



Bureau of Planning and Sustainability
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MEMO

DATE: September 20, 2016
TO: Planning and Sustainability Commission
FROM: Sallie Edmunds, Central City Planning Manager
CC: Susan Anderson, Director and Joe Zehnder, Chief Planner
SUBJECT: CC2035 Worksession on September 27, 2016

On July 26 and August 9, 2016, the Planning and Sustainability Commission held hearings on the Central City 2035 Plan. When the record closed on August 11, 130 people had testified in person and 630 pieces of written testimony had been submitted.

Staff reviewed all letters, Map App comments and oral testimony. The largest number of comments were about the following:

- TSP projects (many via the Map App)
- Allowed building heights and floor area ratios
- View corridors heights
- Tree canopy targets
- TSP street classifications
- Transportation policies
- Historic district heights
- Zoning Map changes

Work Session Preparation

Staff has organized the upcoming work sessions to address:

- Items of interest to the PSC.
- Amendments that staff believe would improve the plan.
- Discussion of topics to clarify the record.
- Specific zoning, height or FAR requests made by property owners.



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September 27 Work Session

On September 27, 2016, the PSC will hold the first of four scheduled work sessions on CC2035.

Proposed Agenda (3 hours)

Expected duration	Topic	Related Materials	Page Numbers
10 min	Introduction to the CC2035 work sessions	Cover letter PowerPoint*	Cover 1 - Cover 3
105 min	Height		
10 min	Overview	PowerPoint*	
20 min	Historic	Decision Packet A	A-1 - A-6
45 min	Scenic	Decision Packet B Memo	B-1 - B-7 1 - 49
25 min	Other height	Decision Packet C	C-1 - C-9
5 min	SE 11th/12th Ave Height and Zoning	Decision Packet D	D-1 - D-3
20 min	Green Buildings	Decision Packet E	E-1 - E-2
	Low Carbon	Memo	Memo E-1 - Memo E-2
	EV Hookups		
	Bird Safe		
30 min	Parking Code	Decision Packet F Memo	F-1 - F-2 Memo F-1 - Memo F-6
10 min	Preview of next work session		

*PowerPoints are not attached.

Process and Materials

The attached set of decision packets include a decision table and may also include attached maps or a memo that staff will walk through on September 27. Several topics will also be accompanied by a PowerPoint presentation.

The decision tables indicate items that staff think the PSC will want to discuss. Any PSC member who would like to discuss an item not included for discussion can add them from the list. *If, in advance of the meeting, PSC members see items they would like to discuss that are not marked for discussion, please let us know so staff can be better prepared.*

At the conclusion of each discussion, we request that PSC make a preliminary decision to either support the staff recommendation, amend it or provide guidance for next steps. We plan to come back in February 2017 for final votes on all of the amendments.

Future Work Sessions

The PSC has three additional work sessions on the calendar. These are the anticipated topics for those sessions:

- November 16, 2016: River overlay zones, ecoroofs, cost analysis of the CC2035 green building elements, transportation classifications and projects, specific zoning and FAR requests.
- January 24, 2017: Bonuses and transfers, policies, actions, miscellaneous code amendments, and new historic resource tools.
- February 28, 2017: Final amendments, vote on the draft recommended draft of the CC2035 Plan.

Please let me know if you have any questions: sallie.edmunds@portlandoregon.gov or 503-823-6950.

Decision Table A. Historic District Heights

Considerable testimony focused on allowed building heights in historic districts. The table below is organized by historic district to allow PSC to review each district individually.

Background:

- Portland has 17 historic districts on the National Register of Historic Places. Seven of these are located within the Central City. Properties in Portland’s historic districts are subject to Historic Resource Review to ensure exterior alterations and new construction protect individual historic buildings and maintain the coherency of the district as a whole. Historic Resource Review is a discretionary land use review process based on approval criteria in the zoning code and, where adopted, district-specific design guidelines.

Policy Approach:

- To protect the integrity of historic districts and reduce conflicts in the Historic Resource Review process, staff propose refining heights in Central City historic districts.
- Adherence with Comprehensive Plan Policy 4.49, “Resolution of Conflicts in Historic Districts. Adopt and periodically update design guidelines for unique historic districts. Refine base zoning in historic districts to take into account the character of the historic resources in the district.”
- The proposed refinement removes bonus height options in all historic districts and reduces base heights in three historic districts that were listed in the National Register subsequent to the 1988 Central City Plan.
- The proposed heights take into account the historic resources in each district, the approval criteria used for Historic Resource Review, and the City’s desire to encourage compatible infill on vacant and non-historic sites within these districts.

Contents of Decision Packet A: Historic District Heights

- Decision Table A
- Maps A1, A2 and A3

Summary of testimony:

Twenty-eight pieces of testimony were submitted related to heights in Central City historic districts

