercial uses. Accommodate allowable commercial uses of the rights-of-way for the purpose of enhancing commercial vitality, if the commercial uses can be integrated in ways that balance and minimize conflict with the other functions of the right-of-way. <u>Restrict the size of commercial signage in the right of way.</u></p> <p>BPS Staff recommendation: No change. This additional language is overly specific for a comp plan policy. The City has sign policies outside the Comp Plan. Including specific language in Comp Plan is a potential issue. See sign code.</p>
Requested by: Fritz	
Related testimony (for or against): None	

#P76

Policy 8.48	<p>Right-of-way vacations. Maintain rights-of-way if there is an established existing or future need for them, such as for transportation facilities or for other public functions established in Policies 8.38 to 8.41 <u>8.43</u>.</p> <p>BPS Staff Recommendation: Support</p>
Requested by: Novick, Hales, Fritz	
Related testimony (for or against): None	

#P77

Introduction, GP 8-16 and Policy 8.50	<p>The City of Portland’s trail system is a key part of both the City’s multi-modal transportation system and its recreation system. Trails within this system take many different forms and are located within the right-of-way and on public and private property. Trails provide Portlanders with local and regional pedestrian and bicycle connections and access to many key destinations within the city. They also provide a place to recreate and allow Portlanders to experience the city’s parks and natural areas. <u>Trails play a particularly important role in meeting pedestrian and bicyclist mobility and connectivity needs in western neighborhoods, see Western Neighborhood Pattern Area Policies 3.100 and 3.103.</u> The policies in this section support continued improvement, management, and coordination of the trail system.</p> <p>Policy 8.50. Public trails. Establish, improve, and maintain a citywide system of <u>local and regional</u> public trails that provide transportation and/or recreation options and are a component of larger network of facilities for bicyclists, pedestrians, and recreational users.</p> <p>BPS Staff Recommendation: Support. This policy amendment supports the requested update to Figure 8-2 (Amendment #P86).</p>
Requested by: Staff	
Related testimony (for or against): Don Baack	

#P78

Policy 8.54	<p>Public access requirements. Require public access and improvement of <u>Major Public Trails</u> along the future public trail alignments as shown in Figure 8-2 — Future Major Public Trails Alignments. <u>Major Public Trails include regional trails and other significant trail connections that provide for the movement of pedestrians, cyclists and other users for recreation and transportation purposes.</u></p> <p>BPS Staff Recommendation: Support. This policy amendment supports the requested update to Figure 8-2 (Amendment #P86).</p>
Requested by: Staff	
Related testimony (for or against): Don Baack	

#P79

Policy 8.91	<p>Capital programming. Maintain a long-range park capital improvement program, <u>with criteria, that balances considers</u> acquisition, development, and operations; <u>provides opportunities for public input;</u> provides a process and criteria for capital improvement project selection; and emphasizes creative and flexible financing strategies.</p> <p>BPS Staff Recommendation: Support.</p>
Requested by: Fritz	
Related testimony (for or against): SWNI	

#P80

Policy 8.92	<p>Park planning. Improve parks, recreational facilities, natural areas, and the urban forest in accordance with current-relevant master plans, management plans, or adopted strategies that reflect user group needs, development priorities, development and maintenance costs, program opportunities, financing strategies, and community input. <u>Consider developing master or management plans for properties that lack guiding plans or strategies.</u></p> <p>BPS Staff Recommendation: Support. New plans may be adopted over time.</p>
Requested by: Staff	
Related testimony (for or against): SWNI	

#P81

Policy 8.93	Recreational trails. Establish, improve, and maintain a complete and connected system of <u>major public trails that provide recreational opportunities and that can serve transportation functions consistent with Policies 8.5 through 8.57 and other City trail policies and plans.</u> BPS Staff Recommendation: Support
Requested by: Fritz	
Related testimony (for or against): SWNI, Don Baack, University Park	

#P82

Policy 8.97	Replace Policy 8.97 with three new policies as follows: Special recreational facilities. Establish and manage specialized recreational facilities within the park system to respond to unique, identified public needs and to take advantage of land assets. Manage specialized recreational facilities to meet cost recovery goals, including financially self-sufficient enterprise facilities (such as for golf and motorsports). <u>Self Sustaining Portland International Raceway (PIR). Provide for financially self-sustaining operations of PIR, and broaden its programs and activities to appeal to families, diverse communities, and non-motorized sports such as biking and running.</u> <u>Self-Sustaining and Inclusive Golf Facilities. Provide financially self-sustaining public golf course operations. Diversify these assets to attract new users, grow the game, provide more introductory-level programming, and expand into other related recreational opportunities such as foot golf and Frisbee golf.</u> <u>Specialized Recreational Facilities. Establish and manage specialized facilities within the park system that take advantage of land assets and that respond to diverse, basic, and emerging recreational needs.</u> BPS Staff Recommendation: Support
Requested by: Fritz	
Related testimony (for or against): None	

#P83

Policy 8.103	Fire facilities. Improve and maintain fire facilities to serve designated land uses, ensure equitable and reliable response, and provide fire and life safety protection that <u>meets or exceeds</u> minimum established service levels.
Requested by: Fritz	
Related testimony (for or against): None	
BPS Staff Recommendation: Support	

#P84

New Policy after 8.108	<u>Facilities Planning. Facilitate coordinated planning among school districts and city bureaus, including Portland Parks and Recreation, to accommodate school site/facility needs in response to the most up-to-date growth forecasts.</u>
Requested by: Hales	
Related testimony (for or against): None	
BPS Staff Recommendation: Support	

#P85

Policy 8.118	Equity, capacity, and reliability. Encourage regulatory approaches <u>plans</u> and investments in technology and communication infrastructure, such as broadband , to ensure access in all areas of the city, reduce disparities in capacity, and affordability, and <u>to provide innovative</u> high-performance, reliable service for Portland’s residents and businesses.
Requested by: Staff	
Related testimony (for or against): None	
BPS Staff Recommendation: Support.	

#P86

Figure 8-2	Several changes to Figure 8-2, Future Public Trail Alignments. Also, rename to <u>Figure 8-2, Major Public Trails</u> . Corrected version attached.
Requested by: Hales	
Related testimony (for or against): Don Baack	
BPS Staff Recommendation: Support	

Chapter 9 Amendments

#P87

Introduction, GP9-1	The goals and policies in this chapter convey the City’s intent to: <ul style="list-style-type: none"> • Guide the location and design of new street, <u>pedestrian, bicycle, and trail</u> infrastructure. BPS Staff Recommendation: Support
Requested by: Fritz	
Related testimony (for or against): Don Baack	

#P88

Introduction, GP9-14	System management Portland’s transportation system is an integrated network of roads, rails, <u>trails</u> , sidewalks, bicycle paths, and other facilities within and through the city. These modal networks intersect and are often located within the same right-of-way. The policies below provide direction to manage the system in ways that: [no change to subsequent list] BPS Staff Recommendation: Support
Requested by: Fritz	
Related testimony (for or against): Don Baack	

#P89

Goal 9A	<u>The City achieves the standard of zero traffic-related fatalities and serious injuries.</u> Transportation safety impacts the livability of a city and the comfort and security of those using City streets. This is achieved through comprehensive efforts to improve transportation safety through engineering, education, enforcement and evaluation. to eliminate traffic-related fatalities and serious injuries from Portland’s transportation system. BPS Staff Recommendation: No change. PBOT prefers PSC recommended language.
Requested by: Fritz	
Related testimony (for or against): None	

#P90

Policy 9.6	Policy 9.6 Transportation strategy for people movement.
Requested by: Novick	Design the system to accommodate the most vulnerable users, including those that need special accommodation under the Americans with Disabilities Act (ADA). Implement a <u>strategy</u>
Related testimony (for or against): Elders in Action, AARP, Portland Commission on Disability, and Age-Friendly Portland and Multnomah County Initiative, Business Alliance, Rose City Park Neighborhood	<p><u>prioritization</u> of modes for people movement by making transportation system decisions according to the following <u>prioritization</u> <u>ordered list</u>:</p> <ol style="list-style-type: none"> 1. Walking 2. Cycling 3. Transit 4. Taxi / commercial transit / shared vehicles 5. Zero emission vehicles 6. Other single occupancy <u>occupant</u> vehicles <p>When implementing <u>this prioritization</u> the hierarchy, ensure that:</p> <p>The needs and safety of each group of road users are considered, and changes do not make existing conditions worse for the most vulnerable users higher on the hierarchy <u>ordered list</u>.</p> <ul style="list-style-type: none"> • All users’ needs are balanced, with the intent of optimizing the right of way for multiple modes on the same street. • <u>When necessary to ensure safety, accommodate some users on parallel streets as part of a multi-street corridors.</u> <ul style="list-style-type: none"> • Land use and system plans, network functionality for all modes, other street functions, and complete street policies, are maintained. • Policy based rationale is provided if modes lower in the hierarchy are prioritized. <p>BPS Staff Recommendation: Support. Note companion change below in New Policy after 9.8.</p>

#P91

New Policy after 9.8	<u>Accessible and age-friendly transportation system. Ensure that</u>
Requested by: Fish, Novick	<u>transportation facilities are accessible to people of all ages and</u>
Related testimony (for or against): Elders in Action, AARP, Portland Commission on Disability, and Age-Friendly Portland and Multnomah County Initiative	<p><u>abilities, and that all improvements to the transportation system (traffic, transit, bicycle, and pedestrian) in the public right-of-way comply with the Americans with Disabilities Act of 1990. Improve and adapt the transportation system to better meet the needs of the most vulnerable users, including the young, older adults, and people with different abilities.</u></p> <p>BPS Staff Recommendation: Support</p>

#P92

Policy 9.15	Design with nature. Promote street <u>and trail</u> alignments and designs that respond to topography and natural features, when feasible, and protect streams, wildlife habitat, and native trees.
Requested by: Fritz	
Related testimony (for or against): Don Baack	
BPS Staff Recommendation: Support	

#P93

Policy 9.16	Pedestrian transportation. Encourage walking as the most attractive mode of transportation for most short trips, within <u>neighborhoods</u> and to centers, corridors, and major destinations, and as a means for accessing transit.
Requested by: Fritz	
Related testimony (for or against): Don Baack	
BPS Staff Recommendation: Support	

#P94

New Policy after 9.18	<u>Pedestrian amenities. Provide facilities that enhance pedestrian enjoyment, such as transit shelters, garbage containers, benches, etc. in the right of way.</u>
Requested by: Fritz	
Related testimony (for or against): None	
BPS Staff Recommendation: No change. PBOT notes that there is a similar objective already in the TSP (6.22) C, under separate cover. Or, this may be better in Chapter 8 as it relates to improvements in the right-of-way. If the Council wishes to elevate this to a policy, staff suggests using the verb “encourage” rather than “provide”.	

#P95

Policy 9.21	Delete this policy because it duplicates what is in Policy 9.2.c, Street Policy Classifications.
Requested by: Staff (Errata)	
Related testimony (for or against): None	
Bicycle classifications. Develop and implement classifications that emphasize the movement of bicycles on a citywide network of designated streets that safely and efficiently provides access to the Central City, Gateway, Town Centers, and Neighborhood Centers.	
BPS Staff Recommendation: Support	

#P96

New Policy after 9.25	<p><u>Transit funding. Consider funding strategies that improve access to and equity in transit service, such as raising metro-wide funding to improve service and decrease or eliminate user fees/fares.</u></p> <p>BPS Staff Recommendation: No change. This addresses decisions that are beyond the control of the City and beyond the reach of a Comprehensive Plan.</p>
Requested by: Fritz	
Related testimony (for or against): None	

#P97

Policy 9.27	<p>Intercity passenger service. Coordinate planning and project development to expand intercity passenger transportation services in the Willamette Valley, and from Portland to <u>California</u>, Seattle and Vancouver, BC.</p> <p>BPS Staff Recommendation: Support</p>
Requested by: Fritz	
Related testimony (for or against): None	

#P98

Policy 9.50	<p>Central City Mixed Use Multimodal Transportation Area Multimodal Mixed-Use Area. Develop, implement, and maintain alternative mobility targets and policies for the Central City MMA in the geography indicated in Figure 9-2— <u>Central City Multimodal Transportation Area (MMA). Designate a Central City Multimodal Mixed-Use Area (MMA) in the geography indicated in Figure 9-2, which will render state congestion / mobility standards inapplicable to proposed plan amendments under OAR 660-0012-0060(10), subject to ODOT concurrence and execution of an agreement between ODOT and the City of Portland. The agreement should emphasize potential safety and operational impacts.</u></p> <p>BPS Staff Recommendation: Support. This change was requested by ODOT.</p>
Requested by: Novick	
Related testimony (for or against): ODOT	

#P99

Policy 9.57	<p>Off-street parking. Limit the development of new parking spaces to achieve land use, transportation, and environmental goals, especially in locations with frequent transit service. Regulate off-street parking to achieve mode share objectives, promote compact and walkable urban form, encourage lower rates of car ownership, and promote the vitality of commercial and employment areas. Use transportation demand management and pricing of parking in areas with high parking demand. <u>Provide adequate but not excessive off-street parking where needed.</u></p> <p>BPS Staff Recommendation: No change. Existing policy language addresses this by mentioning the vitality of commercial and employment areas. The term “limit” does not imply inadequate.</p>
Requested by: Fritz, Hales	
Related testimony (for or against): Rose City Park Neighborhood, Portland Business Alliance	

Chapter 10 Amendments

#P100

Policy 10.1	<p>Land Use designations. There’s a typo in the last sentence of #15 (Mixed Use – Civic Corridor). Should read:</p> <p>...<u>and</u> Commercial Employment (CE).</p> <p>BPS Staff Recommendation: Support</p>
Requested by: Staff (Errata)	
Related testimony (for or against): None	

#P101

Policy 10.1.16	<p>Mixed Use — Urban Center This designation is intended for areas that are close to the Central City and within Town Centers where urban public services are available or planned including access to high-capacity transit, very frequent bus service, or streetcar service. The designation allows a broad range of commercial and employment uses, public services, and a wide range of housing options. Areas within this designation are generally mixed-use and very urban in character. Development will be pedestrian- oriented with a strong emphasis on design and street level activity, and will range from low- to mid-rise in scale. The range of zones and development scale associated with this designation are intended to allow for more intense development in core areas of centers and corridors and near transit stations, while</p>
Requested by: Hales	
Related testimony (for or against): Division Design Initiative	

	<p>providing transitions to adjacent residential areas. The corresponding zones are Commercial Mixed Use 1 (CM1), Commercial Mixed Use 2 (CM2), Commercial Mixed Use 3 (CM3), and Commercial Employment (CE). <u>This designation is generally accompanied by a design overlay zone.</u></p> <p>BPS Staff Recommendation: Suggest adding the same language to the CX, EX and RX designations.</p>
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#P102

<p>Policy 10.4b</p>	<p>Ensure good administration of land use regulations:</p> <ol style="list-style-type: none"> 1. Keep regulations as simple as possible. 2. Use clear and objective standards wherever possible. 3. Maintain consistent procedures and limit their number. 4. Establish specific approval criteria for land use reviews. 5. Establish application requirements that are as reasonable as possible, and ensure they are directly tied to approval criteria. 6. Emphasize administrative procedures for land use reviews <u>while ensuring appropriate community engagement in discretionary decisions.</u> 7. Avoid overlapping reviews. <p>BPS Staff Recommendation: Support</p>
<p>Requested by: Fritz</p>	
<p>Related testimony (for or against): None</p>	

#P103

<p>Figure 10-1</p>	<p>This table identifies what zones are allowed to be applied in each land use designation. It is the link between the Comprehensive Plan Map and the Zoning Map. The requested change corrects several issues in the table.</p> <p>It facilitates retention of existing business in the areas receiving the Mixed Use designation, allowing continued use of some light industrial and employment zones in locations receiving those designations. This avoids making those businesses nonconforming.</p> <p>Lower density residential zones are also removed from the list of allowed central city zoning.</p> <p>BPS Staff Recommendation: Support</p>
<p>Requested by: Staff</p>	
<p>Related testimony (for or against): None</p>	

Glossary and Related Amendments

#P104

Page GP-9	This page is missing a line break between “Guide” and “Habitat Friendly Development” BPS Staff Recommendation: Support
Requested by: Staff (Errata)	
Related testimony (for or against): None	

#P105

Terminology - General	Capitalize “Neighborhood Association” and “Business Association” throughout the plan. BPS Staff Recommendation: Support
Requested by: Fritz	
Related testimony (for or against): Several Neighborhood Associations	

#P106

“Neighborhoods”	Broad areas of the city that typically include residential, commercial, and mixed-use areas. Neighborhoods are physical communities located outside of the Central City and large industrial areas. In general, the word “neighborhoods” is not intended to refer to specific neighborhood association geographies. <u>The term "neighborhoods" may, but is not always intended to, refer to specific Neighborhood Association geographies.</u> BPS Staff Recommendation: Support
Requested by: Fritz	
Related testimony (for or against): Several Neighborhood Associations	

#P107

“Plans and investments”	Legislatively adopted land use plans, zoning maps, zoning regulations, comprehensive plan map designations, <u>the policies and projects identified in the Transportation System Plan, and changes to the list of significant capital projects necessary to support the land uses designated in the Comprehensive Plan (the List of Significant Projects).</u> The phrase “planning and investment decisions” is also used to mean decisions about plans and investments as defined here. BPS Staff Recommendation: Support
Requested by: Staff	
Related testimony (for or against): None	

#P108

“Recreational facility”	Add this term to the glossary:
Requested by: Staff	
Related testimony (for or against): SWNI	<p><u>Recreational facilities: Major park elements such as community centers, swimming pools, and stadiums, as well as smaller elements such as boat docks and ramps, play areas, community gardens, skateparks, sport fields and courts, stages, fountains and other water features. Recreational facilities are located within lands under the stewardship of Portland Parks & Recreation and are designated for active recreation or other specific use.</u></p> <p>BPS Staff Recommendation: Support</p>

#P109

“Recreational facility”	Add this term to the glossary:
Requested by: Staff	
Related testimony (for or against): SWNI	<p><u>Park: An open space owned or managed by a public agency for recreational and/or natural resource values. This includes all traditionally designed parks, gardens, and specialized parks under the stewardship of Portland Parks & Recreation.</u></p> <p>BPS Staff Recommendation: Support</p>

Figure 3-1 Urban Design Framework (Corrected)