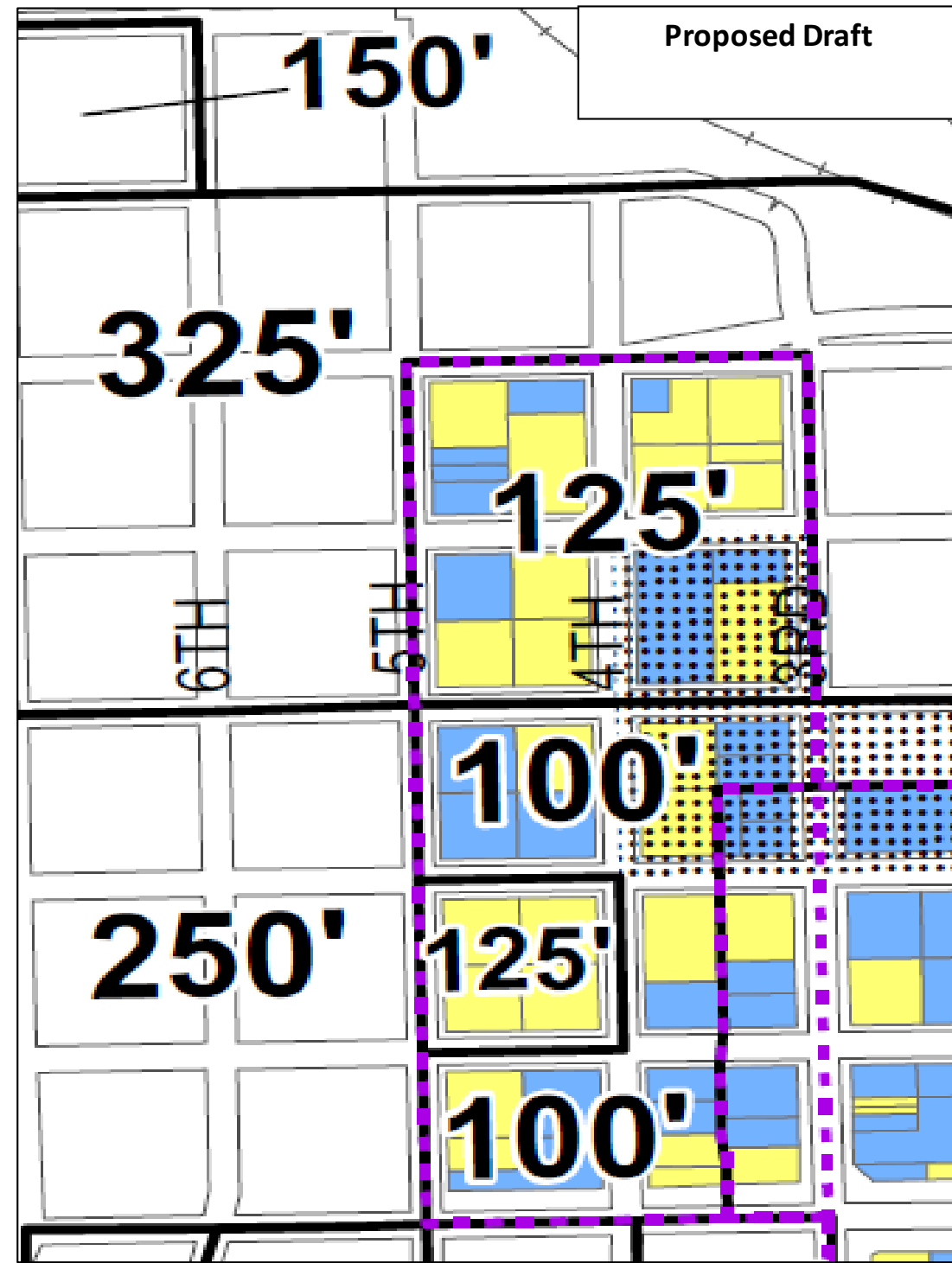
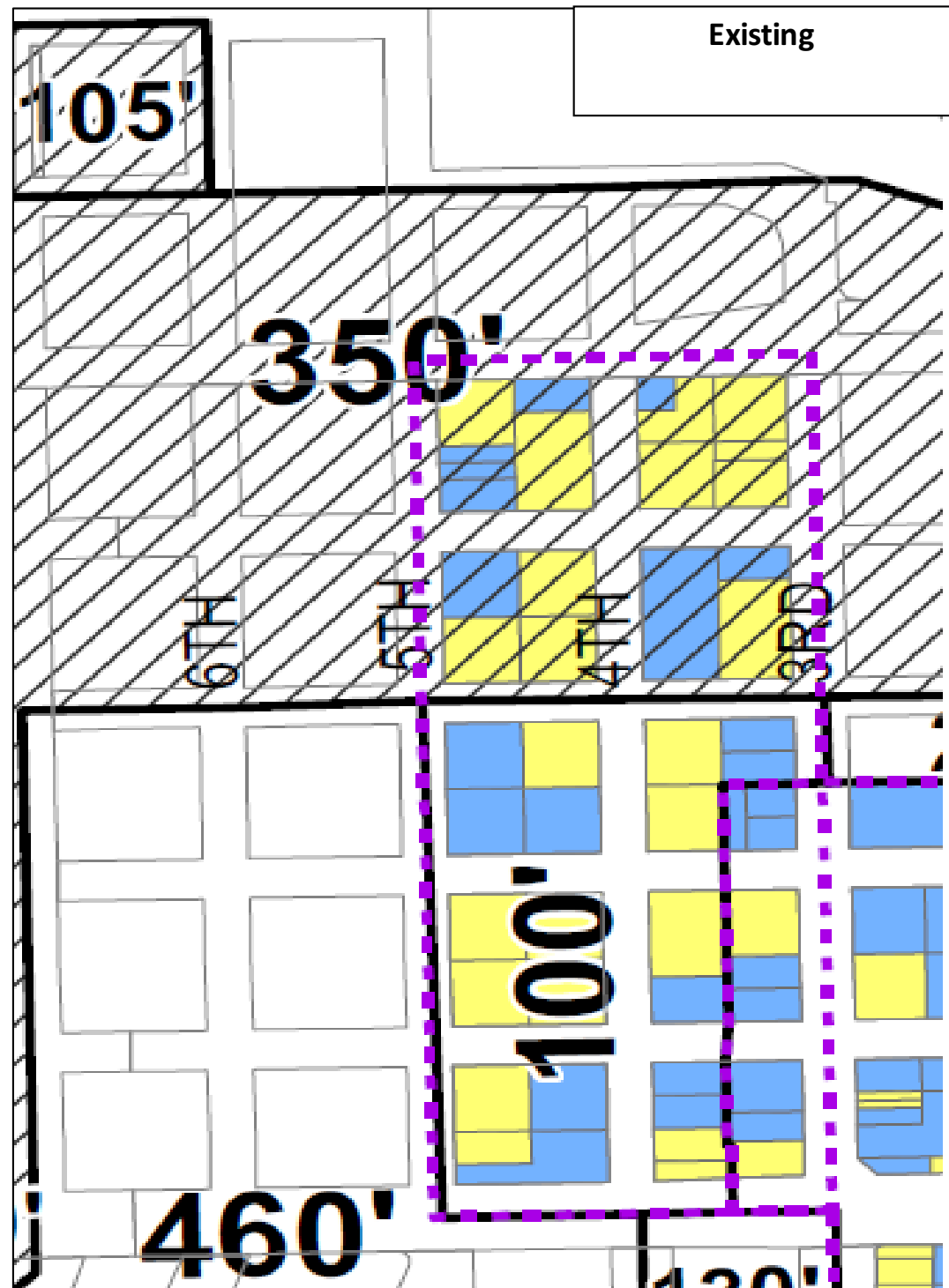
- Architectural Heritage Center, Restore Oregon, and individuals testified in general support of the policy approach to Proposed Draft heights
- Individual property owners in New Chinatown/Japantown, NW 13th Avenue, and East Portland/ Grand Avenue requested no reduction in current heights on their property and/or within their historic district.


Ref #	Comment #	Commenter(s)	Historic District	Proposed draft	Request(s)	Staff recommendation	Staff rationale	Discuss?	PSC decision
A1 and Map A1	21097,	Old Town/ Chinatown Community Association,	New Chinatown/ Japantown Historic District	New Chinatown/ Japantown Historic District heights of 75', 100' and 125'. Reference: Map 510-3, p. 327	1. Old Town/ Chinatown Community Association and Jaqueline Peterson-Loomis request affirmation of Proposed Draft historic district heights. 2. Property owner Menashe requests maintaining existing 350' height on Block 26 to allow for a 7/8ths block redevelopment project in the future. 3. Portland Historic Landmarks Commission requests district-wide 75' height.	Retain Proposed Draft version	Heights in the New Chinatown/ Japantown Historic District have not been refined since the district's listing in the National Register of Historic Places in 1989. The heights presented in the Proposed Draft provide a consistent approach that takes existing buildings and historic resource review into account.	<input checked="" type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
	20833,	Michael Menashe,							
	21010,	Jaqueline Peterson-Loomis,							
	20982	Portland Historic Landmarks Commission							



Ref #	Comment #	Commenter(s)	Historic District	Proposed draft	Request(s)	Staff recommendation	Staff rationale	Discuss?	PSC decision
A2 and Map A2	20865,	Albert Solheim,	NW 13th Avenue Historic District	NW 13th Avenue Historic District height of 75'. Reference: Map 510-3, p. 327	<ol style="list-style-type: none"> 1. Pearl District Neighborhood Association supports elimination of height bonuses and a maximum height of 100' in the south end and 75' in the north end of the historic district. 2. Property owner and owner representatives request returning heights to 100' in the south end and 75' in the north end of the historic district, as well as retaining height bonuses. 3. Portland Historic Landmarks Commission requests district-wide 75' height. 	Proposed Amendment: Increase the height in the NW 13th Avenue Historic District to 100' south of NW Hoyt Street, but otherwise affirm the district heights as presented in the Proposed Draft.	Although the Historic Landmarks Commission requested a 75' height in the historic district, the presence of contributing historic buildings at or above 75' in height and the testimony received from property owners interested in making seismic and other improvements necessitating rooftop additions to those taller buildings provide rationale for increasing to 100' the heights south of Hoyt Street.	<input checked="" type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
	20952,	Patricia Gardner							
	20975,	Dana Krawczuk							
	21071,	Albert Solheim,							
	21073,	Tim Eddy,							
20982	Kirk Ranzetta--Portland Historic Landmarks Commission								
A3 and Map A3	20292,	Bruce Burns,	East Portland/ Grand Avenue Historic District	East Portland/Grand Avenue Historic district heights of 100', 160', and 200'. Reference: Map 510-3, p. 327	<ol style="list-style-type: none"> 1. Property owners request heights in the East Portland/ Grand Avenue Historic District not be reduced from the existing heights of 100' and 200'. 2. Property owners Malsin and Malsin recommend retaining both the existing base and bonus heights in the district to encourage redevelopment at bridgeheads and along transit corridors. 3. Portland Historic Landmarks Commission requests district-wide 75' height. 	Retain Proposed Draft version	Heights in East Portland/ Grand Avenue Historic District have not been refined since its listing in the National Register of Historic Places in 1991. The heights presented in the Proposed Draft provide a consistent approach that takes existing buildings and historic resource review into account. The Proposed Draft heights allow for taller development at the bridgeheads consistent with the 160' contributing 1928 Weatherly Building.	<input checked="" type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
	20896,	Eric Cress,							
	20698,	Jonathan Malsin,							
	20945,	Brad Malsin,							
	20982	Kirk Ranzetta--Portland Historic Landmarks Commission							
A4	20849,	Michael Cocks,	Irvington Historic District	Irvington Historic District height of 75' between NE Broadway and NE Schuyler, NE 7th to NE 16th. Reference: Map 510-3, p. 327	<ol style="list-style-type: none"> 1. Resident request for "even taller" buildings in portion of the Irvington Historic District within the Central City 2. Irvington Land Use Committee and property owner Heuer request application of CM2 zoning in this area, with height of 45'. 	Retain Proposed Draft version	Heights in the portion of the Irvington Historic District within the Central City have not been refined since the district's listing in the National Register of Historic Places in 2010. The Proposed Draft allows for building heights that are more compatible with the historic district than the existing heights, while still allowing larger buildings consistent with the Central City.	<input checked="" type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
	21096,	Dean Gisvold -- Land Use Committee, Jim Heuer							
	21095,	Jim Heuer							
	21045	Dean Gisvold Irvington							

Ref #	Comment #	Commenter(s)	Historic District	Proposed draft	Request(s)	Staff recommendation	Staff rationale	Discuss?	PSC decision
A5	20982	Kirk Ranzetta-- Portland Historic Landmarks Commission	Historic district height maps	510 height maps and zoning code	Add a new map to the code that shows each Central City historic district and explicitly states that heights are maximum allowances and actual approvable heights will be determined by the Portland Historic Landmarks Commission during the discretionary land use process.	<p>Staff presents other considerations for discussion:</p> <ol style="list-style-type: none"> 1. New action item directing BPS/BDS to develop a handout describing historic district heights as allowances contingent on an applicant meeting the historic resource review approval criteria. 2. Creation of a new 510 map showing locations of Central City historic districts and/or addition of 510 code language that describes height as an allowance contingent on historic resource review approval. 	Staff supports the concept of greater transparency. The only question is what is the best way to provide that transparency.	<input checked="" type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other