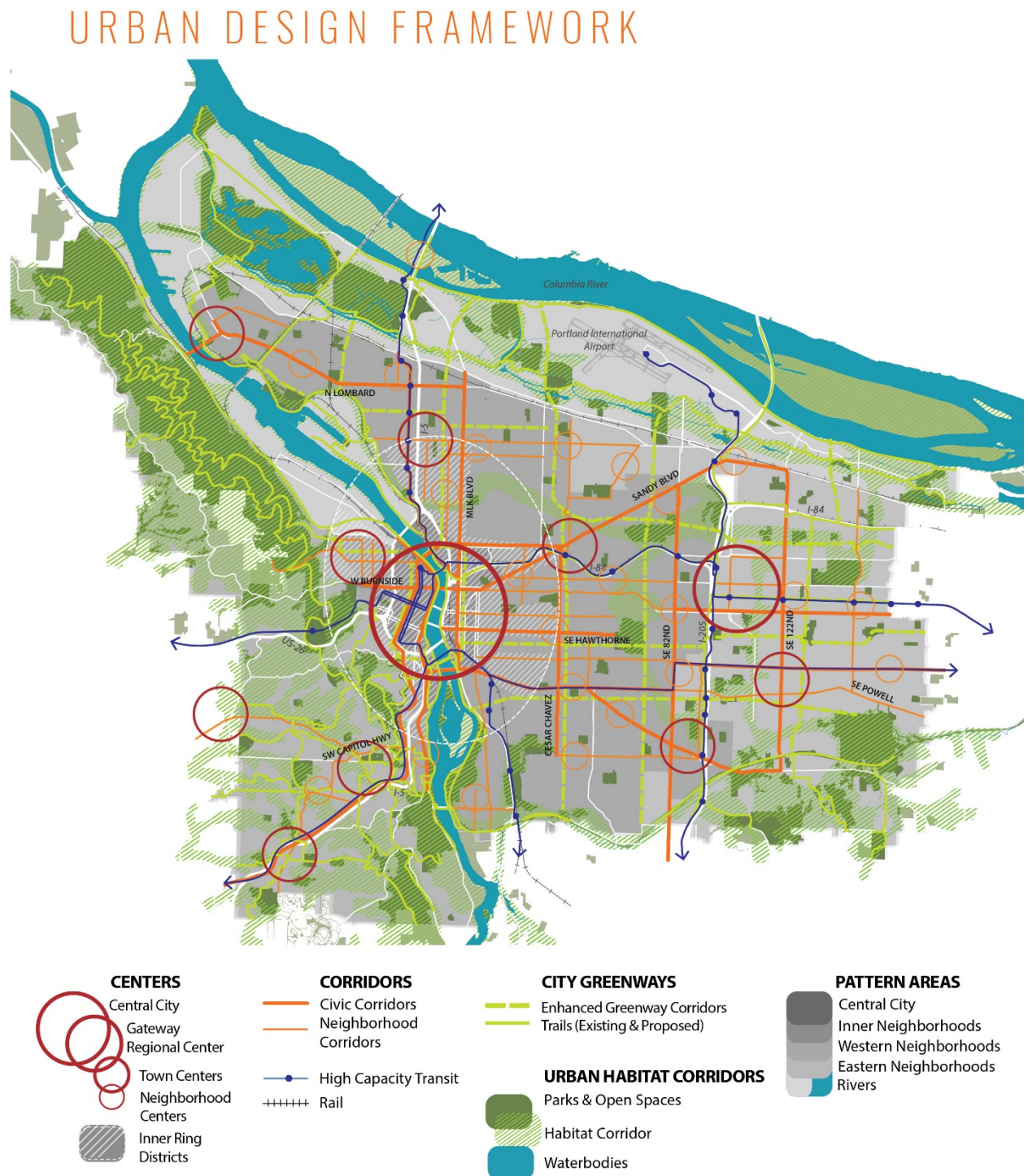


Figure 3-2 Corridors (Corrected)



Figure 3-3 Centers (Corrected)

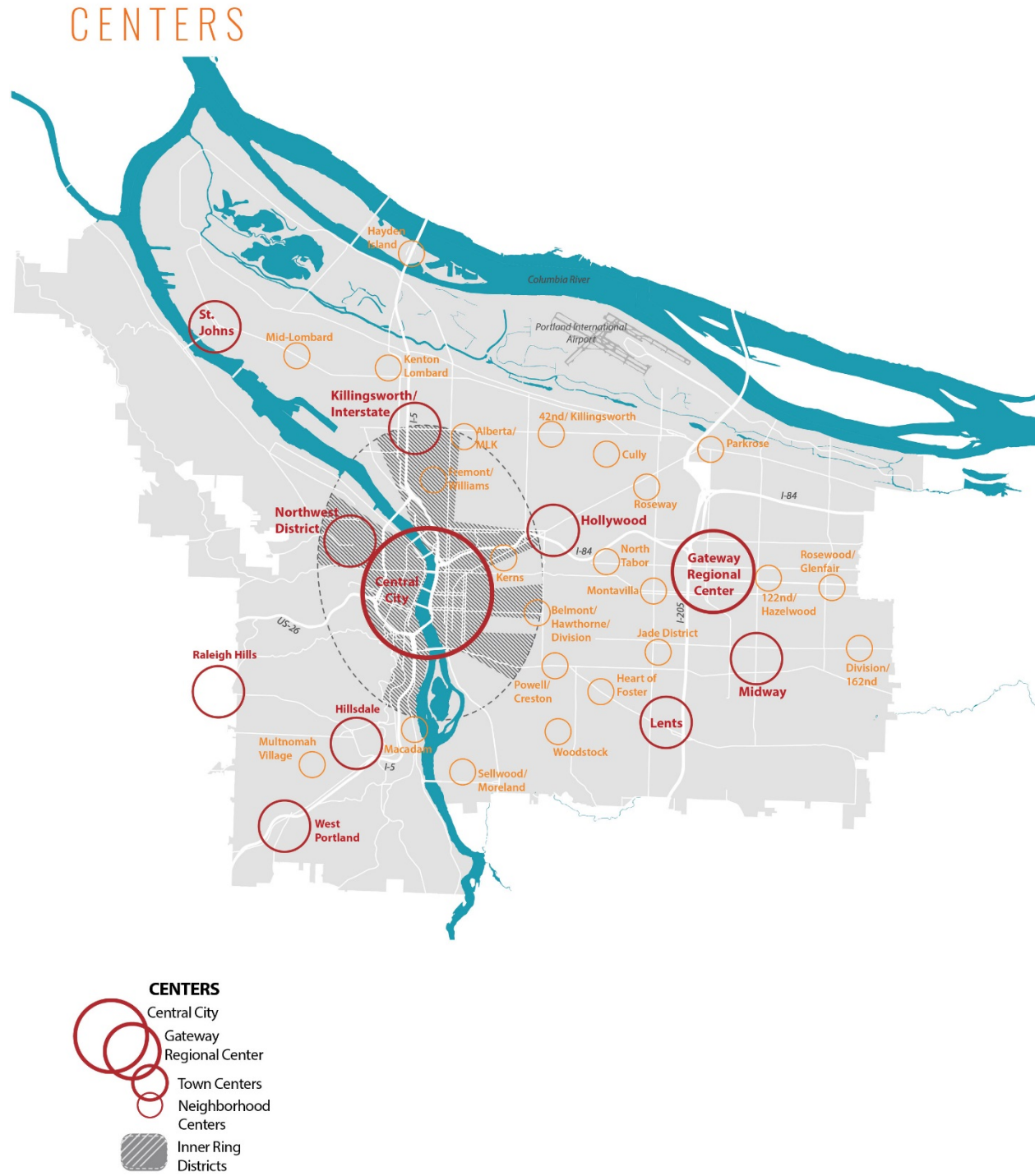


Figure 3-5 City Greenways (Corrected)



CITY GREENWAYS

-  Trails (Existing & Proposed)
-  Enhanced Greenway Corridors
-  Heritage Parkways
-  Parks & Open Spaces

Figure 3-7 Employment Areas (Corrected)

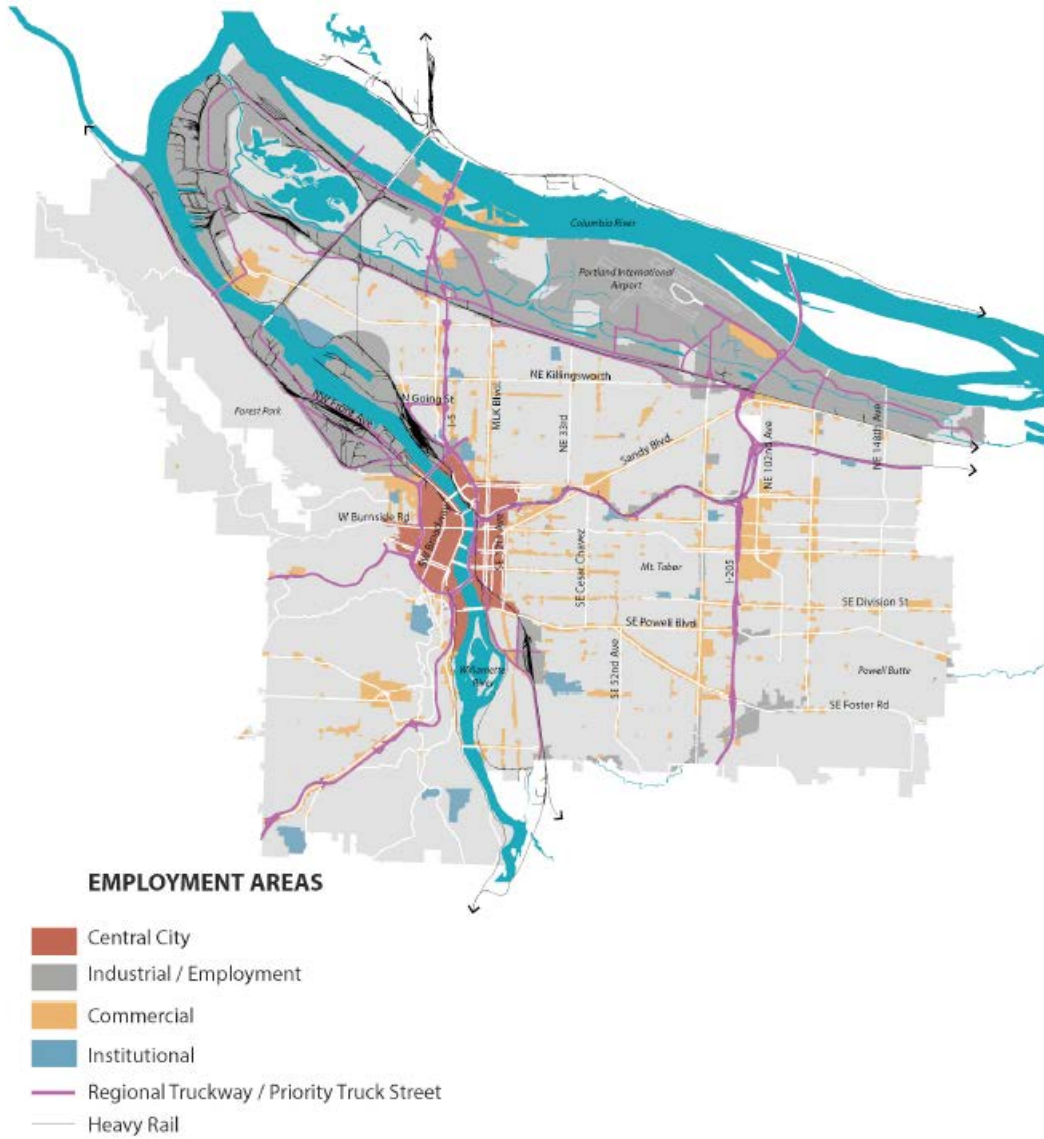


Figure 6-1, Industrial and Employment Districts (Corrected)

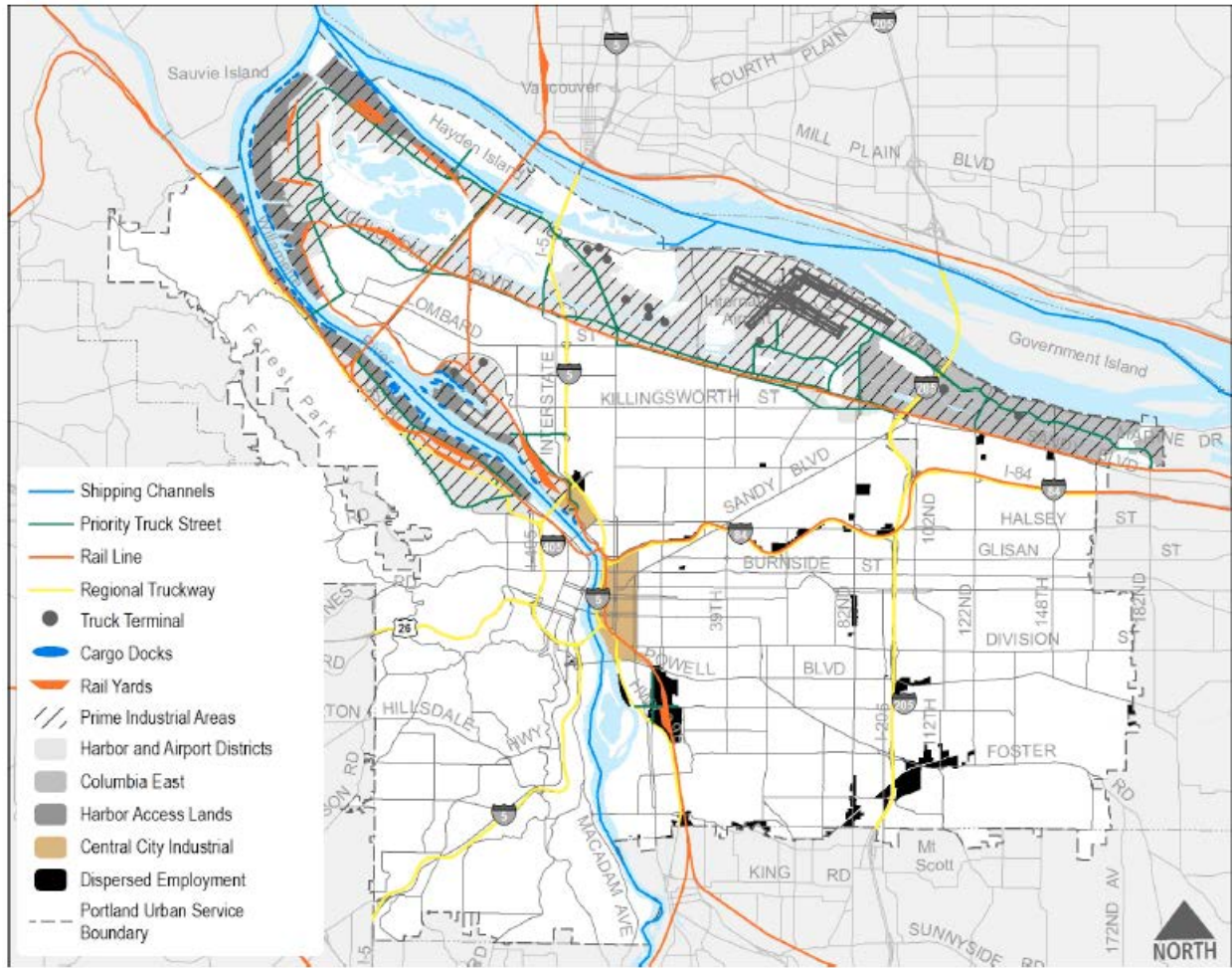


Figure 8-2, Major Public Trails (Corrected)

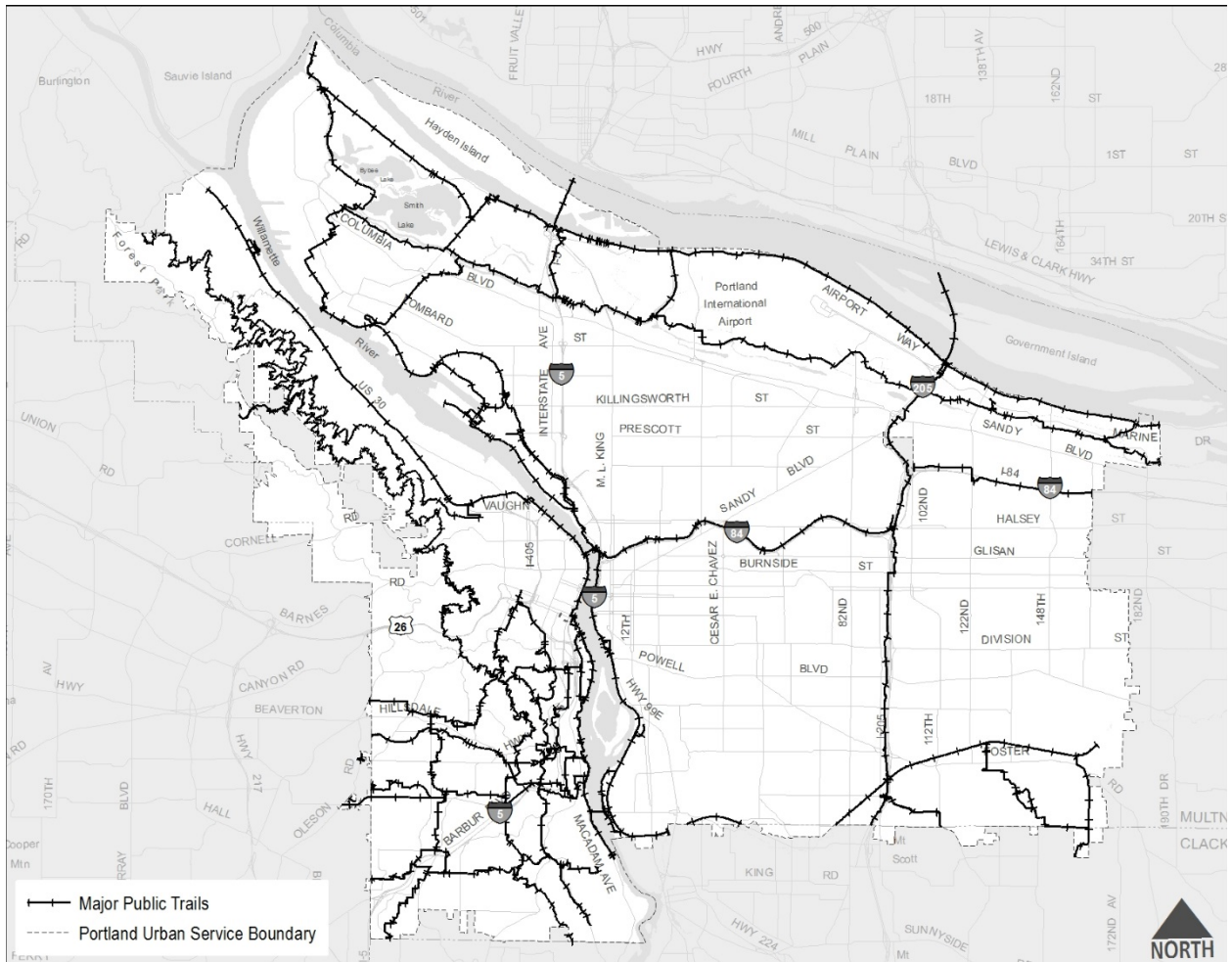


Figure 10-1, Corresponding and Allowed Zones for Each Land Use Designation (Corrected)