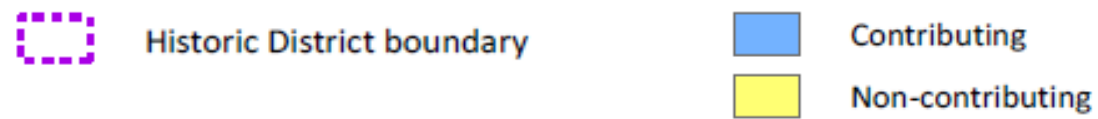
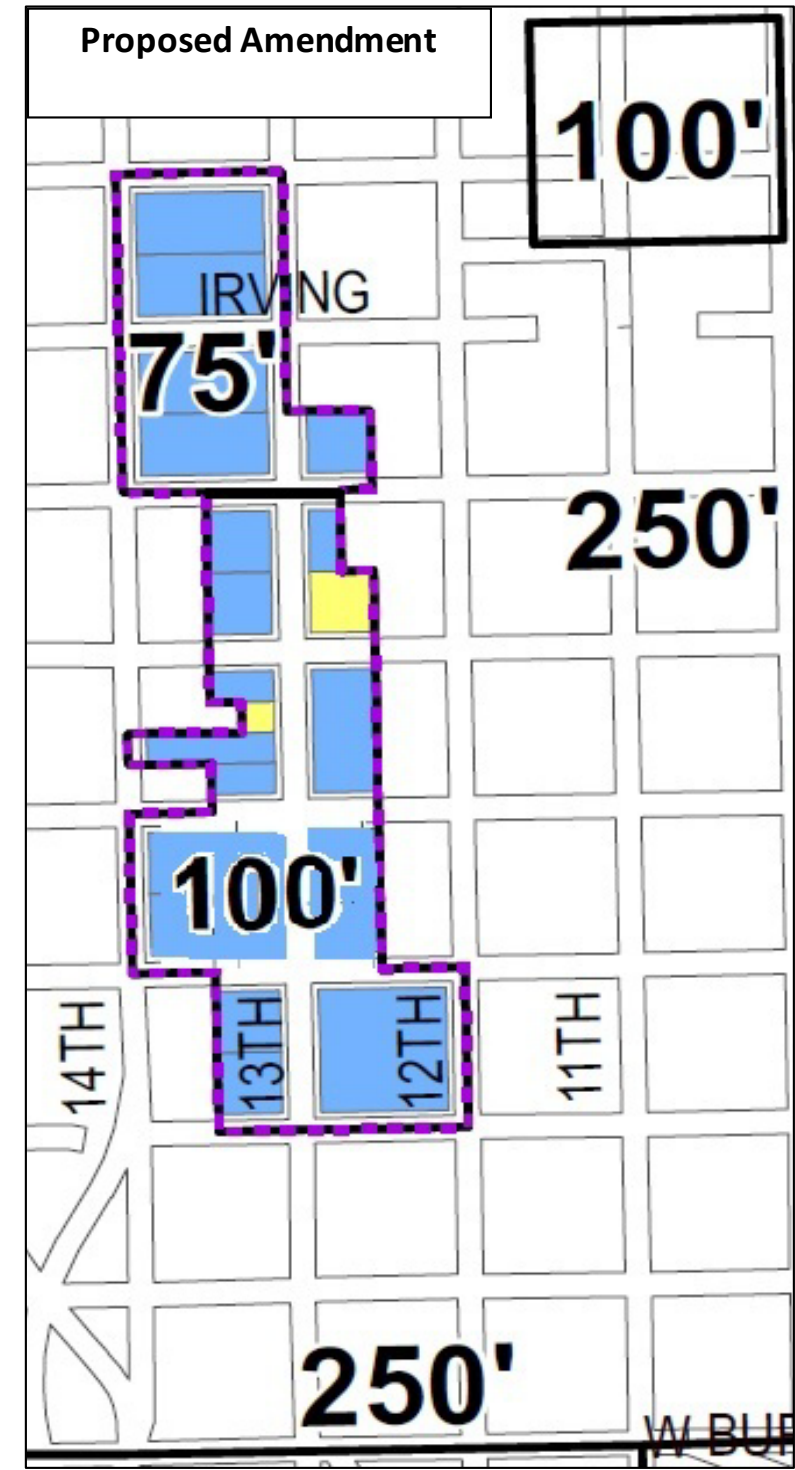
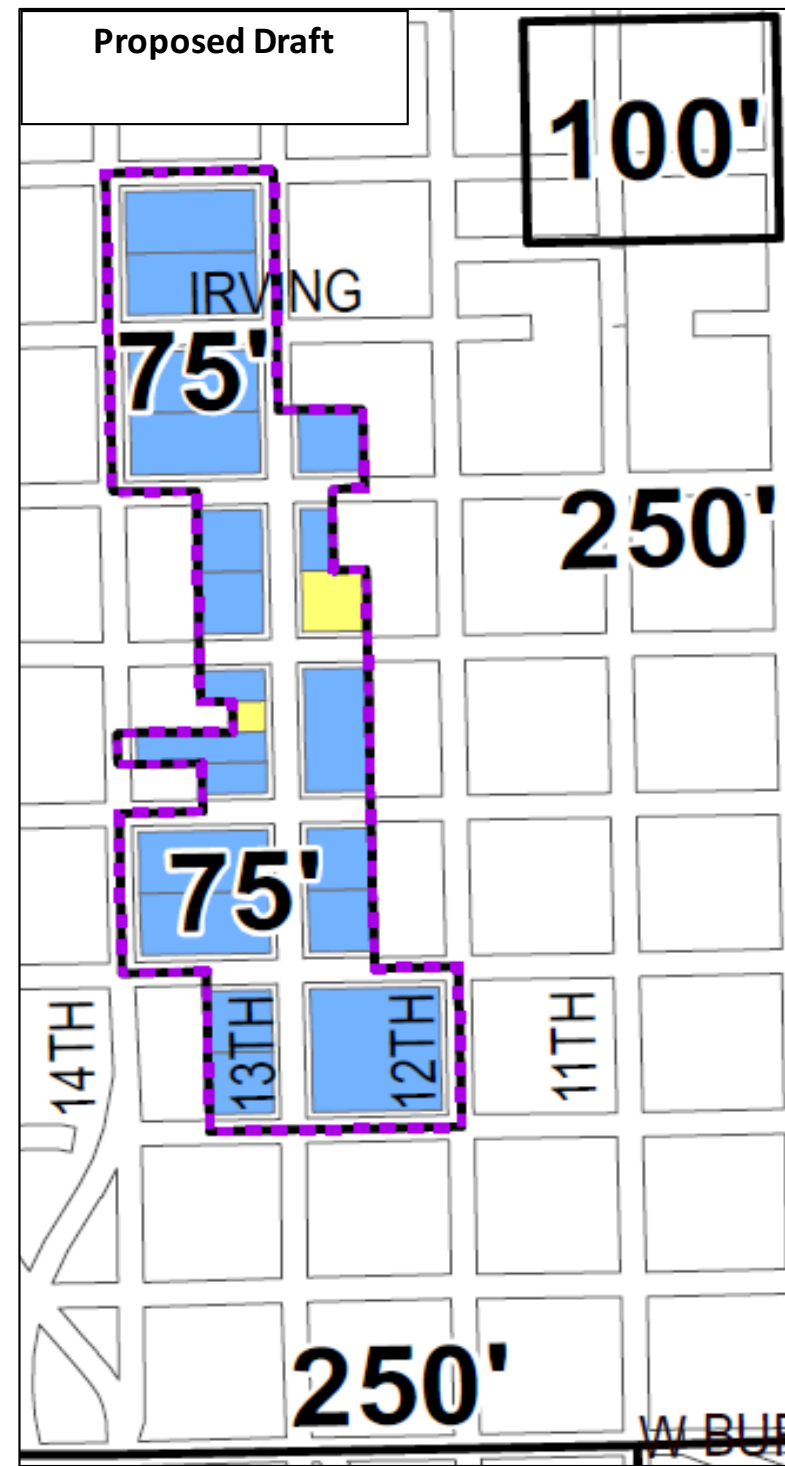
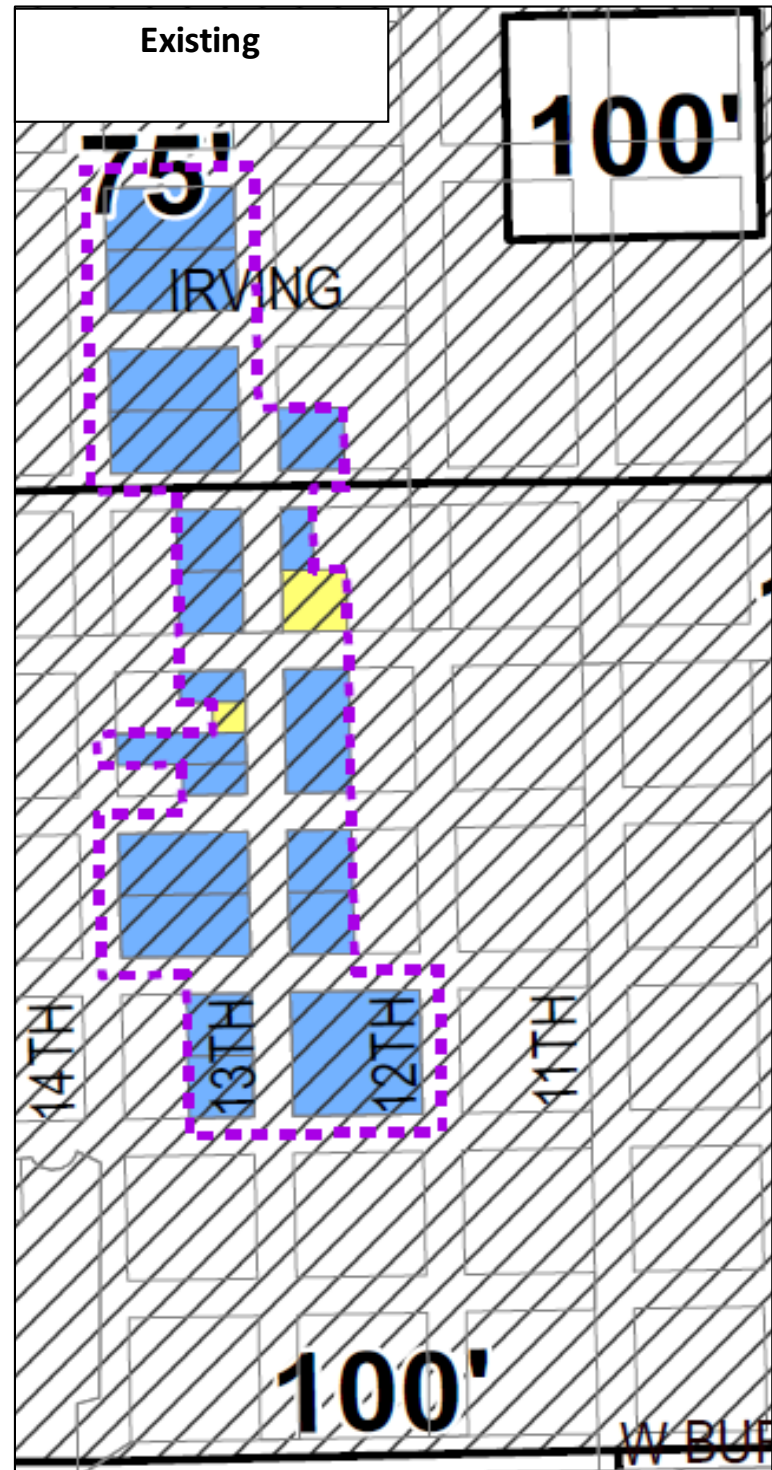
Map A1: New Chinatown/ Japantown Historic District Heights



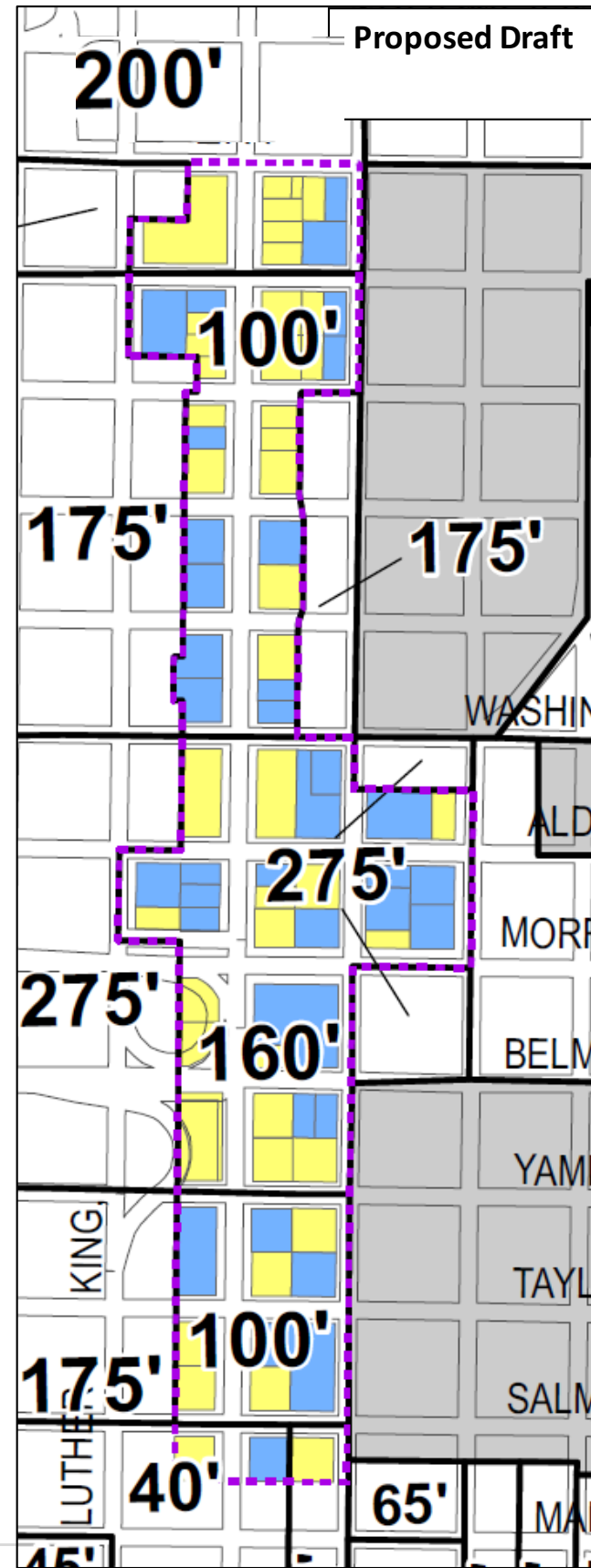
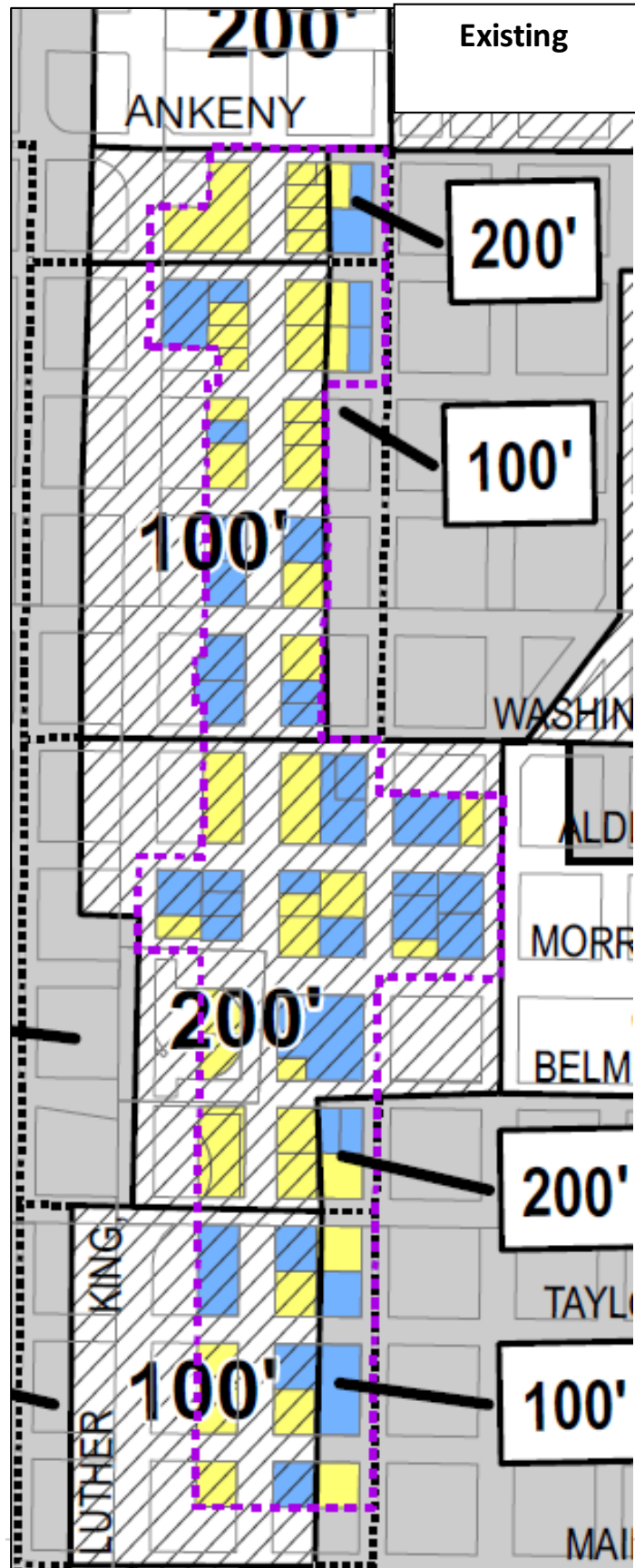
 Historic District boundary




 Contributing
 Non-contributing

Map A2: NW 13th Avenue Historic District Heights



Map A3: East Portland/ Grand Avenue Historic District Heights



-  Historic District boundary
-  Contributing
-  Non-contributing

Decision Table B. Scenic Resources

Comments regarding views and scenic resources formed one of the predominant themes at the PSC hearings for CC2035. The information below is organized by scenic view. Please see the scenic resource memo for context and background information.