LU Designation	Corresponding Zone(s)	Non-corresponding zone(s) that are allowed
Open Space	OS	none
Farm and Forest	RF	OS
Single-Dwelling 20,000	R20	RF, OS
Single-Dwelling 10,000	R10	R20, RF, OS
Single-Dwelling 7,000	R7	R10, R20, RF, OS
Single-Dwelling 5,000	R5	R7, R10, R20, RF, OS
Single-Dwelling 2,500	R2.5	R5, R7, R10, R20, RF, OS
Multi-Dwelling 3,000	R3	R2.5, R5, R7, R10, R20, RF, OS
Multi-Dwelling 2,000	R2	R3, R2.5, R5, R7, R10, R20, RF, OS
Multi-Dwelling 1,000	R1	R2, R3, R2.5, R5, R7, R10, R20, RF, OS
High- Density Multi-Dwelling	RH	R1, R2, R3, R2.5, R5, R7, R10, R20, RF, OS
Central Residential	RX	RH, R1, R2, R3, R2.5, R5, R7, R10, R20, RF, OS
Mixed-Use—Dispersed	CM1, CE	<u>CE</u> , R2, R3, R2.5, R5, R7, OS
Mixed-Use—Neighborhood	CM1, CM2, CE	R2, R3, R2.5, R5, OS
Mixed-Use—Civic Corridor	CM1, CM2, CM3, CE	R1, R2, R3, R2.5, R5, OS
Mixed-Use—Urban Center	CM1, CM2, CM3	<u>IG1, EG1, CE</u> , RH, R1, R2, R2.5, OS
Central Commercial	CX	IH, IG1, IG2, EG1, EG2, EX, CM1, CM2, CM3, CE, RX, RH, R1, R2, R3, R2.5, R5, R7, R10, R20, RF, OS
Mixed Employment	EG1, EG2	IH, IG1, IG2, CM1, CM2, CM3, CE, RF
Central Employment	EX	none
Institutional Campus	CI1, CI2, IR	EG2, EX, CX, CM1, CM2, CM3, CE, R1, R2, R3, R2.5, R5, R7, R10, R20, RF, OS
Industrial Sanctuary	IH, IG1, IG2	RF

Land Use Map Amendments

The Comprehensive Plan Map amendments in this section are organized by City Quadrant (NW, N, NE, etc.), and by type of land use (employment, commercial/mixed use, residential, and open space). Locator Maps are provided within the report below.

Detailed maps may also be viewed online at: www.portlandoregon.gov/bps/mapapp. **Click the Land Use Layer.** All recommended land use changes are shown, and potential City Council amendments are identified by crosshatch shading.

In addition to the changes itemized in this list, the Bureau of Planning and Sustainability published an Errata Memo in November 2015 with a limited list of technical corrections. <http://www.portlandoregon.gov/bps/article/556734>

Northwest Portland

Employment Land Amendments

The following Northwest Portland amendments involve land designated for employment.

Amendment #M38	Location: ESCO multiple taxlots (see map)	Related testimony (for or against): ESCO, NWDA, adjacent property owners.
	Requested by: Mayor, Novick	Service Considerations: US Hwy 30 is projected to be over capacity during PM peak in 2035, near Nicolai. Mitigating ITS project planned in TSP (#60023).
	Change: Re-designate site to Mixed Employment, rather than Industrial Sanctuary, along with abutting sites. Direct BPS to include only the existing ME designated area in the Task 5 zoning map package. ESCO and others being added to the ME area would need to request quasi-judicial change to the zoning map when a specific proposal is ready.	BPS Recommendation: Support
Amendment #M47	Location: 2135 S/ NW 29th Ave and portion of 2135 NW 29 th R307720, part of R30719	Related testimony (for or against): Property owner
	Requested by: Mayor	Service Considerations: US Hwy 30 is projected to be over capacity during PM peak in 2035, near Nicolai. Mitigating ITS project planned in TSP (#60023).
	Change: From Mixed Employment to Multi-Dwelling 2,000	BPS Recommendation: Support

Amendment #M64	Location: Montgomery Park R316392, R316490, R316523	Related testimony (for or against): Naito, NWDA
	Requested by: Mayor, Saltzman	Service Considerations: US Hwy 30 is projected to be over capacity during PM peak in 2035, near Nicolai. Mitigating ITS project planned in TSP (#60023).
	Change: Retain existing EXd rather than the recommended Mixed Employment.	BPS Recommendation: Support.

Minor Northwest Portland Amendments

Staff recommends the following minor map changes to correct errors, address nonconforming situations, and resolve split zoning.

Address	Tax Lot	Map ID	Description	Explanation
No situs--just NW of the sylvan interchange	ROW	B116	R2 area in middle of ROW, should be Mixed Use - Dispersed.	Error
2250 NW Flanders	R216387	B89	Change from RH to Mixed Use – Urban Center	Nonconforming Use

North Portland

Employment Land Amendments

The following North Portland amendments involve land designated for employment.

Amendment #B14	Location: 10504 WI NW St Helens Rd. in Linnton R496306	Related testimony (for or against): Linnton NA
	Requested by: Staff	Service Considerations: Substandard streets and access constraints impact some lots in this area.
	Change: From Industrial Sanctuary to Mixed Employment.	BPS Recommendation: Support. The site is not prime industrial land.

Amendment #B15	Location: Columbia/Hurst R292782, R292781	Related testimony (for or against): None
	Requested by: Staff	Service Considerations: Substandard streets and access constraints impact some lots in this area.
	Change: Multi-Dwelling 2,000 to Industrial Sanctuary.	BPS Recommendation: Support. Union Pacific property.

Amendment #B17	Location: 10048 N Edison St R227228, R323786	Related testimony (for or against): Property owner
	Requested by: Staff	Service Considerations: Substandard streets and access constraints impact some lots in this area.
	Change: Retain split Mixed Employment/Single-Dwelling 5,000 per property owner request.	BPS Recommendation: Support

Amendment #M31	Location: Adidas Campus 5055, 5060, 5115 N Greeley Avenue R307566, R211379, R211376	Related testimony (for or against): Adidas
	Requested by: Mayor	Service Considerations: None
	Change: Change from Mixed Use to Mixed Employment	BPS Recommendation: Support

Mixed Use Amendments

The following North Portland amendments involve mixed use areas.

Amendment #S15	Location: 3309 N Mississippi R139443, R139444, R139445, R139446	Related testimony (for or against): Property owner
	Requested by: Saltzman	Service Considerations: None
	Change: Resolve split zoning on this site near Mississippi and Fremont - apply Mixed Use Urban Center to the entire ownership (Currently split Urban Center/High Density Residential).	BPS Recommendation: Support

Amendment #M26	Location: 5308 N Commercial R297865	Related testimony (for or against): Property owner
	Requested by: Mayor	Service Considerations: None
	Change: Re-designate this site from Multi-Dwelling 1,000 to Mixed Use - Urban Center.	BPS Recommendation: Support. Historic Building owned by McMenamins has potential for a future hotel use. The site is located in a recommended Town Center.

Amendment #M42	Location: N Fremont between Vancouver and Mississippi Multiple Taxlots (See Map)	Related testimony (for or against): Several property owners
	Requested by: Mayor, Saltzman	Service Considerations: Williams is projected to be over capacity east of here in 2035 during the PM Peak. Mitigating factor is frequent transit service and recently installed Williams bikeway.
	Change: Extend the Mixed Use Urban Center along this corridor (Change from Multi-Dwelling 2,000 and Single-Dwelling 2,500).	BPS Recommendation: Support.

2035 Comprehensive Plan – Council Amendments

Amendment #M65	Location: 3410 N Williams & 19 NE Ivy St R308625, R308624	Related testimony (for or against): Property owner, Eliot NA, neighbors.
	Requested by: Mayor, Novick	Service Considerations: Williams is projected to be over capacity here in 2035 during the PM Peak. Mitigating factor is frequent transit service and recently installed Williams bikeway.
	Change: Change from RXd to Mixed Use - Urban Center to allow for ground floor retail.	BPS Recommendation: Support.

Amendment #M70	Location: Hayden Island Multiple Taxlots (See Map)	Related testimony (for or against): None
	Requested by: Mayor	Service Considerations: Interstate 5 is over capacity at the PM peak here. No secondary bridge access to the island.
	Change: Change from Mixed Use – Dispersed to Mixed Use-Neighborhood - this implements a corresponding policy amendment in Figures 3-1 and 3-3.	BPS Recommendation: Support, with the caveat that a secondary bridge access to the island is added to the unconstrained portion of the TSP list.

Residential Amendments

The following North Portland amendments involve residential designations.

Amendment #M30	Location: 9130, 9131, 9221, and 9222 N Lombard St. R133512, R180874, R579187, R133511	Related testimony (for or against): Various individuals
	Requested by: Mayor	Service Considerations: None
	Change: From Mixed Use to Multi-Dwelling 1,000	BPS Recommendation: Support

Amendment #F68	Location: 6858, 6846, 6838, 6832, 6822 N. Willamette	Related testimony (for or against): University Park NA
	R175816, R175815, R175814, R175813, R175812	
	Requested by: Fritz	Service Considerations: Substandard streets and stormwater constraints in the area.
	Change: From Mixed Use to Single-Dwelling 5,000	BPS Recommendation: Support

Minor North Portland Amendments

Staff recommends the following minor map changes to correct errors, address nonconforming situations, and resolve split zoning.

Address	Tax Lot	Map ID	Description	Explanation
N Omaha Greenway	ROW	B106	Change to OS	Open Space
6840 N MARINE DR	R325198	B16	Rectifying minor split-zoned situation on Port property designated OS.	Split Designation
9453 N St Louis	R228766	B19	Split R1/R2. Change to R1	Split Designation
9445 N St Louis	R228765	B20	Split R1/R2. Change to R1	Split Designation
4503-4515 N Interstate	R158268	B115	Split R2 with Mixed Use. Change to Mixed Use - Urban Center	Split Designation

Northeast Portland

Employment Land Amendments

The following Northeast Portland amendments involve land designated for employment.

Amendment #B22	Location: 2626 NE Dekum R190887	Related testimony (for or against): Property owner
	Requested by: Staff	Service Considerations: None
	Change: From Institutional Campus to Mixed Use Neighborhood	BPS Recommendation: Support

Amendment #M33	Location: Broadmoor Golf Course R315193 (See Map)	Related testimony (for or against): Property owner
	Requested by: Mayor, Saltzman, Novick	Service Considerations: Road, stormwater, water and sewer service improvements will be needed with development. TSP project 40073 is intended to improve access here.
	Change: Add Industrial Sanctuary designation on a portion of the site (Change from Open Space).	BPS Recommendation: Support – This addition helps balance employment land supply.

Amendment #M34	Location: Riverside Golf Club R280037, R280039, R280064, R280041, R280042, R280066, R280068	Related testimony (for or against): Riverside Golf Club and members, Portland Business Alliance, Portland Parks Board, many other individuals.
	Requested by: Mayor, Fritz, Saltzman	Service Considerations: Road, stormwater, water and sewer service improvements will be needed with development. TSP project 40073 is intended to improve access here.
	Change: Remove Industrial Sanctuary designation, restore Open Space.	BPS Recommendation: No change. This creates tighter employment land supply.

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Amendment #M36	Location: City Bible Church R318429	Related testimony (for or against): City Bible Church
	Requested by: Mayor	Service Considerations: Stormwater constraints.
	Change: Remove Institutional Campus designation from this site at 9200 NE Fremont, return to Multi-Dwelling 2,000.	BPS Recommendation: Support

Amendment #M49	Location: PepsiCo R278421	Related testimony (for or against): PepsiCo
	Requested by: Mayor	Service Considerations: None
	Change: Change the Pepsi block at 27th and Sandy from Mixed Use to Mixed Employment.	BPS Recommendation: Support

Amendment #M67	Location: 4609-4615 NE HOYT ST	Related testimony (for or against): Providence
	Requested by: Mayor	Service Considerations: None
	Change: Retain Multi-Dwelling 1,000 on this hospital-owned residential property, rather than the new Institutional Campus designation.	BPS Recommendation: Support

Mixed Use Amendments

The following Northeast Portland amendments involve mixed use areas.

Amendment #M24	Location: 4008 NE MLK (including 4003 and 4009 NE Grand) R207414, R207416, R207415	Related testimony (for or against): Micro Enterprise Services of Oregon
	Requested by: Mayor	Service Considerations: Nearby sections of MLK are projected to be over capacity during PM Peak in 2035. Mitigating factor is frequent transit service, good bike access, and possible future streetcar service.
	Change: From High Density Multi-Dwelling to Mixed Use - Urban Center.	BPS Recommendation: Support.

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Amendment #B24	Location: 216 and 301 NE Knott R504990, R102193	Related testimony (for or against): Mult. Co. Library
	Requested by: Staff	Service Considerations: MLK is expected to be over capacity near this location in 2035 during PM Peak. Mitigating factor is proximity to Central City, good bike access, and access to several frequent service transit lines, including streetcar.
	Change: From Multi-Dwelling 2,000 to Mixed Use Urban Center	BPS Recommendation: Support

Amendment #M27	Location: 2537 NE 56th and 5540 NE Sandy R259619, R259620	Related testimony (for or against): Property owner, Rose City Park NA
	Requested by: Mayor	Service Considerations: None
	Change: From Multi-Dwelling 1,000 to Mixed Use Civic Corridor	BPS Recommendation: Support

Amendment #B34	Location: 5933 NE Flanders R296835	Related testimony (for or against): Property owner
	Requested by: Staff	Service Considerations: NE Glisan is expected to be over capacity in 2035 during the PM peak. Mitigating factor is proximity to MAX station.
	Change: From High Density Multi-Dwelling to Mixed Use - Neighborhood	BPS Recommendation: Support

Amendment #B37	Location: 5905 NE Halsey St Multiple Taxlots (See Map)	Related testimony (for or against): Rose City Park NA, various individuals
	Requested by: Staff	Service Considerations: None
	Change: All properties in this node should have been Mixed Use - Neighborhood with exception of R274296 (now in record 77). Record #75.	BPS Recommendation: Support.

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Amendment #M39	Location: 3436 NE 48th and 3430 NE 50th R260940, R260905, R260906	Related testimony (for or against): Property owners
	Requested by: Mayor, Fritz, Novick	Service Considerations: None
	Change: Change from Multi-Dwelling 2,000 to Mixed Use - Neighborhood.	BPS Recommendation: Support

Amendment #M43	Location: 200-210, 211, 216, 223, 224, 230, 231-233 NE 28th Multiple Taxlots (See Map)	Related testimony (for or against): Property owners
	Requested by: Mayor	Service Considerations: None
	Change: Change several properties from Multi-Dwelling 1,000 to Mixed Use Urban Center.	BPS Recommendation: Support. Many subject properties are existing commercial uses.

Amendment #M44	Location: NE 57th Multiple Taxlots (See Map)	Related testimony (for or against): Cully NPI
	Requested by: Mayor	Service Considerations: None
	Change: From Multi-Dwelling 2,000 to Mixed Use Neighborhood on NE 57 th , from Fremont to Cully.	BPS Recommendation: Support

Amendment #M46	Location: Area abutting (but outside of) the Central City, near NE 16th and Irving. Multiple Taxlots (See Map)	Related testimony (for or against): Property owner
	Requested by: Mayor	Service Considerations: Irving is expected to be over capacity in 2035 during PM peak here. Mitigating factor is close proximity (walking distance) to Central City.
	Change: Retain the existing CX designation, rather than applying the new Mixed-Use designations	BPS Recommendation: Support

Residential Amendments

The following Northeast Portland amendments involve residential designations.

Amendment #M21	Location: 1101-1115 NE 21st Ave R316806, R316807	Related testimony (for or against): Property owner, Sullivan’s Gulch neighbors
	Requested by: Mayor	Service Considerations: 20th is expected to be over capacity during PM peak in this location in 2035. Mitigating factor is close proximity to Central City, and proximity to future Sullivan's Gulch Trail (TSP #20110).
	Change: From Mixed Use back to High Density Multi-Dwelling.	BPS Recommendation: Support

Amendment #B23	Location: 4736 and 4752 NE Going R317837, R318046	Related testimony (for or against): Property owner
	Requested by: Staff	Service Considerations: Substandard streets in this area.
	Change: From Single-Dwelling 5,000 to Multi-Dwelling 3,000	BPS Recommendation: Support

Amendment #B25	Location: 313 NE Morris St R308752	Related testimony (for or against): None
	Requested by: Staff	Service Considerations: None
	Change: New development already built. Change entire site to High Density Multi-Dwelling to reflect new development.	BPS Recommendation: Support

Amendment #N25	Location: 5640, 5620-24, 5606 NE Killingsworth R318143, R317924, R317692 (north half)	Related testimony (for or against): Habitat for Humanity
	Requested by: Novick	Service Considerations: None
	Change: From Multi-Dwelling 3,000 to Multi-Dwelling 2,000	BPS Recommendation: Support

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Amendment #M45	Location: NE 60 th Avenue Multiple Taxlots (See Map)	Related testimony (for or against): Rose City Park Neighborhood Association
	Requested by: Mayor, Saltzman	Service Considerations: Substandard streets and stormwater constraints in this area. Mitigating factor is proximity to MAX station.
	Change: Reconfigure the High Density Multi-Dwelling designation north of the 60th Ave Max Station in Rose City Park to be more linear, following NE 60th. This is a tentative amendment request pending neighborhood and property owner discussion.	BPS Recommendation: Support
Amendment #M62	Location: Between 17st and 21st on the north side of Weidler Multiple Taxlots (See Map)	Related testimony (for or against): Sullivan’s Gulch, various neighbors
	Requested by: Mayor	Service Considerations: None
	Change: From Mixed Use to High Density MultiDwelling	BPS Recommendation: Support
Amendment #M63	Location: Between 21st and 24th on the north side of Weidler Multiple Taxlots (See Map)	Related testimony (for or against): Sullivan’s Gulch, various neighbors
	Requested by: Mayor	Service Considerations: None
	Change: From Mixed Use to Multi-Dwelling 1,000	BPS Recommendation: Support
Amendment #M71	Location: 60th Avenue MAX Station Multiple Taxlots (See Map)	Related testimony (for or against): Rose City Park NA
	Requested by: Mayor	Service Considerations: Substandard streets and stormwater constraints in this area. Mitigating factor is proximity to MAX station.
	Change: Change all High Density Multi-Dwelling to Multi-Dwelling 1,000 within this station area.	BPS Recommendation: Support.