Contents of Decision Packet B: Scenic Resources

- Decision Table B
- Scenic Resource Memo

Ref #	Comment #	Commenter(s)	Topic	Proposed draft	Request(s)	Staff recommendation	Staff rationale	Discuss?	PSC decision
B1 and Memo	20458,	Lee Lustburg	View of Mt Hood from Japanese Garden	Limit tree removal within a portion of the historic panorama and prohibit structures within the view of Mt Hood down to 1,000 feet below timberline. Preserve trees through the rest of the historic view.	1. Allow tree removal to reestablish the entire historic panorama. 2. Establish a view of Mt St Helens. 3. Support keeping trees on steep slopes. The Japanese Garden is designed around an expansive panoramic view that included (in 1971) the Rose Garden in the foreground, the downtown skyline in the mid-ground and Mt Hood in the back ground.	Retain Proposed Draft version	Tree canopy within the Japanese Garden and within the Rose Garden is located on steep slopes. Minimizing tree removal is important for maintaining slope stability as well as supporting other functions of the trees including stormwater management, air cooling, wildlife habitat and access to nature. The value of the trees outweighs restoring a view of the entire city skyline. Limiting the view of the city skyline to that below and around Mt Hood balances the value of the view and the value of the existing tree canopy. This limitation also supports the expert panel’s results that the vegetation in the foreground is a contributing factor to the view itself.	<input checked="" type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
	20462,	Jacque Siewert-Schade							
	20463,	Sharon Lumbatobing							
	20467,	Terry Gerlach							
	20468,	Kate Giavanti							
	20469,	Carol Handy							
	20470,	Margaret Keeler							
	20471,	Mickey Kimijima							
	20472,	Michiko Kornhauser							
	20476,	Carol MacLeod							
	20480,	Dede DeJager							
	20484,	Barton Whalen							
	20485,	Calvin Tanabe							
	20486,	Sylvia Skarstad							
	20488,	Carol L Otis							
	20489,	Garth Massey							
	20492,	Travers Polak							
	20493,	Barbara Bell							
	20496,	Janelle Jimerson							
	20557,	Desirae Wood							
	20571,	Mary Reece							
	20572,	Cathy Rudd							
	20588,	Bruce Guenther							
	20661,	Bill Hughes							
	20710,	Meryl A. Redisch—Urban Forestry Commission Meryl A. Redisch—Urban Forestry Commission							
	20846,	Mary Reece Michael Ellena							
20942,	Michael Ellena								
20946,	Kristen Dozono								
21055,									
21065									

Ref #	Comment #	Commenter(s)	Topic	Proposed draft	Request(s)	Staff recommendation	Staff rationale	Discuss?	PSC decision
B2 and Memo	20301,	Tracy Prince—Goose Hollow Foothills League	View of Vista Bridge from Jefferson Street	Continue to protect the view of Vista Bridge from the Jefferson St/I-405 Overpass; adjust height limits to account for existing development and vegetation	1. Protect the view of Vista Bridge by keeping the existing height limits. 2. Allow for 5-over-1 construction on Jefferson St. 3. Move the viewpoint to a location where more of the bridge can be seen.	<p>Proposed amendment to increase maximum heights along the north side of Jefferson St to 75ft.</p> <p>Proposed amendment to add a viewpoint at Collins Circle and actions to develop a formal viewpoint and improve pedestrian connectivity at Collins Circle.</p>	<p>Allowing 75ft of height along the north side of Jefferson St support redevelopment of the commercial corridor because 75ft allows for 5-over-1 construction. The view of Vista Bridge from the I405 overpass is slightly impacted by the additional height.</p> <p>The view of Vista Bridge from I405 overpass is only seen from auto or bike. Adding a viewpoint at Collin Circle and developing the viewpoint will provide a safe location for the public to view the Vista Bridge.</p>	☒	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
	20302,	Michael Molinaro							
	20309,	Joanna Malaczynski							
	20328,	Denise Archer							
	20385,	Nancy Seton							
	20396,	Mark Velky							
	20401,	Liz Cooksey							
	20403,	Daniel Salomon							
	20446,	Ellen Davidson Levine							
	20452,	Richard Potestio							
	20461,	Cliff Weber							
	20823,	Susan Younie							
	20856,	Peggy Moretti – Restore Oregon							
	20899,	Mark Velky							
	20932,	Elizabeth Cooksey							
	20936,	Elizabeth L Perris							
	20941,	Rob Fallow – Jefferson Holdings LLC							
	20943,	Tracy J. Prince							
	21011,	Kal Toth							
	21022,	Cliff Weber							
21049,	Liz Cooksey								
21050,	Elizabeth Perris								
21093	Bill Failing								

<p>B3 and Memo</p>	<p>20298, 20301, 20328, 20330, 20335, 20360, 20385, 20393, 20396, 20400, 20405, 20427, 20431, 20506, 20694, 20698, 20826, 20832, 20835, 20842, 20844, 20854, 20896,</p>	<p>JD Watumull Tracy Prince--Goose Hollow Foothills League Denise Archer Gary Rennberg— Eastside Plating Darin D. Honn— Sussman Shank LLP on behalf of MadAve Carrie Richter— Garvey Shubert Barer Law; on behalf of MadAve, LLC Nancy Seton Jim Morton Mark Velky Tracy Prince Stephen Salomon Sara Edy Dave Moore Peter Fry— Central Eastside Industrial Council Bob Bowden Jonathan Malsin— BEAM Development Ty K. Wyman on behalf of Grand & Salmon, LLC (Julie Bennett); Gulsons, LLC (Jaidev Watumull); PJM Bldng. I LLC (Priscilla Morehouse); Honeycutt Properties, LLC (Edwin Honeycutt); Kar Parts Service, Inc. (Frank Kidd); Edy, Morton & Edy, LLC (James Edy & James Morton); Club Wong, LLC (So Hin Wong); Coho Crossing, LLC (Emma Pelett). Patrick Gortmaker— Kalberer Co. Stephen Neal Solomon Sara Edy Bob Bowden Martha Bennett, Metro Eric Cress— Urban Development Partners Mark Velky</p>	<p>View of Mt Hood from Salmon Springs</p>	<p>Keep the current viewpoint located at Salmon Springs in Waterfront Park and establish height limits to protect the view of Mt Hood.</p>	<p>1. Do not protect the view of Mt Hood from this viewpoint. Maintain existing maximum heights along the MLK/Grand corridor 2. Support to protect the view of Mt Hood from this viewpoint as an important part of Waterfront Park and regional tourism.</p>	<p>Proposed amendment to narrow the view corridor and bring the bottom elevation up to timberline.</p>	<p>Overall, the policy approach is to protect one of the 5 views of Mt Hood from the west side Greenway Trail/Waterfront Park and this is the best location because it has the fewest economic impacts and is at a developed and highly used viewpoint. The impacts to properties can be reduced by narrowing the view corridor slightly (15 properties are removed). Currently, existing vegetation obscures the view of 1,000 ft below timberline, so moving the elevation up to timberline recognizes the existing conflicts. This also allows for an additional 15 ft (one story) of development within the MLK/Grand Corridor.</p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other</p>
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Ref #	Comment #	Commenter(s)	Topic	Proposed draft	Request(s)	Staff recommendation	Staff rationale	Discuss?	PSC decision	
	20899, 20902, 20905, 20932, 20943, 20945, 20947, 20948, 20986, 20988, 20993, 21006, 21007, 21020, 21021, 21052, 21054, 21056, 21059, 21070, 21074, 21044, 20886	Emma Pelett Carrie A. Richter-Garvey Shubert Barer Law; on behalf of MadAve, LLC Elizabeth Cooksey Tracy J. Prince Brad Malsin Peter Fry- Central Eastside Industrial Council Dean Alterman-Folawn, Alterman, Richardson LLP; on behalf of George and Beverly Nase Jordan Menashe Allison Reynolds-Perkins Coie LLP; on behalf of Menashe Property, Inc. Susan Lindsay Barry Menashe Dean Alterman John Bennett Jason Bader Jean Pierre Veillet Gary Rehnberg Daren Honn Dave Moore Emma Pelett So Hin Wong Lisa Abuaf, Portland Development Commission Faye Brown—Portland Development Commission								

Ref #	Comment #	Commenter(s)	Topic	Proposed draft	Request(s)	Staff recommendation	Staff rationale	Discuss?	PSC decision
B4 and Memo	20301,	Tracy Prince-Goose	View of Mt Hood from Vista Bridge	Keep the current viewpoint designation and protect the view of Mt Hood down to 1,000 feet below timberline where visible.	Keep entire existing view of Mt Hood. The testimony requested that the view of Mt Hood be preserved to 1,000 feet below timberline; however, the images included in the testimony show keeping the entirety of the existing view which is well below 1,000 feet on the south side of the view corridor. The rationale is that this view is iconic and needs to be preserved.	Retain Proposed Draft version	The current proposal follows the policy priority of protecting existing views of Mt Hood down to 1,000 feet below timberline when visible.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
	20302, 20309, 20315, 20317, 20318, 20328, 20385, 20396, 20401, 20403, 20446, 20452, 20461, 20823, 20856, 20899, 20932, 20936, 20943, 21011, 21022, 21049, 21093	Hollow Foothills League Michael Molinaro Joanna Malaczynski Claire C Lematta Wendy Macdonald Alison Rosenfeld Denise Archer Nancy Seton Mark Velky Liz Cooksey Daniel Salomon Ellen Davidson Levine Richard Potestio Cliff Weber Susan Younie Peggy Moretti-Restore Oregon Mark Velky Elizabeth Cooksey Elizabeth L Perris Tracy J. Prince Kal Toth Cliff Weber Liz Cooksey Bill Failing							
B5 and Memo	20359, 20506, 20698, 20896, 20926, 20945, 21067	Peter Finley Fry-on behalf of Joe Angel Peter Fry-Central Eastside Industrial Council Jonathan Malsin-BEAM Development Eric Cress-Urban Development Partners Damien R. Hall-Ball Janik LLP; on behalf of Joe Angel Brad Malsin Damien Hall on behalf of Joe Angel	View of City Skyline from Sullivan's Gulch/I-84	Move the viewpoint from the 12th St overpass to a new bike/ped overpass and prohibit conflicting uses within the view of the city skyline and West Hills	Retire the viewpoint and do not protect the view. Testimony stated that there are no height limits associated with this view and applying height limits would have negative economic impacts that outweigh the value of the view (this is incorrect). In addition, it is argued that the view of the eastside skyline is part of the view.	Retain Proposed Draft version	The testimony was incorrect. There are existing height limits associated with this view. Currently a height limit of 80 feet applies to most of the property at 430 NE Lloyd Blvd. By relocating the viewpoint, the proposal would remove half of the property from the view corridor. The heights on that half would increase to 250 feet (325 feet w/bonus). The remainder of the site would have a 70-foot height limit. Other than along the Eastbank Esplanade, there are very few views from the eastside looking west; due primarily to the topography. This is one of 3 proposed for protection.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other

Ref #	Comment #	Commenter(s)	Topic	Proposed draft	Request(s)	Staff recommendation	Staff rationale	Discuss?	PSC decision
B6 and Memo	20333, 20355, 20379, 20506, 20698, 20896, 20932, 20945, 20947	Dana Krawczuk-Perkins Coie LLP; on behalf of Haithem Toulan Dana Krawczuk on behalf of Haithem Toulan Haithem Toulan Peter Fry-Central Eastside Industrial Council Jonathan Malsin-BEAM Development Eric Cress- Urban Development Partners Elizabeth Cooksey Brad Malsin Peter Fry--Central Eastside Industrial Council	View of Mt Hood from Tilikum Crossing	Designate a new viewpoint on Tilikum Crossing and establish height limits to protect the view of Mt Hood	Do not protect the view of Mt Hood from Tilikum Crossing. Protecting the view of Mt Hood from Tilikum Crossing will have negative economic impacts that outweigh the value of the view.	Retain Proposed Draft version	Tilikum Crossing was designed with two bumpouts that allow people to move out of traffic and enjoy the views. Of the two views of Mt Hood the one proposed for protection has the least economic impacts and a slightly higher ranked view. Most of the sites impacted by heights are large and can move the FAR on their site to realize heights outside of the view corridor. The property in question has more than 40,000sf (a city block) outside of the view corridor where FAR can be used.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
B7 and Memo	20663	Greg Goodman Downtown Development Group	View of Mt Hood and Mt St Helens from Upper Hall	Keep the current viewpoint designation but remove protection of the view of Mt Hood and apply new protections of the views of Mt St Helens and Mt Adams	Do not protect the view of Mt Hood from Upper Hall. The viewpoint is not used by the general public, it is not easily accessible and reduces development capacity on properties in the West End and Downtown Districts.	Retain Proposed Draft version	There are few protected views of Mt St Helens and Mt Adams and most are from Washington Park. This view, although from a neighborhood street that is not used much by the general public, provides a panorama view of the mountains and the skyline. Few BLI sites are impacted by the height limits. The height limits mostly impact bonus height, not base height, and are set at 350 ft to 440 ft which still allows for bonuses and tall buildings. In addition, very little vegetation would need to be pruned or removed to keep the views.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
B8 and Memo	20301, 20321, 20400	Tracy Prince- Goose Hollow Foothills League Rod & Susan Reid Tracy Prince	General views from West Hills	Of the 11 viewpoints in the West Hills, 3 have a limit or prohibit decision, 3 are not significant, 5 have an allow decision and 1 is retired.	1. Keep at least a limit decision for all views in the West Hills. 2. Keep the view from SW14. 3. General support for maintaining tree canopy. SW14 is located at the top of public staircase and other viewpoints at top of staircases have a limit decision. Generally, the historic views should be protected and maintained.	Retain Proposed Draft version	The proposal balances the value of the views and the value of trees. In order to keep these views, trees on steep slopes would have to be removed. Trees provide important functions including slope stability, stormwater management, air cooling, wildlife habitat and access to nature. Maintaining and increasing tree canopy is one of the primary goals of the Central City 2035 Plan. Although SW14 is at the top of a public staircase it is a Tier III view. All Tier III views are not significant due to the poor quality of the view (based on the expert panel review).	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other