Amendment #F81	Location: 6133, 6134, 6150, and 6151 NE Davis; 21-25, 35, 105, 115, and 215 NE 62nd. R230719, R230718, R230676, R230675, R230717, R230684, R230681, R230680, R230677	Related testimony (for or against): Property owner
	Requested by: Mayor, Novick, Fritz	Service Considerations: East Burnside is expected to be over capacity at this location in 2035 during the PM Peak. Mitigating factor is proximity to MAX station.
	Change: From Single-Dwelling 5,000 to Multi-Dwelling 2,000.	BPS Recommendation: Support

Amendment #B120	Location: South of NE Lombard near NE 22nd	Related testimony (for or against): None
	Requested by: Staff	Service Considerations: Substandard streets and stormwater constraints in this area.
	Change: From Single-Dwelling 2,500 to Single-Dwelling 5,000	BPS Recommendation: Support

Amendment #B121	Location: NE Prescott & 62 nd	Related testimony (for or against): Cully NPI
	Requested by: Staff	Service Considerations: Substandard streets in this area.
	Change: From Single-Dwelling 5,000 to Multi-Dwelling 2,000	BPS Recommendation: Support

Minor Northeast Portland Amendments

Staff recommends the following minor map changes to correct errors, address nonconforming situations, and resolve split zoning.

Address	Tax Lot	Map ID	Description	Explanation
NE Buffalo St	R317474, R317491, R317578, R317426	B103	Return to IG - private property. Incorrectly designated OS.	Error

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Central City Boundary	Multiple (See Map)	B105	Correct an error in the Central City boundary	Error
8406 NE Knott St	R211205	B36	Subdivision of 4-plexes on 5400 sq ft lots. Change from EG to R1.	Nonconforming
1602-1620 NE 84TH AVE	R251427	B21	10-plex in R2.5 on 20,000 sq ft lot. Change to R2.	Nonconforming residential density
433 NE 66TH AVE	R227078	B67	Split R5/R2. Duplex. Change to R2.	Nonconforming residential density/ split designation
4210 NE Shaver	R125686	B26	Change to R2	Nonconforming residential density
421-425 NE 66TH AVE	R227079	B49	Duplex abutting 433 NE 66th. Change to R2.	Nonconforming residential density
5324 NE Hassalo	R251036	B27	Split R1/R5. Change to R5	Split Designation
5408 NE Hassalo	R251037	B27	Split R1/R5. Change to R5	Split Designation
5418-5420 NE HASSALO	R251038	B27	Split R1/R5. Change to R5	Split Designation
7931 NE Halsey	R170398	B30	Split Mixed Use and Mixed Employment. Change to Mixed Employment.	Split Designation
6023 NE Hoyt	R112051	B35	Split RH/R1. Change to R1.	Split Designation
5920 NE Glisan	R296824	B32	Split R1/Mixed Use. Change to Mixed Use Neighborhood.	Split designation
2646 NE Glisan	R313684	B33	Split R1/Mixed Use. Change to Mixed Use Urban Center.	Split designation
520-536 NE 72ND AVE	R119354	B65	Split UC/R5 . Change to Mixed Use Neighborhood.	Split designation
7131-7145 WI/ NE GLISAN ST	R119344	B66	Split UC/R5. Change to Mixed Use Neighborhood.	Split designation
2508 NE EVERETT ST	R158622	B73	Da Vinci Middle School. Split R2.5/ME. Change to R2.5.	Split designation
111 NE 28TH AVE	R316845	B74	COCA-COLA CO. Split R2.5/ME. Change to Mixed Employment.	Split designation

East Portland

Employment Land Amendments

The following East Portland amendments involve land designated for employment.

Amendment #S9	Location: Kmart site at 122nd/Sandy R318518, R276735	Related testimony (for or against): Property owner
	Requested by: Saltzman	Service Considerations: The area has stormwater constraints. Mitigating factor is the large site size, which allows a variety of stormwater management options.
	Change: Apply Mixed Use - Civic Corridor on this site. Remove recommended Mixed Employment.	BPS Recommendation: No change. This site is well suited as employment land, and is abutting the Columbia Corridor. The higher wage jobs that come with employment land is a higher priority here.

Amendment #M68	Location: Post Office near Rossi Farm R276734	Related testimony (for or against): None
	Requested by: Mayor	Service Considerations: The area has stormwater constraints. Mitigating factor is the large site size, which allows a variety of stormwater management options.
	Change: From Mixed Use - Civic Corridor to Mixed Employment	BPS Recommendation: Support

Amendment #F72	Location: Rossi Farm Multiple taxlots (See Map)	Related testimony (for or against): Rossi family, numerous other individuals.
	Requested by: Fritz, Mayor, Novick	Service Considerations: The area has stormwater constraints. Mitigating factor is the large site size, which allows a variety of stormwater management options.
	Change: Re-designate a portion of the site from Mixed Employment to Mixed Use - Civic Corridor	BPS Recommendation: Support

Mixed Use Amendments

The following East Portland amendments involve mixed use areas.

Amendment #B1	Location: 15706 E Burnside R217944	Related testimony (for or against): Property owner
	Requested by: Staff	Service Considerations: Substandard streets in this area.
	Change: Change from Multi-Dwelling 1,000 to Mixed Use - Dispersed	BPS Recommendation: Support. This helps activate a station area.

Amendment #B2	Location: 341 SE 109th R320059	Related testimony (for or against): Property owner
	Requested by: Staff	Service Considerations: Substandard streets in this area.
	Change: From Single-Dwelling 2,500 to Mixed Use - Civic Corridor.	BPS Recommendation: Support

Amendment #M40	Location: 2405 SE 142nd Ave 236431	Related testimony (for or against): Human Solutions
	Requested by: Saltzman, Mayor	Service Considerations: SE Powell is expected to be over capacity in 2035 during the PM peak at this location. Mitigating factor is TSP Project #80032, which includes widening the street to three lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility.
	Change: From Multi-Dwelling 3,000 to Mixed Use Neighborhood	BPS Recommendation: Support

Amendment #M61	Location: MAX Greenline Platforms and Stations	Related testimony (for or against): Trimet
	ROW (See Map)	
	Requested by: Mayor	Service Considerations: None
	Change: From Open Space to Mixed Use	BPS Recommendation: Support. MAX stations abutting the I-205 right of way are currently designated OS, as is the I-205 corridor. Change the designation at the station platforms to Mixed Use to facilitate additional active use at these stations.

Amendment #M69	Location: Gateway MAX Platform	Related testimony (for or against): None
	ROW (See Map)	
	Requested by: Staff	Service Considerations: None
	Change: From Open Space to CX	BPS Recommendation: Support

Amendment #M76	Location: 10050 NE PACIFIC ST, 811 and 837 NE 102ND AVE.	Related testimony (for or against): Property owner
	R319485, R319484, R319514, R319643	
	Requested by: Mayor	Service Considerations: None
	Change: From RX to CX	BPS Recommendation: Support.

Residential Amendments

The following East Portland amendments involve residential designations.

Amendment #B4	Location: 6251 SE 136th	Related testimony (for or against): Property owner
	R201411	
	Requested by: Staff	Service Considerations: SE Foster Rd. and SE 136 th are expected to be over capacity in 2035 at this location. There are substandard streets in this area.
	Change: Change this property from Single – Dwelling 5,000 back to Multi-Dwelling 2,000.	BPS Recommendation: Support. This is an existing manufactured home park.

Amendment #B119	Location: Jade Opportunity Area, SE 84th & Clinton	Related testimony (for or against): None
	Multiple Taxlots (See Map)	
	Requested by: Staff	Service Considerations: Substandard streets in this areas. A limited number of properties here would require water extensions of more than 100' to serve.
	Change: From Multi-Dwelling 2,000 to Multi-Dwelling 1,000	BPS Recommendation: Support

Minor East Portland Amendments

Staff recommends the following minor map changes to correct errors, address nonconforming situations, and resolve split zoning.

Address	Tax Lot	Map ID	Description	Explanation
750 SE 122nd	R331915	B3	Change from R3 to Mixed Use Civic Corridor.	Nonconforming Use
13909 - 13923 SE Stark	R109514	B5	Change from R1 to Mixed Use Civic Corridor.	Nonconforming Use
16955 SE Division	R337923	B6	Change from R3 to Mixed Use Civic Corridor.	Nonconforming Use
1027 NE 122nd	R119999	B7	Change to Mixed Use Civic Corridor.	Nonconforming Use
9 NE 120th	R175182	B8	Change to Mixed Use Civic Corridor.	Nonconforming Use
1610-1620 & 1706 SE 130th	R143957, R143955	B9	Nonconforming use in R7 & IR. Daycare use - change to Mixed Use Dispersed.	Nonconforming Use
12661 SE Powell	R334288	B10	Change from R2 to Mixed Use Neighborhood.	Nonconforming Use
10310 NE Glisan	R319822	B11	Change from R2 to Mixed Use Urban Center.	Nonconforming Use
12105 NE Prescott	R318479	B12	Russellville Grange . Change to Mixed Use Civic Corridor.	Nonconforming Use
16111 SE Foster Rd	R532508	B45	New property acquired by BES. Change to OS.	Open Space

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8535 w/SE Powell	R193449	B13	Same owner as prop to west. Change from R2 to Mixed Use Civic Corridor.	Split Designation
5605 SE 111th	R167701	B117	Split R7/ME. Change to Mixed Employment.	Split Designation

Southeast Portland

Employment Land Amendments

The following Southeast Portland amendments involve land designated for employment.

Amendment #M52	Location: 3717, 4235, and 4421 SE 17th, and 1612, 1639 SE Holgate	Related testimony (for or against): None
	R117996, R117997, R117998, R117995, R117932, R117933, R117934, R162559	
	Requested by: Mayor	Service Considerations: Holgate is expected to be over capacity in 2035 between 17th and 26th at PM peak. Mitigating factor is new Milwaukie LRT and reconstructed 17 th Ave.
	Change: From Mixed Use - Dispersed to Mixed Employment	BPS Recommendation: Support

Amendment #M53	Location: 1611 and 1621 SE PARDEE ST	Related testimony (for or against): None
	R143029, R167839, R167838	
	Requested by: Mayor	Service Considerations: Holgate is expected to be over capacity in 2035 between 17th and 26th at PM peak. Mitigating factor is new Milwaukie LRT and reconstructed 17 th Ave.
	Change: From Mixed Use - Dispersed to Mixed Employment.	BPS Recommendation: Support

Mixed Use Amendments

The following Southeast Portland amendments involve mixed use areas.

Amendment #S8	Location: Portland Nursery, 5050 SE Stark R233571, R233572, R233569, R233557, R233558, R233560, R233568	Related testimony (for or against): Portland Nursery, Mt. Tabor NA
	Requested by: Saltzman	Service Considerations: None
	Change: From split Single-Dwelling 2,500/Mixed Use Dispersed to all Mixed Use - Dispersed	BPS Recommendation: No Change. Staff recommends instead allowing Nursery operations as a Conditional Use in residential zones.
Amendment #N15	Location: 822 SE 15th R150663	Related testimony (for or against): Property owner, Buckman NA, various individuals
	Requested by: Novick	Service Considerations: None
	Change: From Multi-Dwelling 1,000 to Mixed Use - Urban Center.	BPS Recommendation: No change. Support PSC recommendation. A designation change does not provide certainty about preservation.
Amendment #S20	Location: SE Belmont/Morrison between 16 th and 19 th	Related testimony (for or against): Buckman NA
	Requested by: Saltzman, Novick	Service Considerations: None
	Change: Remove recommended Mixed Use (Change #62) and restore Multi-Dwelling 1,000 and Single-Dwelling 2,500, in response to Buckman neighborhood testimony.	BPS Recommendation: No change. The properties in question are occupied by commercial uses.
Amendment #M22	Location: 1421 SE Stark R124418	Related testimony (for or against): Property owner, Buckman NA
	Requested by: Mayor	Service Considerations: None
	Change: Change to Mixed Use - Urban Center to match abutting lot in same ownership (from .Multi-Dwelling 1,000).	BPS Recommendation: Support

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Amendment #M23	Location: 3905 and 3915 SE Main R281214, R281215	Related testimony (for or against): Property owner
	Requested by: Mayor	Service Considerations: None
	Change: Change this and the abutting parcel from Single-Dwelling 2,500 to Mixed Use - Civic Corridor.	BPS Recommendation: Support

Amendment #M28	Location: SE 60th/Belmont R221949, R221945, R221947, R221948, R332852, R332709, R332777, R332710	Related testimony (for or against): Mt. Tabor NA, Property owner
	Requested by: Mayor, Novick	Service Considerations: 60th is expected to be over capacity at some locations north of here in 2035 during the PM peak. Mitigating factor is TSP Project # 70006, which includes signal and intersection improvements on 60 th at Belmont, Stark, Burnside, and Glisan.
	Change: Change from Mixed Use - Dispersed to Mixed Use - Neighborhood due to larger scale adjacent buildings.	BPS Recommendation: Support

Amendment #M29	Location: 7224, 7234, and 7244 SE Knight. R140271, R140270, R140269	Related testimony (for or against): None
	Requested by: Mayor	Service Considerations: None
	Change: Change a portion of the block northeast of the corner of SE 72nd and Woodstock from Single-Dwelling 2,500 to Mixed Use – Neighborhood.	BPS Recommendation: Support

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Amendment #M35	Location: SE 17th and Sherrett, SE 17 th and Nehalem	Related testimony (for or against): Property owner, Sellwood NA
	Multiple Taxlots (See Map)	
	Requested by: Mayor	Service Considerations: 17th is expected to be over capacity in 2035 in this area at PM peak. Mitigating factor is proximity to Milwaukie LRT – Tacoma stop, and Springwater Corridor trail.
	Change: Add Multi-Dwelling 1,000 and Mixed Use - Neighborhood to several parcels.	BPS Recommendation: Support

Amendment #M48	Location: Park Family properties at 92nd and Powell	Related testimony (for or against): Property owner
	R244984, R244983, R244985, R244986	
	Requested by: Mayor	Service Considerations: None
	Change: From Mixed Employment to Mixed Use - Neighborhood.	BPS Recommendation: Support

Amendment #M50	Location: Portland Nursery - 92 nd and Division	Related testimony (for or against): Portland Nursery
	Multiple Taxlots (See Map)	
	Requested by: Mayor, Saltzman, Novick	Service Considerations: 92nd Avenue is expected to be over capacity in 2035 during PM peak North of Division. Mitigating factor is proximity to Green Line MAX station, and future HCT service on Division.
	Change: Extend Mixed Use - Civic Corridor designation south where nursery operations already exist; extend east to 92nd. Expand Multi-Dwelling 1,000 in vicinity.	BPS Recommendation: Support

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Amendment #M54	Location: SE Belmont (42nd to 49th)	Related testimony (for or against): Sunnyside NA, Mt. Tabor NA
	Multiple Taxlots (See Map)	
	Requested by: Mayor, Novick	Service Considerations: None
	Change: Extend Mixed Use - Urban Center designation from 42nd to 49th	BPS Recommendation: Support

Amendment #M55	Location: SE Division (44th to 51st)	Related testimony (for or against): Richmond NA, various individuals
	Multiple Taxlots (See Map)	
	Requested by: Mayor, Novick	Service Considerations: None
	Change: Extend Mixed Use - Urban Center designation from 44th to 51st	BPS Recommendation: Support

Amendment #F61	Location: SE 51st and Hawthorne	Related testimony (for or against): Mt. Tabor NA
	Multiple Taxlots (See Map)	
	Requested by: Fritz	Service Considerations: None
	Change: The segment east of SE 50th to Mixed Use - Neighborhood and direct staff to use CM1 as zone.	BPS Recommendation: Support

Amendment #F62	Location: 1208 SE Boise and 4214 SE 12th	Related testimony (for or against): Property owner
	R172011, R172010	
	Requested by: Fritz, Saltzman	Service Considerations: None
	Change: From Single-Dwelling 2,500 to Mixed Use - Neighborhood	BPS Recommendation: Support

Residential Amendments

The following Southeast Portland amendments involve residential designations.

Amendment #S12	Location: 17th/Insley	Related testimony (for or against): Sellwood NA, Property owners
	Multiple Taxlots (See Map)	
	Requested by: Saltzman, Novick	Service Considerations: McLoughlin is expected to be over capacity in 2035 in this area during PM peak. Mitigating factor is close proximity to Milwaukie LRT, even if the station is not as close as planned.

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	Change: Reconsider down-designations in the vicinity of SE 17th and Insley. Restore High Density Multi-Dwelling.	BPS Recommendation: No Change. Support PSC recommendation because intended LRT stop was never built. LRT stop is about ½ mile away.
Amendment #S21	Location: Buckman Change #348 (R5 area between 14 th , Morrison, 20 th , Stark)	Related testimony (for or against): Buckman NA, various individuals
	Multiple Taxlots (See Map)	
	Requested by: Saltzman, Fritz	Service Considerations: None
	Change: Remove recommended Single-Dwelling 2,500 and restore Single-Dwelling 5,000.	BPS Recommendation: No change. The existing development in the area is predominantly built to the R2.5 density.
Amendment #S22	Location: 1910 SE Stark and Vicinity - Buckman Change #928	Related testimony (for or against): Buckman NA, various individuals
	R167885, R167886, R167887	
	Requested by: Saltzman, Fritz	Service Considerations: None
	Change: Remove recommended Multi-Dwelling 2,000 and restore Single-Dwelling 5,000.	BPS Recommendation: No change. The existing development is multi-dwelling. Opportunity for affordable housing.
Amendment #N24	Location: South end of Westmoreland Park near SE Nehalem and 23rd	Related testimony (for or against): Property owner
	Requested by: Novick	Service Considerations: McLoughlin and Tacoma are both expected to be over capacity in this area in 2035 during PM peak. Substandard streets and stormwater constraints in the area. Mitigating factor is close proximity to Milwaukie LRT – Tacoma Station, and access to Springwater Corridor trail.
	Change: From Single-Dwelling 5,000 to Multi-Dwelling 2,000	BPS Recommendation: Support
Amendment #B42	Location: 715 SE 62nd Ave R114528	Related testimony (for or against): Property owner

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	Requested by: Staff	Service Considerations: None
	Change: From Multi-Dwelling 2,000 to Single-Dwelling 5,000	BPS Recommendation: Support. Better transition.

Amendment #M51	Location: Section of Ardenwald, bounded by SE Tenino, SE Chavez, Springwater Corridor, and 45th.	Related testimony (for or against): None
	Multiple Taxlots (See Map)	
	Requested by: Mayor	Service Considerations: Johnson Creek Blvd. is expected to be over capacity in this area in 2035 during PM peak. Substandard streets and stormwater constraints.
	Change: From Single-Dwelling 2,500 to Single-Dwelling 5,000	BPS Recommendation: Support

Amendment #B70	Location: 6136, 6140, 6144, and 6148 SE DUKE ST, 6529, 6539, 6525, 6521, and 6509 SE 62ND AVE	Related testimony (for or against): None
	Requested by: Staff	Service Considerations: None
	Change: Retain Single-Dwelling 2,500 per recent land use history	BPS Recommendation: Support

Amendment #B71	Location: 2913 SE Stark R126057	Related testimony (for or against): None
	Requested by: Staff	Service Considerations: None
	Change: Revert northern edge of parcel to Single-Dwelling 2,500 (rather than Mixed Use - Dispersed) .	BPS Recommendation: Support

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Amendment #B72	Location: 3027, 3033, 3039, 3051, and 3059 SE Alder Ct.	Related testimony (for or against): Property owner
	Multiple Taxlots (See Map)	
	Requested by: Staff	Service Considerations: SE 30 th is expected to be over capacity in 2035 during the PM peak at this location. Mitigating factor is proximity to frequent transit service.
	Change: From Single-Dwelling 5,000 to Multi-Dwelling 2,000	BPS Recommendation: Support

Amendment #M74	Location: Eastmoreland	Related testimony (for or against): Eastmoreland NA, Housing Land Advocates
	Mutiple Taxlots (See Map)	
	Requested by: Mayor	Service Considerations: McLoughlin and Bybee are both expected to be over capacity in this area in 2035 during PM peak. Mitigating factor is proximity to Milwaukie LRT – Bybee station.
	Change: Entire Eastmoreland Plan District from Single-Dwelling 5,000 to Single Dwelling 7,000	BPS Recommendation: No change. Concur with PSC recommendation to retain R5 for plan district based on analysis of lot sizes and prevalent pattern. PSC also considered, but did not support, a staff proposal to change to R7 the portions of the plan district with the highest concentration of lots over 6,370 square feet (R7 minimum lot size), north of Bybee.

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Amendment #M75	Location: Woodstock and Chavez	Related testimony (for or against): Eastmoreland NA
	Mutiple Taxlots (See Map)	
	Requested by: Mayor	Service Considerations: Some substandard streets in the area, and steep slopes.
	Change: Change the Single-Dwelling 2,500 areas within the Eastmoreland Neighborhood to Single-Dwelling 5,000.	BPS Recommendation: Support

Amendment #B78	Location: 5010, 5015, 5025 SE BUSH ST; 3734 SE 50TH AVE; 5018, 5024 , 5030 SE RHONE ST	Related testimony (for or against): None
	R215124, R215114, R215113, R215115, R215108, R215109, R215110	
	Requested by: Staff	Service Considerations: None
	Change: From Single-Dwelling 5,000 to Single-Dwelling 2,500	BPS Recommendation: Support. These are relatively small parcels.

Amendment #B86	Location: 1226 and 1214 SE Cora	Related testimony (for or against): None
	R271266, R271267	
	Requested by: Staff	Service Considerations: None
	Change: Undo down-designation to Single-Dwellign 2,500 - Revert to Multi-Dwelling 1,000.	BPS Recommendation: Support

Amendment #B88	Location: Moreland Lane	Related testimony (for or against): Eastmoreland NA
	Multiple Taxlots (See Map)	
	Requested by: Staff	Service Considerations: McLoughlin and Bybee are both expected to be over capacity in this area in 2035 during PM peak. Mitigating factor is close proximity to Milwaukie LRT – Bybee Station.
	Change: From Single-Dwelling 5,000 to Single-Dwelling 7,000	BPS Recommendation: Support

Minor Southeast Portland Amendments

Staff recommends the following minor map changes to correct errors, address nonconforming situations, and resolve split zoning.

Address	Tax Lot	Map ID	Description	Explanation
6219 SE POWELL BLVD	R133884	B68	Change to Mixed Use Civic Corridor	Nonconforming use
7000 SE MILWAUKIE AVE 1667 E/ SE BYBEE BLVD	R303672 R303660 R303661	B107	Change to Mixed Use - Neighborhood	Split designation and nonconforming use
6723 SE 16TH AVE	R134490	B108	Sellwood Post Office on SE Bybee and 16th. Change to Mixed Use - Neighborhood	Nonconforming use
2903-2919 SE CLAY ST	R124889	B43-1	9-20 units on a 14,000 sq. ft. site exceeds R2.5. Change to R1.	Nonconforming residential density
2929-2935 SE CLAY ST	R326648	B43	Duplex surrounded by nonconforming residential properties. Change to R1.	Nonconforming residential density
1521-1523 SE 30TH AVE	R326389	B44	Duplex surrounded by nonconforming residential properties. Change to R1.	Nonconforming residential density
1605-1607 SE 21ST AVE	R138024	B46	Duplex surrounded by Nonconforming residential properties. Change to R1	Nonconforming residential density
1535 SE 29TH AVE	R124894	B47	9-20 units on a 15,400 sq. ft. site exceeds R2.5. Change to R1.	Nonconforming residential density
1404-1422 SE 29TH AVE	R147509 R598701	B48	9-20 units on a 16,100 sq. ft. site exceeds R2.5. Change to R1.	Nonconforming residential density
1023-1039 SE 21ST AVE	R131563	B50	Four-plex on 5,000 sq. ft. site exceeds R2.5. Change to R1.	Nonconforming residential density
1402-1420 SE 28TH AVE	R147514	B51	9-20 units on a 10,000 sq. ft. site exceeds R2.5. Change to R1.	Nonconforming residential density
4020-4030 SE PARDEE ST	R182707	B52	18 units on 29,700 sq. ft. site adjacent to R2(R1). Change to R1.	Nonconforming residential density

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4117-4123 SE LONG ST	R113260	B53	4-plex on 5,250 sq. ft. site adjacent to R2. Change to R2.	Nonconforming residential density
1521 SE 21ST AVE	R138026	B54	5-8 units on 5,000 sq. ft. site exceeds R2. Change to R1.	Nonconforming residential density
1611-1619 SE 21ST AVE	R138023	B55	5-8 units on a 5,000 sq. ft. site exceeds R2. Change to R1.	Nonconforming residential density
2007-2027 SE TAYLOR ST	R130832	B56	9-20 units on 11,600 sq. ft. site exceeds R2.5. Change to R1.	Nonconforming residential density
2128 SE HAWTHORNE BLVD	R138028	B57	Density exceeds R1. Change to RH.	Nonconforming residential density
Condo adjacent to 2128 SE Hawthorne	R569797	B58	Density exceeds R1. Change to RH.	Nonconforming residential density
1533-1539 SE 21ST AVE	R138025	B59	Four-plex on 5,000 sq. ft. site exceeds R2. Change to R1.	Nonconforming residential density
2005 SE TAYLOR ST	R130833	B60	Tri-plex on 4,300 sq. ft. site exceeds R2.5. Change to R1.	Nonconforming residential density
4109-4119 SE MORRISON ST	R134867	B61	24-units. Existing map change to R2 isn't appropriate. Should be R1 to meet minimum density for the site.	Nonconforming residential density
1529-1549 SE 30TH AVE	R326390	B62	9-20 units on a 11,000 sq. ft. site exceeds R2.5. Change to R1.	Nonconforming residential density
2052 SE HAWTHORNE BLVD	R138027	B63	Change R2 to RH	Nonconforming residential density
2904 SE HAWTHORNE BLVD	R124888	B64	Split R1/R2.5 . 9-20 units on a 15,372 sq. ft. site exceeds R2.5. Change to R1.	Nonconforming residential density and split designation
1411 SE 30TH AVE	R598701	B87	Condo building. Change to R2.	Nonconforming residential density
2613 SE 47th	R310174	B69	Portland Parks . Change to OS.	Open Space
4420 and 4436 SE Umatilla,	R572943, R572942,	B40	BES Property. Change to OS.	Open Space

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8317 SE 45th, ERROL HTS, BLOCK 40, ERROL HTS, BLOCK 37	R274995, R274994, R158236, R158234			
Lone Fir	R167936, R522832, R239890	M41	Change the SW corner of the Lone Fir Cemetery from Mixed Use to Open Space	Open Space
Springwater	See Map	M56	Change the Springwater Corridor between 9th and 13th to OS.	Open Space
603 SE 48TH AVE	R202073	B80	Split R2.5/R5. Change to R2.5	Split designation
2901 WI/E Burnside	R177752 R177753	B31	Split R2.5/Mixed Use. Change to Mixed Use Urban Center	Split designation
2832 WI/ SE 50TH AVE	R206010	B39	1,000 sq ft ME/EG1 tract owned by adjacent R2/R1 property. It appears if mechanical equipment for the triplex is on this tract. Change to R1.	Split designation
4050 SE GLADSTONE ST	R212596	B75	Split R2/R1. Change to R1	Split designation
4104 SE GLADSTONE ST	R212597	B76	Split R2/R1. Change to R1	Split designation
2641-2649 SE 51ST AVE	R241367	B79	Split R2/R1. Change to R1	Split designation
305 SE 61ST AVE	R251962	B81	Split R5/R2. Change to R5	Split designation
4406 SE 50TH AVE 4411 SE 51ST AVE 4404 SE 51ST AVE	R206060 R206051 R206040	B82	Split R5/R2.5. Change to R2.5	Split designation
7061, 7075- 7077, 7083- 8085, 7101- 7103 SE Division; and 2342 SE 70th.	R148455, R148452, R313755, R313756, R313757	B83	Change to R2	Split designation

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6148 SE Holgate	R204708	B84	Split Mixed Use/R2.5 and NCU. Change to Mixed Use Civic Corridor	Split designation
2500 SE Tacoma	ROW west of 2500 WI/ SE TACOMA ST	B85	Change to Mixed Use - Neighborhood.	Split designation
3935, 3934 SE Lincoln, and 3927 and 3930 SE Grant	R212005, R212014, R212015, R212053	B97	Split R5/R1. Change to R2.5. I	Split designation
2123, 2137, 2145 SE CESAR E CHAVEZ BLVD	R277816, R162620, R162621	B98	Split R5/R1. Change to R1.	Split designation
6125 SE 52ND AVE	R208768	B109	Goodwill parking lot. Split zone and nonconforming use - Change to Mixed Use - Neighborhood -	Split designation
5439 SE TOLMAN ST 5430 SE TOLMAN ST 5433 SE HENRY ST 5430 SE HENRY ST 5429 SE DUKE ST	R221632 R221645 R557347 R221593 R221600	B110	Split R5/R2.5. Change to R2.5.	Split designation
1522 SE 21ST AVE	R138029	B113	Split R2/R2.5. Change to R2.5.	Split designation
7337-7419 SE DIVISION ST	R284514	B114	Split R1/R2.5. Change to R1.	Split designation
020 SE BUSH ST, 3909 SE 51ST AVE	R215125, R298324	B77	Split R2.5/R5. Change to R2.5.	Split designation
5421 SE JOHNSON CREEK BLVD	C232931	B38	1 acre single family parcel - designated IG2. Change to R7.	USB
Elk Rock Island	C225364	B104	Remove Elk Island from USB	USB
No address	State ID 12E30AB04900	B99	City of Portland owned property. Change from Industrial Sanctuary to Open Space (Clackamas Co ID 68759) - used as a BES stormwater facility.	USB

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No address	State ID 12E30AB03200	B100	City of Portland owned property. Change from Residential to Open Space (Clackamas County ID 68580) - used as a BES stormwater facility.	USB
Waverly Country Club 1100 SE Waverly Dr	State ID 11E26 00100; Clackamas Co ID 16137	B101	Has no designation today. Designate as Open Space. Being added to USB, is being used as a golf course, and is served by Portland sewer.	USB
Underwater area west of State ID: 11E26 00100	NA	B101	Designate as Open Space	USB

Southwest Portland

Employment Land Amendments

The following Southwest Portland amendments involve land designated for employment.

Amendment #S16	Location: Lewis & Clark College at Lower Boones Ferry & SW Terwilliger (lots 425, 9919, 10015, 10025, 10300)	Related testimony (for or against): Lewis and Clark College, Collins View NA
	Requested by: Saltzman	Service Considerations: Terwilliger is projected to be over capacity between Boones Ferry and Palater Rd. in 2035 at PM peak. Mitigating factor is requirement for TDM plans in new campus zoning.
	Change: Include in Campus Institutional designation. Existing Comp Plan designation is IR, PSC recommended Residential 20,000.	BPS Recommendation: No change. These properties are not within the College Master Plan boundary.

Amendment #M37	Location: College of Natural Medicine	Related testimony (for or against): College of Natural Medicine
	Multiple Taxlots (See Map)	
	Requested by: Mayor, Fritz, Novick	Service Considerations: Ross Island Bridge is projected to be over capacity in 2035 during the PM peak. Mitigating factor is proximity to Central City, and access to planned HCT on Naito.
	Change: Include in Campus Institutional designation (change from High Density Multi-Dwelling)	BPS Recommendation: Support

Amendment #M59	Location: Sylvan	Related testimony (for or against): Property owner
	Multiple Taxlots (See Map)	
	Requested by: Mayor	Service Considerations: Skyline is projected to be over capacity near US 26 ramps in 2035 at PM peak.
	Change: From Mixed Use to Mixed Employment	BPS Recommendation: Support

Mixed Use Amendments

The following Southwest Portland amendments involve mixed use areas.

Amendment #N11	Location: 4001-4007 SW Collins Street, R302154	Related testimony (for or against): Property owner
	Requested by: Novick	Service Considerations: Taylor's Fy Rd is expected to be over capacity at PM peak in 2035 near I-5 exit. Mitigating factor is close proximity to planned HCT line, with station at Barbur TC.
	Change: Change from Multi-Dwelling 1,000 to Mixed Use - Urban Center, and include within the West Portland Town Center.	BPS Recommendation: Support

Amendment #M19	Location: SW Barbur 5th to 14th Multiple Taxlots (See Map)	Related testimony (for or against): None
	Requested by: Mayor	Service Considerations: None
	Change: Change the Mixed Use designations from Civic Corridor to Urban Center.	BPS Recommendation: Support. This corresponds to the segment within the recommended Town Center boundary.

Amendment #M20	Location: SW Gibbs Multiple Taxlots (See Map)	Related testimony (for or against): Property owner
	Requested by: Novick, Mayor	Service Considerations: Substandard streets and stormwater constrains in the vicinity of this area. Close proximity to Aerial Tram terminal.
	Change: Extend the Mixed Use – designation one block westward on SW Gibbs, on Marquam Hill, and apply Neighborhood Mixed Use.	BPS Recommendation: Support

Amendment #F55	Location: Beaverton Hillsdale Highway	Related testimony (for or against): SWNI
	Multiple Taxlots (See Map)	

2035 Comprehensive Plan – Council Amendments

	Requested by: Fritz, Mayor	Service Considerations: Stormwater constraints in this area.
	Change: Change from Mixed Use - Civic Corridor to Mixed Use - Neighborhood	BPS Recommendation: Support

Amendment #M57	Location: SW First from Hooker to Gibbs	Related testimony (for or against): SWNI
	Multiple Taxlots (See Map)	
	Requested by: Fritz, Mayor	Service Considerations: None
	Change: Change designation of SW First from Mixed Use - Civic Corridor to Mixed Use - Neighborhood. Leave parcels with direct frontage on Naito as Civic Corridor.	BPS Recommendation: Support

Amendment #F83	Location: 2815 SW Barbur R128928	Related testimony (for or against): Property owner
	Requested by: Fritz	Service Considerations: Several I-405 ramps and surrounding streets are expected to be over capacity in 2035 at PM peak. Mitigating factor is proximity to planned HCT line, and the Central City.
	Change: From Mixed Use - Urban Center to Mixed Use - Neighborhood	BPS Recommendation: No change. This site is on a Civic Corridor and Future High Capacity Transit alignment and close to the Central City.

Residential Amendments

The following Southwest Portland amendments involve residential designations.

Amendment #N14	Location: 6141 SW Canyon Court R326896	Related testimony (for or against): Property owner, various other individuals
	Requested by: Novick	Service Considerations: Skyline is expected to be over capacity in 2035 near US 26 ramps at PM peak. Substandard streets and stormwater constraints in the area.
	Change: From Single-Dwelling 20,000 to Single-Dwelling 5,000	BPS Recommendation: No change. Support PSC recommendation. This location is not near services and has poor transit access.

Amendment #S18	Location: 4335 SW HUMPHREY BLVD R326843	Related testimony (for or against): Property owner
	Requested by: Saltzman	Service Considerations: Stormwater, water, and sewer service constraints. Land hazards.
	Change: Retain Single-Dwelling 10,000 rather than down-designation to Single-Dwelling 20,000.	BPS Recommendation: No change. This parcel fits the criteria for down-designation. Public health and safety concerns.

Amendment #M25	Location: 4545 SW California - St Luke's R113784, R666528, R666535	Related testimony (for or against): St Lukes, Maplewood NA, Multnomah NA
	Requested by: Mayor,	Service Considerations: None
	Change: From Single-Dwelling 7,000 to Mixed Use - Dispersed and Multi-Dwelling 1,000	BPS Recommendation: Support – proximity to park and community center make this a good location for affordable housing.

2035 Comprehensive Plan – Council Amendments

Amendment #M32	Location: 6824 Capital Hill Rd and 1660 SW Bertha R330121, R330226, R330093	Related testimony (for or against): Property owner
	Requested by: Mayor	Service Considerations: Substandard streets and sewer access constraints nearby.
	Change: From Single-Dwelling 7,000 to Multi-Dwelling 1,000.	BPS Recommendation: Support. The site is in a Town Center, and close to future HCT.

Amendment #M58	Location: SW Main at St. Clair R193315, R193316, R193317, R193318	Related testimony (for or against): Goose Hollow NA, various other individuals
	Requested by: Mayor	Service Considerations: None
	Change: Return to Single-Dwelling 5,000 designation and direct staff to consider code refinement to preserve option for existing offices to continue.	BPS Recommendation: Support

Amendment #M60	Location: Terwilliger Plaza Multiple Taxlots (See Map)	Related testimony (for or against): Property owner
	Requested by: Mayor, Fritz	Service Considerations: Terwilliger and SW 6th are expected to be over capacity near Sheridan in 2035. Mitigating factor is close proximity to Central City and PSU LRT stations.
	Change: Designate entire site as High Density Multi-Dwelling, rather than being split-zoned with both residential and mixed use.	BPS Recommendation: Support

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Amendment #F71	Location: SW 30 th and Dolph R250067	Related testimony (for or against): None
	Requested by: Fritz	Service Considerations: Substandard streets in the vicinity. LID in progress.
	Change: NW corner of intersection from Multi-Dwelling 2,000 to Multi-Dwelling 1,000.	BPS Recommendation: Support

Amendment #B91	Location: 4055 SW Garden Home R104021	Related testimony (for or against): Prospective purchaser
	Requested by: Staff	Service Considerations: There are substandard streets in this area.
	Change: Parcel of Single-Dwelling 7,000 surrounded by Multi-Dwelling 2,000. Change to Multi-Dwelling 2,000.	BPS Recommendation: Support

Amendment #B92	Location: 10040, 10046, 10048 SW 25th R154150, R667268, R667267	Related testimony (for or against): Property owner
	Requested by: Staff	Service Considerations: There are substandard streets and some stormwater constraints in this area.
	Change: Remove the down-designation here, change back to Single-Dwelling 10,000.	BPS Recommendation: Support. This set of lots is isolated from the other down-designation area, and does not share those characteristics.

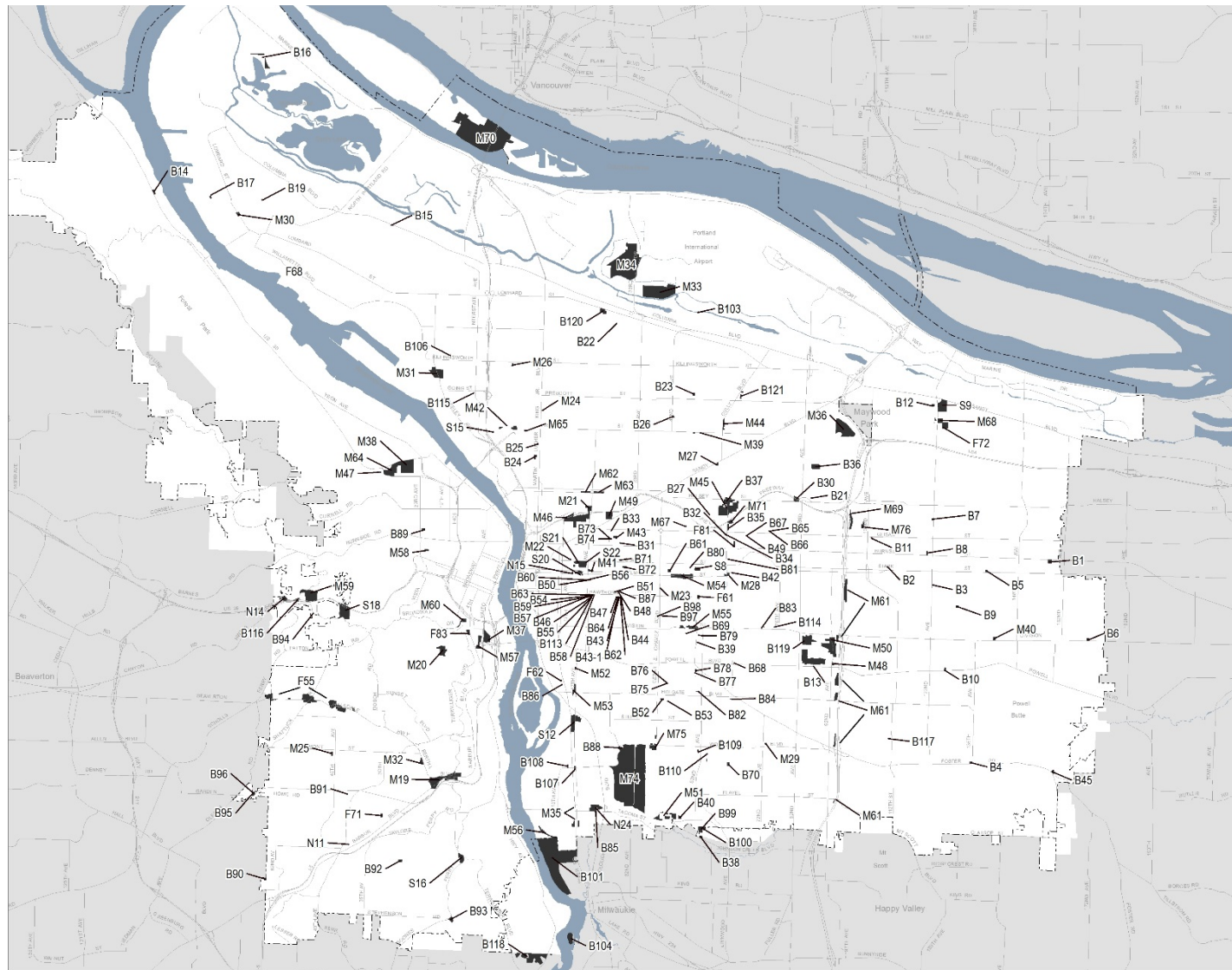
Amendment #B93	Location: 11744 and 11826 SW Boones Ferry Rd R331507, R331583	Related testimony (for or against): Property owner
	Requested by: Staff	Service Considerations: There are substandard streets and some stormwater constraints in this area.
	Change: Remove the down-designation here, change back to Single-Dwelling 10,000.	BPS Recommendation: Support. Parcels not good fit for down-designation criteria.

Amendment #B94	Location: SW Humphrey (no site Address) R327025	Related testimony (for or against): Property owner
	Requested by: Staff	Service Considerations: There are substandard streets and some stormwater and water system constraints in this area,
	Change: Revert to Single-Dwelling 10,000. Isolated vacant lot.	BPS Recommendation: Support. Lot may otherwise be rendered unbuildable.

Minor Southwest Portland Amendments

Staff recommends the following minor map changes to correct errors, address nonconforming situations, and resolve split zoning.

Address	Tax Lot	Map ID	Description	Explanation
6955 SW GARDEN HOME RD	R219310	B96	Zoned commercial. Recommended map incorrectly shows as R1, correct to Mixed Use -Dispersed.	Error
West of/owned by- 6955 SW Garden home	R219668	B95	Sliver of R1. Split building/ownership of R1/Mixed Use. Make Mixed Use -Dispersed.	Split designation
Iron Mountain Blvd.	Multiple (see map)	B118	R20 in possible Urban Services Boundary expansion	USB
10801 SW 65th	W264604	B90	Property within USB not captured earlier - Designate R7.	USB

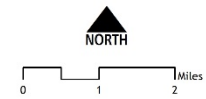


Comprehensive Plan Update

Amendments to Recommended Comprehensive Plan Map

Legend

- City Boundary
- Amendment to Recommended Comprehensive Plan (with ID number)



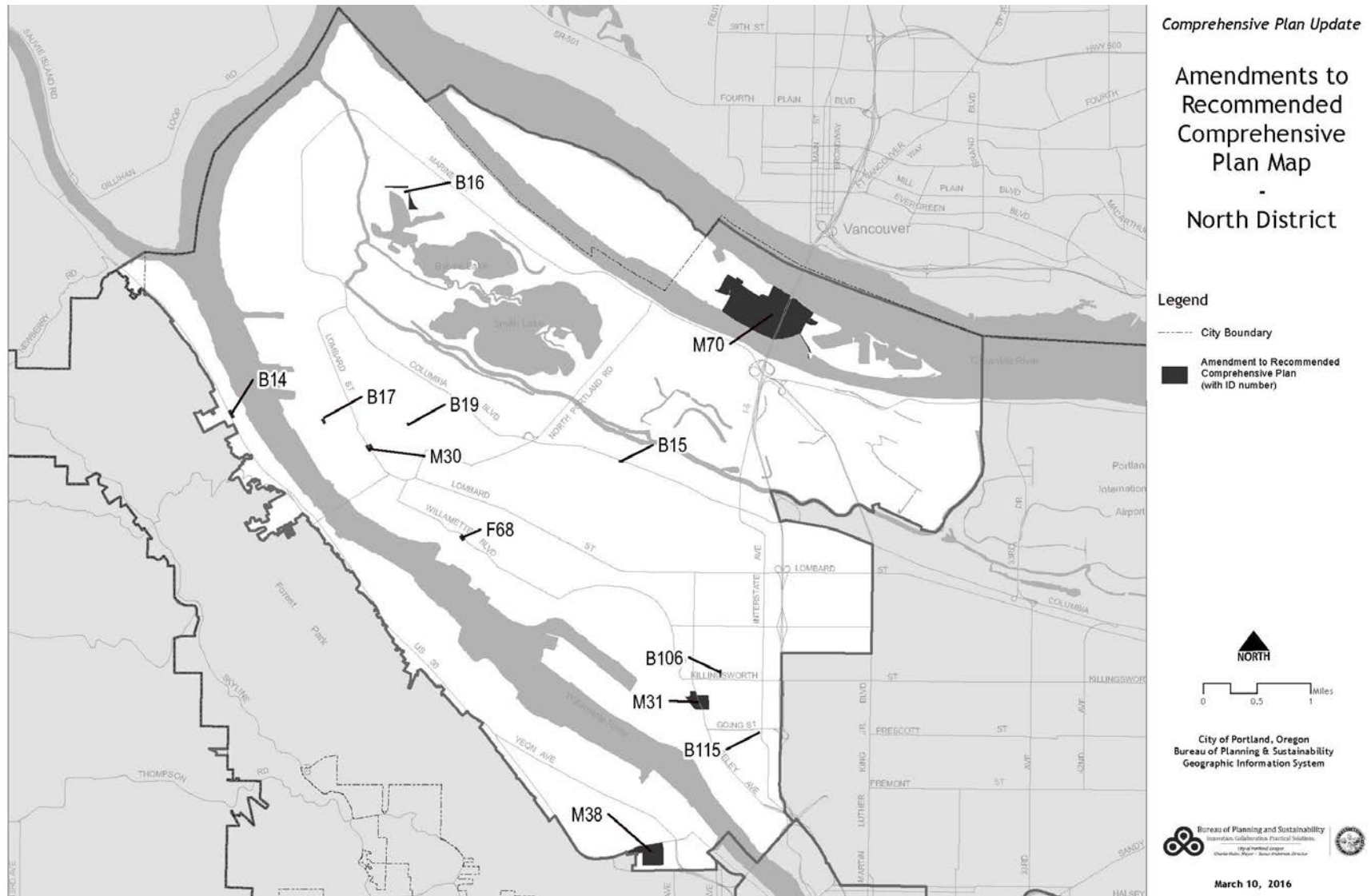
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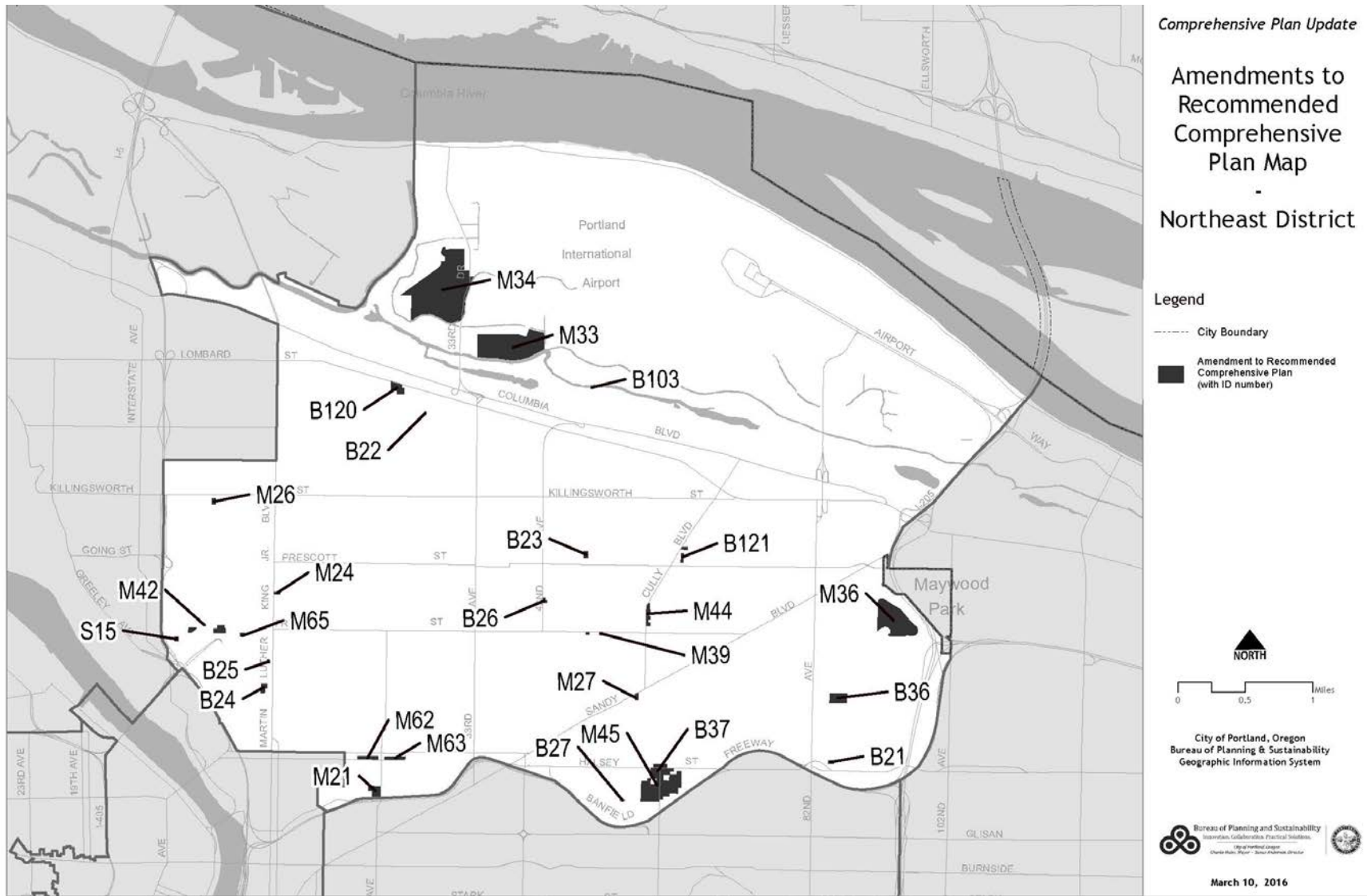


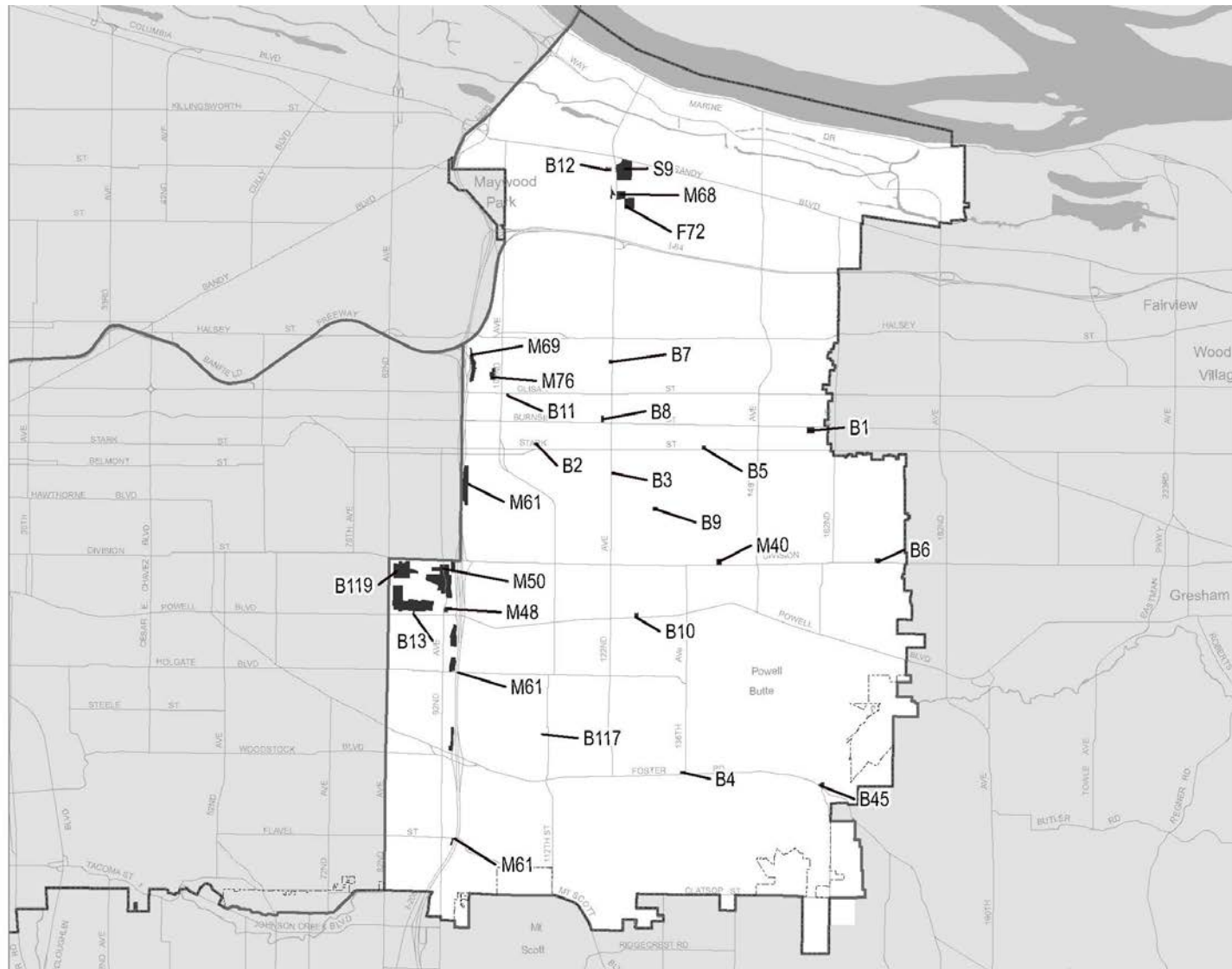
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Chelsea Rubin, Register – General Information, Director



March 10, 2016





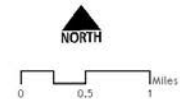


Comprehensive Plan Update

Amendments to
Recommended
Comprehensive
Plan Map
-
East District

Legend

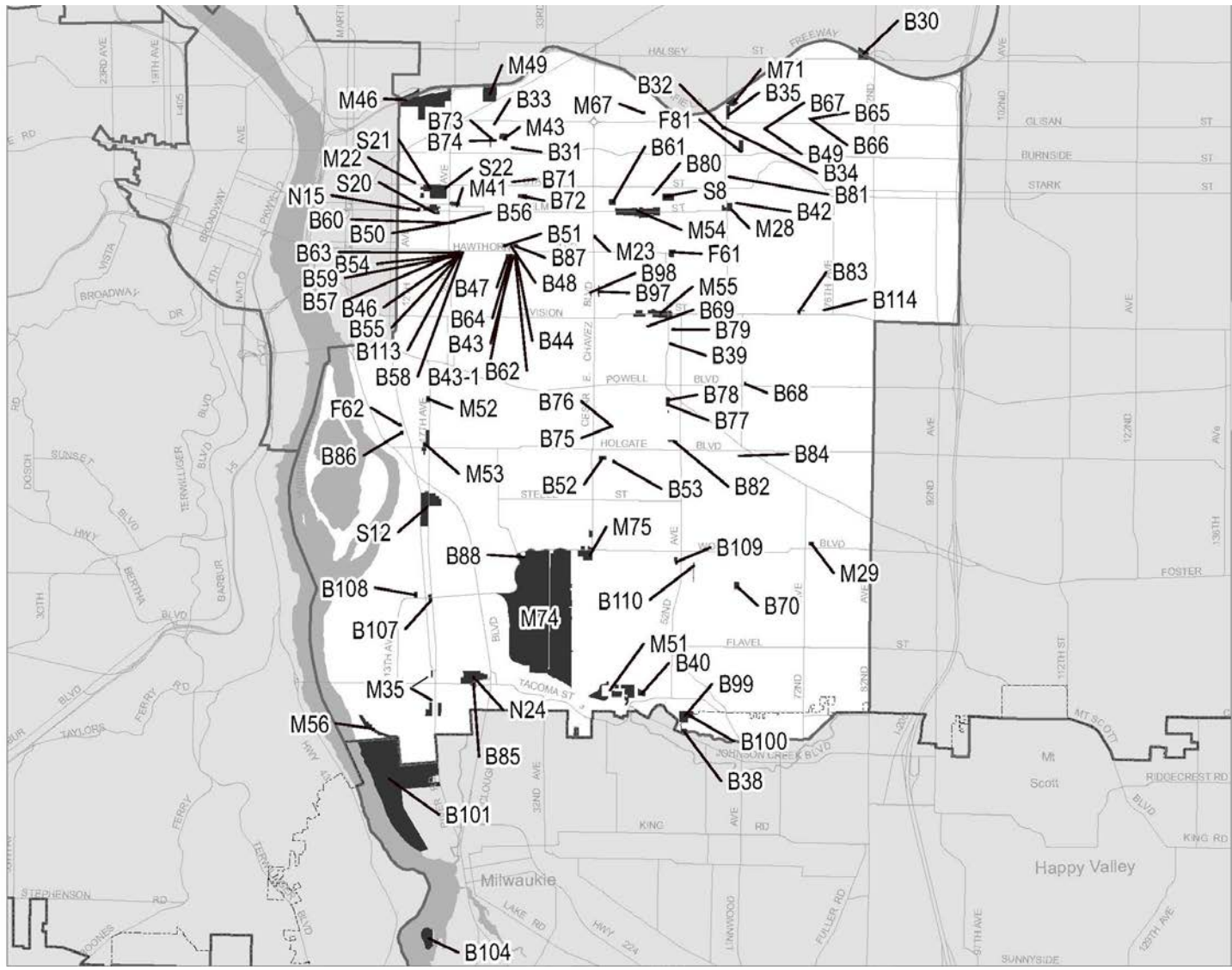
- City Boundary
- Amendment to Recommended Comprehensive Plan (with ID number)



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March 10, 2016



Comprehensive Plan Update
Amendments to
Recommended
Comprehensive
Plan Map
-
Southeast District

Legend

- City Boundary
- Amendment to Recommended Comprehensive Plan (with ID number)

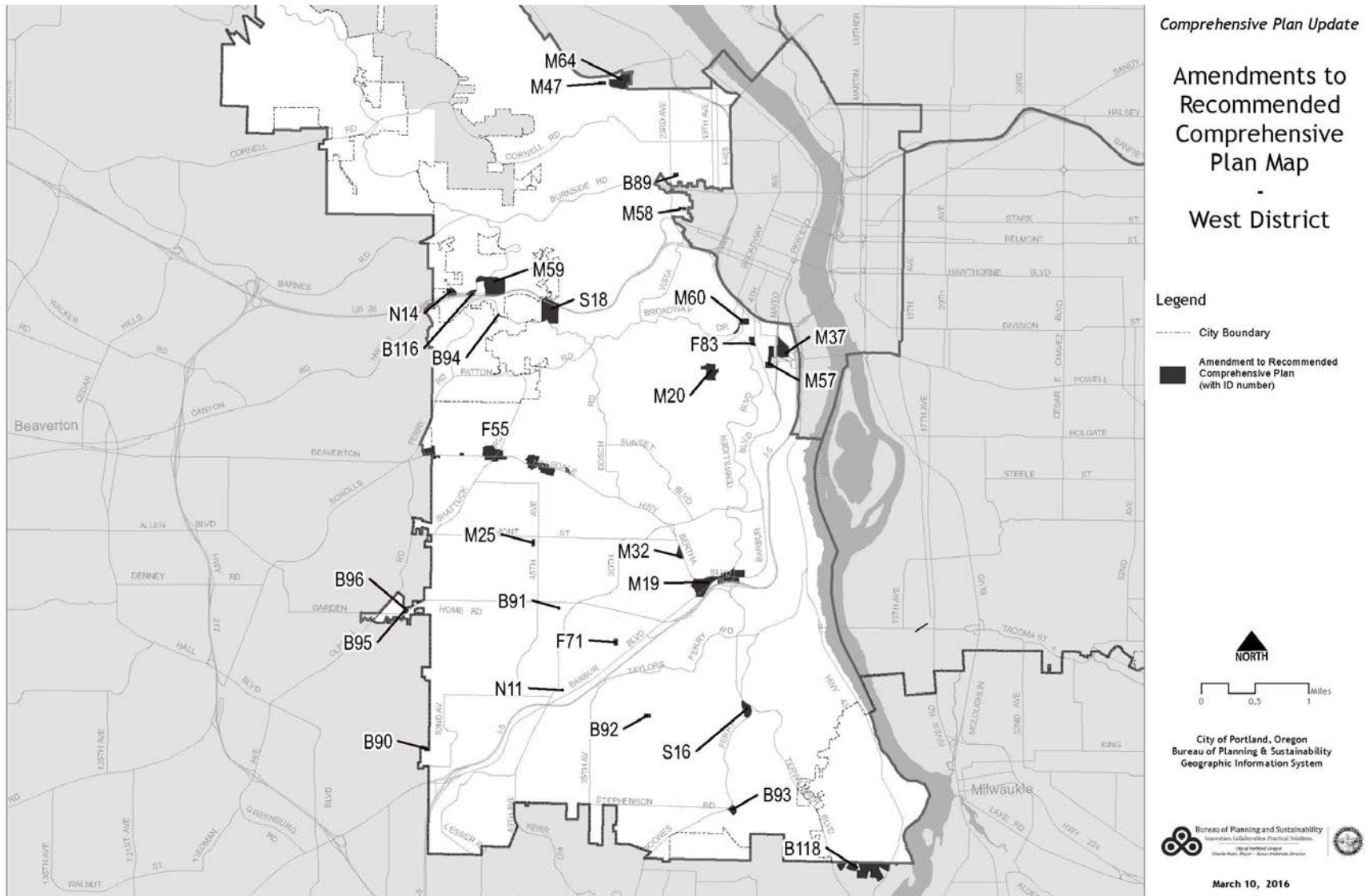
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March 10, 2016



Amendments to the List of Significant Projects

All requested capital project amendments are transportation related. Many of these amendments are technical updates provided by the Portland Bureau of Transportation, primarily to improve project descriptions or update cost estimates.

Novick Transportation System Plan Project List Amendments

The following changes to the Transportation System plan Project List have been proposed by Commissioner Novick. Changes are underlined. Strikethrough indicates projects being deleted. Several corrections noted in the November Errata Memo are also included.

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	Remove project.	Project has been completed.
10005	Portland	Portland	Pedestrian Network Completion Program	Citywide	Gaps and deficiencies in Portland's pedestrian network present significant barriers to pedestrians. Many of these can be remedied through modest expenditures to address the most critically needed improvements. These projects should contribute to an increase in safe walking as disincentives to usage are eliminated and the continuity of the pedestrian network is improved. Example projects include sidewalk gap infill, sidewalk improvements, safer shoulders, shared streets, pathways, trails, crossing improvements, wayfinding improvements, accessibility improvements, and signal modifications. The program will also work to identify and implement needed improvements in designated Pedestrian Districts.	<u>\$60,200,000</u>	Yes	Years 1 - 20	Update cost estimate.	\$18 million for safer shoulders was previously included in Alternative Street Design, but PBOT staff feel it would be more appropriate to include safer shoulders in the Pedestrian Network Completion Program because they are most often used as interim safety improvements for pedestrians when sidewalks are infeasible or too costly.

2035 Comprehensive Plan – Council Amendments

TSP ID	Lead Agency	Facility owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained ?	Timeframe ?	Nature of Change	Reason for Change
10014	Portland	Portland	Alternative Street Design Program	Citywide	<p><u>Many streets in the City of Portland do not meet full City standards. Unimproved and substandard streets cause safety, access and mobility issues for all users and fail to manage stormwater runoff. The Alternative Street Design Program will plan and implement lower-cost alternative design treatments that enhance safety, access, and mobility when funds are lacking for more extensive upgrades. Ideally, these design treatments would be concurrent with stormwater improvements. Example projects include “shared street” improvements to gravel streets, new connections through undeveloped rights-of-way, and improvements to substandard paved streets. The program could be funded by a combination of Local Improvement Districts, development impact fees, local transportation funds (e.g. Our Streets), Bureau of Environmental Services (BES) stormwater funds, and other grant and community investment opportunities.</u></p>	\$20,000,000	Yes	Years 1 - 20	Update cost estimate and revise description to remove reference to safer shoulders.	\$18 million for safer shoulders was previously included in Alternative Street Design, but PBOT staff feel it would be more appropriate to include safer shoulders in the Pedestrian Network Completion Program because they are most often used as interim safety improvements for pedestrians when sidewalks are infeasible or too costly.

2035 Comprehensive Plan – Council Amendments

TSP ID	Lead Agency	Facility owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained ?	Timeframe ?	Nature of Change	Reason for Change
20114	Portland	Portland	Portland Streetcar - Close the Loop	Tillikum Bridge, SW/SE (OMSI Station - Moody)	Extend streetcar from OMSI Station to Moody via Tillikum Bridge.	\$5,000,000	Yes	Years 1 - 10	Remove project.	Project has been completed.
20122	Portland	Portland	<u>NE 9th Ave Bikeway</u>	<u>9th Ave, NE (Lloyd - Tillamook)</u>	<u>Design and implement separated in-roadway bicycle facilities from Lloyd Blvd to Broadway, and a neighborhood greenway connection from Broadway to Tillamook.</u>	<u>\$2,000,000</u>	<u>Yes</u>	<u>Years 11 - 20</u>	Split off a segment of project 40116 and make it a separate project with a new project number and timeframe.	Public comments indicated strong support for the 7th/9th Bikeway project to the north of the Lloyd District, but the segment of 9th Ave through the Lloyd District was heavily opposed by key stakeholders. This amendment splits the project into two segments, project 20122 and project 40116 (see page 2), and moves 20122 into a later timeframe to reflect the need for further planning and development work.
30037	<u>Portland / ODOT</u>	ODOT	N Lombard Corridor Improvements	<u>Lombard St, N (Woolsey - MLK)</u>	Design and implement transportation and streetscape improvements to improve safety and promote pedestrian-oriented uses along the corridor and to create a safe, pleasant pedestrian link over I-5. The project will be coordinated with ODOT to address potential impacts to Lombard and the I-5 interchange.	\$5,000,000	Yes	Years 1 - 10	Add ODOT as a co-lead and extend project farther east and west.	Minor changes to reflect recent PDC and ODOT planning work for Lombard. Some project elements have been funded, but substantial needs remain.

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TSP ID	Lead Agency	Facility owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained ?	Timeframe ?	Nature of Change	Reason for Change
30081	Portland	Portland	N Argyle Corridor Improvements	<u>Argyle Way, N (Columbia - Denver)</u>	<u>Design and implement pedestrian and bicycle facilities on N Argyle from N Columbia Blvd to N Denver Ave. Construct safety and connectivity improvements at the Columbia, Brandon, and Denver intersections.</u>	\$2,000,000	Yes	Years 1 - 10	Major re-scope of Argyle on the Hill project.	PBOT staff have worked with ODOT, PDC, TriMet, and the Kenton neighborhood to re-scope the previous "Argyle on the Hill" project to save on project costs and reduce property impacts while still addressing the key transportation needs.
30084	Portland	Portland	Columbia Blvd / Columbia Way Bridge Replacement	Columbia Blvd, N (bridge over Columbia Way)	Replace the existing structurally deficient Columbia Blvd bridge (#079) over Columbia Way with a new structure.	\$6,993,958	No		Move from financially constrained to unconstrained portion of list.	Latest PBOT bridge risk assessment indicates this bridge replacement is a low priority compared to other bridges.
30087	Portland	Portland	North Portland Greenway Trail, Segment 1	Kelley Point Park - Columbia Blvd, N	Build a multi-use trail connecting Kelley Point Park to N Columbia Blvd at Chimney Park.	\$9,559,102	Yes	Years 11 - 20	Move from financially unconstrained to constrained portion of list, in 11 to 20 year timeframe.	Metro, ODOT, and Parks have been working together to identify funding for the North Slough Bridge and path along the landfill, so this segment now has more potential to be completed with projected funding in the 20 year timeframe.
<u>30110</u>	<u>Portland</u>	<u>Portland</u>	<u>Willamette Blvd Bikeway</u>	<u>Willamette Blvd, N (Interstate - Menlo); Amherst / Yale, N (Woolsey - Peninsular Crossing Trail)</u>	<u>Design and implement a neighborhood greenway from Interstate to Rosa Parks, enhance existing bikeway from Rosa Parks to Woolsey, and provide a neighborhood greenway on Yale and Amherst.</u>	<u>\$750,000</u>	<u>Yes</u>	<u>Years 1 - 10</u>	Add new project in 1 to 10 year timeframe.	This project was identified by PBOT staff as a high-priority need on a Major City Bikeway that would create a continuous low-stress bikeway from Interstate Ave to the Peninsular Crossing Trail.
40037	Portland	Portland	Cully Blvd Safety Improvements, Phase 2	Cully Blvd, NE (Columbia - Killingsworth; Prescott - Fremont)	Construct sidewalk infill on both sides of street, provide new bicycle facilities (Columbia - Killingsworth), and enhance existing bicycle facilities (Prescott - Fremont).	\$4,000,000	Yes	Years 1 - 10	Move from later timeframe to earlier timeframe.	High level of support from Cully neighborhood and community organizations, as well as Columbia Corridor businesses.

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TSP ID	Lead Agency	Facility owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained ?	Timeframe ?	Nature of Change	Reason for Change
40042	Portland	Portland	Halsey St Bridge Seismic Retrofit	Halsey St, NE (67th - 68th)	Retrofit existing seismically vulnerable bridge across I-84 (#021) to ensure emergency response and economic recovery in the event of an earthquake.	<u>\$7,670,501</u>	<u>No</u>		Revise cost estimate and move from financially constrained to unconstrained portion of list.	New bridge inspection shows much higher estimated cost for seismic retrofit. With higher cost, project would not have scored high enough in evaluation to be in the financially constrained portion of the list. Funding is currently very limited for seismic upgrades to bridges.
40091	<u>Port / Portland</u>	<u>Port / Portland</u>	PIC Ped/Bike Improvements	<u>92nd Dr. NE (Columbia - Alderwood) ; Portland International Center. NE</u>	<u>Construct bicycle and pedestrian facilities as shown in the PDX Bicycle and Pedestrian Master Plan.</u>	\$1,163,835	Yes	Years 1 - 10	Add Portland as co-lead, and revise location to reflect PDX Bicycle and Pedestrian Master Plan.	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.
40105	Portland	Portland	Tillamook Bikeway Gaps	Tillamook St, NE (62nd - 65th & 78th - 92nd)	Design and implement bicycle facilities to fill in gaps in the Tillamook Bikeway.	-\$1,969,000	Yes	Years 1 - 10	Remove project from Major Projects list, revise cost estimate, and add to Bikeway Network Completion Program reference list.	New project cost estimate is roughly \$5000, and implementation is expected to occur through the Bikeway Network Completion Program.
40107	Portland	Portland	Outer Alberta Neighborhood Greenway	<u>Alberta St. NE (72nd - I-205 Path)</u>	Design and implement a neighborhood greenway.	<u>\$1,000,000</u>	Yes	Years 1 - 10	Extend project from 77th to 72nd. Revise cost estimate.	Provides more active transportation connectivity, consistent with Cully Neighborhood Local Street Plan. Connects to existing Alberta neighborhood greenway west of 72nd.

2035 Comprehensive Plan – Council Amendments

TSP ID	Lead Agency	Facility owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained ?	Timeframe ?	Nature of Change	Reason for Change
40116	Portland	Portland	<u>NE 7th/9th Ave Neighborhood Greenway</u>	<u>7th Ave. NE (Weidler - Sumner); Sumner St. NE (7th - 9th); 9th Ave. NE (Sumner - Holman)</u>	<u>Design and implement a neighborhood greenway, using traffic calming treatments as needed to meet recommended performance guidelines. Extend and enhance bike lanes in both directions south of Tillamook as needed to connect to existing bike lanes south of Weidler.</u>	<u>\$1,000,000</u>	Yes	Years 1 - 10	Revise name, location, description, and cost estimate. Split Lloyd District portion off into separate project.	Public comments indicated strong support for the 7th/9th Bikeway project to the north of the Lloyd District, but the segment of 9th Ave through the Lloyd District itself was heavily opposed by key stakeholders. Staff recommendation is to split the project into two segments, project 20122 (see page 1) and project 40116. Public comments from Eliot, Irvington, Boise, King, and BTA also supported a 7th Ave alignment from Lloyd District to Sumner.
<u>40118</u> <u>1</u>	<u>Portland</u>	<u>Railroad</u>	<u>Sullivan's Gulch Trail, Segment 3</u>	<u>Banfield Corridor. NE (Hollywood - Broadway)</u>	<u>Construct a multi-use trail for pedestrians and bicycles within the Banfield (I-84) Corridor from the Hollywood Transit Center to NE Broadway.</u>	<u>\$9,200,000</u>	<u>No</u>	-	Split project into three segments.	Re-scope of existing project to allow for Jonesmore section to be split off as its own segment.
<u>40118</u> <u>2</u>	<u>Portland</u>	<u>Portland</u>	<u>Sullivan's Gulch Trail, Segment 4</u>	<u>Broadway / Jonesmore / Schuyler. NE (62nd - 92nd)</u>	<u>Construct a multi-use trail for pedestrians and bicycles along Broadway and Jonesmore adjacent to the I-84 sound wall, with an improved crossing of 74th Ave. Provide neighborhood greenway bikeway connections west to 62nd & Hancock and east to 92nd & Schuyler, with an improved crossing of 82nd Ave..</u>	<u>\$2,000,000</u>	<u>Yes</u>	<u>Years 1 - 10</u>	Split project into three segments. Include this segment in financially constrained portion of list, in 1 to 10 year timeframe.	This project was recently developed as a feasible portion of the Sullivan's Gulch Trail because it is on City of Portland right-of-way. Project includes connections to the surrounding street network.
<u>40118</u> <u>3</u>	<u>Portland</u>	<u>Railroad</u>	<u>Sullivan's Gulch Trail, Segment 5</u>	<u>Banfield Corridor. NE (Jonesmore - Halsev)</u>	<u>Construct a multi-use trail for pedestrians and bicycles within the Banfield (I-84) Corridor from Jonesmore to Halsev.</u>	<u>\$3,600,000</u>	<u>No</u>	-	Split project into three segments.	Re-scope of existing project to allow for Jonesmore section to be split off as its own segment.

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TSP ID	Lead Agency	Facility owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained ?	Timeframe ?	Nature of Change	Reason for Change
<u>40119</u>	<u>Portland</u>	<u>ODOT</u>	<u>Sullivan's Gulch Trail, Segment 6</u>	<u>Banfield Corridor, NE (92nd - I-205 Path)</u>	<u>Construct a multi-use trail for pedestrians and bicycles underneath the I-205 structure, connecting to the I-205 Path and Gateway Green. Provide a bikeway connection to 92nd Ave via NE Halsey St Frontage Road.</u>	<u>\$3,377,000</u>	<u>Yes</u>	<u>Years 1 - 10</u>	<u>Minor re-scope to reflect new alignment. Change name.</u>	<u>This project has been re-scoped in preparation for a recent grant application. Name has been changed to clarify that it is a part of the Sullivan's Gulch Trail.</u>
<u>40130</u>	<u>Portland</u>	<u>Portland</u>	<u>MLK Streetcar Extension</u>	<u>MLK Jr Blvd, NE (Broadway - Killingsworth)</u>	<u>Public outreach, planning, design, engineering, and construction for future streetcar extension from Lloyd District to NE Portland.</u>	<u>\$65,000,000</u>	<u>No</u>		<u>Add new project.</u>	<u>Portland Streetcar, Inc has requested adding back several streetcar projects to the financially unconstrained portion of the project list.</u>
<u>40131</u>	<u>Portland</u>	<u>Portland</u>	<u>Hollywood Streetcar Extension</u>	<u>Sandy Blvd, NE (14th - 42nd); Burnside St, E (Grand - 14th); Broadway/Weidler, NE (Grand - 42nd)</u>	<u>Alternatives analysis, public outreach, planning, design, engineering, and construction for future streetcar extension from Central City to Hollywood Town Center via either Sandy Blvd or Broadway/Weidler.</u>	<u>\$70,000,000</u>	<u>No</u>		<u>Add new project.</u>	<u>Portland Streetcar, Inc has requested adding back several streetcar projects to the financially unconstrained portion of the project list.</u>
<u>60012</u>	<u>Portland</u>	<u>Portland</u>	<u>Kittridge Bridge Seismic Retrofit</u>	<u>Kittridge Ave, NW (Front - Yeon)</u>	<u>Retrofit existing seismically vulnerable bridge (#010) across railroad tracks to ensure emergency response and access to petroleum supplies located along the Willamette River in the event of an earthquake.</u>	<u>\$15,249,213</u>	<u>No</u>		<u>Revise cost estimate and move from financially constrained to unconstrained portion of list.</u>	<u>New bridge inspection shows much higher estimated cost for seismic retrofit. Very limited funding is available in the constrained financial plan for seismic retrofits.</u>
<u>60035</u>	<u>Portland</u>	<u>Portland</u>	<u>Montgomery Park Streetcar Extension</u>	<u>NW 18th/19th Ave to Montgomery Park (various route options)</u>	<u>Public outreach, planning, design, engineering, and construction for future streetcar extension from NW 18th/19th Ave to Montgomery Park.</u>	<u>\$35,000,000</u>	<u>No</u>		<u>Add new project.</u>	<u>Portland Streetcar, Inc has requested adding back several streetcar projects to the financially unconstrained portion of the project list.</u>

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TSP ID	Lead Agency	Facility owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained ?	Timeframe ?	Nature of Change	Reason for Change
70075	Portland	Portland	<u>Knapp/Ogden Neighborhood Greenway</u>	<u>Knapp/Ogden, SE (27th - 92nd)</u>	<u>Design and implement a neighborhood greenway.</u>	<u>\$882,000</u>	Yes	<u>Years 1 - 10</u>	Re-scope project and move to earlier timeframe.	Re-scope of existing project to better reflect Bicycle Plan for 2030 project list. Moved to earlier timeframe based on strong public support, relatively low cost, and level of need in this area of the city.
<u>70081</u>	<u>Portland</u>	<u>Portland</u>	<u>SE 21st Ave Bikeway</u>	<u>21st Ave, SE (Clinton - Gladstone)</u>	<u>Design and implement bicycle facilities.</u>	<u>\$500,000</u>	<u>Yes</u>	<u>Years 1 - 10</u>	Add new project.	Public comments supported this project from Bicycle Plan for 2030 being included as its own TSP project because it fills a critical gap in the network, and would mitigate the potential loss of 26th Ave bike lanes.
<u>70083</u>	<u>Portland</u>	<u>Portland</u>	<u>Thorburn / Gilham Safety Improvements</u>	<u>Thorburn St, SE (62nd - 74th); Gilham Ave, SE (Burnside - Thorburn)</u>	<u>Design and implement a pedestrian walkway, improved crossings, and traffic calming elements.</u>	<u>\$3,500,000</u>	<u>Yes</u>	<u>Years 11 - 20</u>	Add new project.	Mt Tabor neighborhood strongly supports adding this project, and staff agree this is a major gap in the pedestrian network.
80020	Portland	Portland	<u>4M Bikeway</u>	Market / Mill / Millmain / Main, SE (I-205 - 174th)	<u>Design and implement a bikeway, with improved crossings at major streets.</u>	<u>\$1,750,000</u>	Yes	Years 1 - 10	Minor revisions and cost update.	Minor revisions to reflect most recent project development work.
90002	Portland	Portland	<u>SW 19th / Capitol Hill Rd Safety Improvements</u>	<u>19th, SW (Barbur - Spring Garden); Capitol Hill Rd, SW (Barbur - Bertha)</u>	<u>Design and implement bicycle and pedestrian facilities to create a safe and convenient crossing of I-5, Multnomah Blvd, and Barbur Blvd. Design and implement enhanced shared roadway bicycle facilities on Capitol Hill Rd from Barbur to Bertha.</u>	<u>\$1,000,000</u>	Yes	Years 1 - 10	Extend project to include Capitol Hill Rd.	Public comments supported addition of Capitol Hill Rd bikeway to scope of the project to make it more useful.

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TSP ID	Lead Agency	Facility owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained ?	Timeframe ?	Nature of Change	Reason for Change
90007	Portland	Portland	Outer SW 35th Ave Ped/Bike Improvements	<u>35th Ave. SW (Tavlors Ferry - Stephenson) Tavlors Ferry, SW (35th - 26th)</u>	Add bicycle facilities, sidewalks, crossing improvements, and median islands.	<u>\$2,000,000</u>	Yes	Years 11 - 20	Extend project to include a portion of Tavlors Ferry.	Public comments supported re-scoping to make the project have more independent utility.
<u>90008</u> <u>1</u>	<u>Portland</u>	<u>Portland</u>	<u>SW 45th Ave Ped/Bike Improvements, Segment 1</u>	<u>45th Ave. SW (Cameron - Illinois)</u>	<u>Construct a pedestrian walkway and bicycle facilities.</u>	<u>\$1,500,000</u>	<u>Yes</u>	<u>Years 11 - 20</u>	Split project into three segments.	Public comments supported breaking this project into three segments, moving to financially constrained list, and focusing on high-priority middle segment from Nevada to Illinois.
<u>90008</u> <u>2</u>	<u>Portland</u>	<u>Portland</u>	<u>SW 45th Ave Ped/Bike Improvements, Segment 2</u>	<u>45th Ave. SW (Illinois - Nevada)</u>	<u>Construct a pedestrian walkway and bicycle facilities.</u>	<u>\$1,000,000</u>	<u>Yes</u>	<u>Years 1 - 10</u>	Split project into three segments.	Public comments supported breaking this project into three segments, moving to financially constrained list, and focusing on high-priority middle segment from Nevada to Illinois.
<u>90008</u> <u>3</u>	<u>Portland</u>	<u>Portland</u>	<u>SW 45th Ave Ped/Bike Improvements, Segment 3</u>	<u>45th Ave. SW (Nevada - Multnomah)</u>	<u>Construct a pedestrian walkway and bicycle facilities.</u>	<u>\$1,500,000</u>	<u>Yes</u>	<u>Years 11 - 20</u>	Split project into three segments.	Public comments supported breaking this project into three segments, moving to financially constrained list, and focusing on high-priority middle segment from Nevada to Illinois.
<u>90008</u> <u>4</u>	Portland	Portland	SW 45th/48th Ave Ped/Bike Improvements	<u>45th Ave / 45th Dr / 48th Ave. SW (Multnomah - Tavlors Ferry)</u>	Construct a pedestrian walkway and bicycle facilities.	\$4,000,000	No		Change name and project number.	Minor revisions to reflect changes to other segments.

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TSP ID	Lead Agency	Facility owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained ?	Timeframe ?	Nature of Change	Reason for Change
90031.1	Portland	Portland	SW Dosch Rd Interim Safety Improvements	<u>Dosch Rd, SW (B-H Hwy - Patton)</u>	Construct an enhanced shoulder to improve safety for all modes.	<u>\$1,000,000</u>	Yes	Years 1 - 10	Extend project.	Public comments supported re-scoping to include the entire length from B-H Hwy to Patton.
90054.1	Portland	Portland	SW Patton Rd Ped/Bike Improvements, Segment 1	<u>Patton Rd, SW (Vista - Talbot)</u>	Construct a pedestrian walkway and bicycle facilities.	\$2,500,000	No		Change location.	Minor change to scope due to addition of project 90054.3
90054.2	Portland	Portland	SW Patton Rd Ped/Bike Improvements, Segment 2	<u>Patton Rd, SW (Hewett - Shattuck)</u>	Construct a pedestrian walkway and bicycle facilities.	\$3,000,000	No		Change location.	Minor change to scope due to addition of project 90054.3
<u>90054.3</u>	<u>Portland</u>	<u>Portland</u>	<u>SW Patton / Talbot Ped/Bike Improvements</u>	<u>Patton Rd, SW (Talbot - Hewett); Talbot Rd, SW (Patton - Fairmount)</u>	<u>Construct a pedestrian walkway and bicycle facilities, with improved crossings where needed.</u>	<u>\$500,000</u>	<u>Yes</u>	<u>Years 1 - 10</u>	Add new project.	Public comments supported a project focusing on critical gaps near Patton & Talbot.
90065.3	Portland	Portland	Inner Taylors Ferry Safety Improvements, Segment 3	<u>Taylor's Ferry, SW (Spring Garden - 26th)</u>	Widen shoulder to provide bicycle climbing lane and construct a walkway for pedestrian travel and access to transit.	<u>\$4,500,000</u>	No		Revise location and cost estimate.	Minor change to scope due proposed re-scope of project 90007.
90067.1	Portland	Portland	SW Vermont St Ped/Bike Improvements, Segment 1	<u>Vermont St, SW (30th - 36th)</u>	Construct multi-modal street improvements including bicycle and pedestrian facilities.	<u>\$500,000</u>	Yes	Years 1 - 10	Revise project location.	Public comments support re-scoping project to focus on critical gaps.
90067.2	Portland	Portland	SW Vermont St Ped/Bike Improvements, Segment 2	<u>Vermont St, SW (45th - 52nd)</u>	Construct multi-modal street improvements including bicycle and pedestrian facilities.	<u>\$1,000,000</u>	<u>Yes</u>	<u>Years 1 - 10</u>	Revise project location.	Public comments support re-scoping project to focus on critical gaps.
90079	<u>Portland</u>	<u>Multnomah County</u>	<u>SW 55th Dr Pedestrian Improvements</u>	<u>55th Dr, SW (South of Patton Rd)</u>	<u>Add sidewalks to both sides of street.</u>	<u>-\$2,724,695</u>	<u>No</u>		Remove project.	Public comments strongly opposed this project because it would add sidewalks to a residential street that carries low traffic volumes and would not lead to any major destinations.

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TSP ID	Lead Agency	Facility owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained ?	Timeframe ?	Nature of Change	Reason for Change
<u>90095</u> <u>1</u>	<u>Portland</u>	<u>Portland</u>	<u>Montgomery Bikeway, Phase 1</u>	<u>Montgomery St/Dr. SW (Vista - 16th)</u>	<u>Design and implement bicycle facilities.</u>	<u>\$300,000</u>	<u>Yes</u>	<u>Years 1 - 10</u>	Split project into two phases.	Phasing better reflects high-priority segment based on community feedback.
<u>90095</u> <u>2</u>	<u>Portland</u>	<u>Portland</u>	<u>Montgomery Bikeway, Phase 2</u>	<u>Montgomery St/Dr. SW (Patton - Vista)</u>	<u>Design and implement bicycle facilities.</u>	<u>\$782,000</u>	<u>No</u>	<u>-</u>	Split project into two phases.	Phasing better reflects high-priority segment based on community feedback.
<u>90103</u>	<u>Portland</u>	<u>Portland</u>	<u>SW Stephenson & Boones Ferry Safety Improvements</u>	<u>Stephenson & Boones Ferry, SW</u>	<u>Design and implement bicycle and pedestrian facilities. Improve safety at the Stephenson & Boones Ferry intersection.</u>	<u>-\$1,217,000</u>	<u>Yes</u>	<u>Years 1 - 10</u>	Remove project.	Project has been completed.
<u>90114</u>	<u>Portland</u>	<u>Portland</u>	<u>SW Hewett Blvd Bikeway</u>	<u>Hewett Blvd, SW (Patton - Scholls Ferry)</u>	<u>Design and implement enhanced shared roadway bicycle facilities.</u>	<u>\$500,000</u>	<u>Yes</u>	<u>Years 1 - 10</u>	Add new project.	Public comments strongly supported adding this project to the list to provide a bikeway alternative to Humphrey Blvd.

Hales Transportation System Plan Project List Amendments

Mayor Hales has also requested a project be added to identify a future arterial bridge to Hayden Island, in tandem with land use changes that designate it as a Neighborhood Center:

TSP ID	Lead Agency	Facility owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained ?	Timeframe?	Nature of Change	Reason for Change
TBD	Portland	TBD	Hayden Island Bridge	Oregon Slough west of I-5	Design and construct an arterial bridge from Expo Center to Hayden Island.	\$80,000,000	No		Add project	Support desired land uses on the island, provide reliable emergency access

Transportation System Plan – Other Project List Errata

Several corrections to the Transportation System Plan Project list were noted in the November Errata Memo, from staff:

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	<u>72nd Ave. NE (Thomas Cully Park - Prescott)</u>	Construct sidewalks, curbs, and storm drainage improvements along 72nd and improve pedestrian crossings.	<u>\$5,000,000</u>	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	<u>Widen the southbound on-ramp to three lanes.</u>	\$750,000	Yes	<u>Years 1-10</u>	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	<u>Years 11-20</u>	Added timeframe	Timeframe had been mistakenly omitted in the previous list.
8005	Portland	Portland	SE 148th Ave Pedestrian Improvements	<u>148th Ave. SE (Division - Powell Butte Park)</u>	Construct sidewalks, curbs, and drainage improvements.	<u>\$2,000,000</u>	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.

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)

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>

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.

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.

Page 55: Second bullet on page “Wastewater Collection System” should be a formatted heading, similar to “Wastewater Treatment System”

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.

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

Page 291: Update text and add list of existing USB and service agreements with adjoining cities, counties, and service districts.

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

- Page 302: Natural Area and Park
- Page 303: Recreational Facility