Ref #	Comment #	Commenter(s)	Topic	Proposed draft	Request(s)	Staff recommendation	Staff rationale	Discuss?	PSC decision
B9 and Memo	20939	Michael Harrison-- Oregon Health and Sciences University	South Waterfront View Street	Keep the current view street alignments and special building setbacks as were proposed in the South Waterfront Plan	Move the view street alignment from SW Mead St to SW Porter St.	Proposed amendment to relocate view street from SW Mead St to SW Porter St	As development has occurred the street alignments have shifted from the original plan. As a result, the topography and street alignments do not provide a view of the riverfront along SW Mead St. Staff propose to shift the view street designation, and special building setbacks, one block south to SW Porter St. This will keep the approach of view corridors throughout the district while reflecting how the district is developing.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
B10 and Memo	20324, 20392, 20846, 20688	Staci Monroe-Bureau of Development Services Staci Monroe Mike Abbate-PP&R Bob Sallinger-Audubon Society of Portland	Code clean up	Allow tree removal within s overlays that overlap with c or p overlays via a standard instead of review.	Clarify the zoning code standards	Proposed amendments to clarify the zoning code related to tree removal in view corridors.	Staff will continue to work on the zoning code to make it clear.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other



Bureau of Planning and Sustainability
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DATE: September 20, 2016

TO: Planning and Sustainability Commission

FROM: Mindy Brooks, City Planner

CC: Susan Anderson, Director; Joe Zehnder, Chief Planner; Sallie Edmunds, Central City Planning Manager

SUBJECT: Central City 2035 - Scenic Resources Protection Plan

This memo describes the topics brought up in Planning and Sustainability Commission testimony on Central City 2035 (CC2035) related to scenic resource protection and management as presented in *Proposed Draft Central City 2035 Volume 3A*, dated June 20, 2016. This memo is divided into three parts:

Part 1: Background and Methodology (pgs. 3-15) – Part 1 addresses questions about the methodology used to identify views and viewpoints and to evaluate the economic, social, environmental and energy (ESEE) pros and cons associated with protecting views.

Part 2: Discussion Topics (pgs. 16-32) – Part 2 provides detailed explanations and staff recommendations on topics that received a lot of testimony or topics that the commissioners requested additional information about. The work session on September 27, 2016 will focus on these topics and others of interest to the PSC. The topics and the related items from the Decision Table are:

Topic	Reference # from PSC Decision Table
Views from Japanese Garden (pg. 16)	B1
View of Vista Bridge from Jefferson Street (pg. 20)	B2
View of Mt Hood from Salmon Springs (pg. 25)	B3



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Part 3: Other Topics (pgs. 33-47) – Part 3 provides clarifications and minor corrections. Commissioners may request to discuss any of these topics. The topics and the related items from the Decision Table are:

Topic	Reference # from PSC Decision Table
View of Mt Hood from Vista Bridge (pg. 33)	B4
View of Downtown from Sullivan’s Gulch/I-84 (pg. 35)	B5
View of Mt Hood from Tilikum Crossing (pg. 38)	B6
View of Mt St Helens and Mt Adams from SW Upper Hall (pg. 39)	B7
General Views from West Hills (pg. 41)	B8
South Waterfront View Street (pg. 45)	B9
Code Clean-up (pg. 46)	B10

Attachment A lists specific questions from PSC commissioners and response that are not addressed in the body of the memo.

Attachment B includes ordinances and methodologies for the Street Car LID assessments.

Note – The maps in this memo were created for the PSC Work Session and are not necessarily the same as maps presented in the Proposed Draft documents. The data projected on the maps has not changed; only the way it is displayed.

Part 1: Background and Methodology

A. Background

The first official protection of scenic resources was put in place with the adoption of the 1979 *Downtown Plan*. The City set building height restrictions that were intended to protect views of Mt Hood from Washington Park and one view of Mt St Helens from Terwilliger Boulevard. Not long after, the *Terwilliger Parkway Corridor Plan* was adopted in 1983. Terwilliger Boulevard was designated as a scenic drive and multiple viewpoints were developed along the drive. Most of the drive is located outside of the Central City; however, there are some designated views of, or across, the Central City.

With the adoption of Oregon statewide planning Goal 15, Willamette Greenway, the state required local jurisdictions to plan for public access to the Willamette River and protection of the scenic resources associated with the river. In 1987 the City adopted the *Willamette Greenway Plan*, which went into effect in 1988. The plan requires development of a public trail on properties with river frontage and numerous viewpoints along the river where designated. Also in 1988 the *Central City Plan* designated views and viewpoints.

Oregon Statewide Planning Goal 5, Open Spaces, Scenic and Historic Areas, and Natural Resources, requires local jurisdictions to inventory, evaluate and protect significant scenic resources. In 1989-1990, all of the previous plans were brought together and updated to comply with Goal 5. The 1991 *Scenic Resources Protection Plan* identified 131 scenic resources throughout Portland. Implementation of the plan included application of a Scenic Resources (s) overlay, amendments to the Scenic Resources chapter (33.480) of the zoning code and adjustment of building height restrictions in the Central City (zoning map 510-3).

Since adoption of the Scenic Resources Protection Plan there have been some updates including:

- *1992 Central City Plan District* - Public viewpoints and views were updated on the City's official zoning map to reflect the 1991 *Scenic Resources Protection Plan* and other height changes included in the Plan District. The maximum heights map was updated to better protect specific views, such as the view of Mt Hood from Vista Bridge.
- *2000 Union Station Clock Tower-related FAR and Height Limitations Study* - Maintained height restrictions to continue to protect views of the clock tower, but increased the floor area ratio (FAR) in specific locations and allowed bonuses to be used to increase the maximum height limits.
- *2002 South Waterfront Plan & 2006 Public Views and Visual Permeability Assessment* - Three viewpoints along Terwilliger Parkway and two along the Springwater Corridor Trail were designated and are used to assess development impacts on views across South Waterfront.

Oregon Statewide Planning Goal 5: Open Spaces, Scenic and Historic Areas, and Natural Resources

Oregon Statewide Planning Goal 5 establishes a process in which scenic resources are inventoried and evaluated for significance. If a resource is found by the local jurisdiction to be significant, then the

resource must be evaluated to determine the pros and cons of protecting the resource. The pros and cons must be discussed in terms of their economic, social, environmental and energy impacts associated with protecting scenic resources. There are three policy choices the local jurisdiction can make: 1) fully protect the resource by prohibiting uses that would conflict with the resource; 2) provide no protection for the resource and allow uses that would conflict; or 3) establish a balance by limiting but not prohibiting uses that would conflict with the resource. The last step of Goal 5 is a requirement that the local government adopt a program based on the results of the evaluation.

Goal 5 does not prescribe an outcome. The local jurisdiction must follow the Goal 5 process – inventory, ESEE and adoption of a program. Local jurisdictions are given flexibility to make policy choices regarding which scenic resources to protect. With adoption the 1991 *Scenic Resources Protection Plan*, Portland was deemed in compliance with Goal 5 for scenic resources. The *Central City Scenic Resources Protection Plan* is an update to the 1991 plan and will maintain compliance with Goal 5. While Goal 5 was not part of periodic review of the Comprehensive Plan, the City did take the opportunity to refine the goals and policies related to scenic resources in Portland.

B. Methodology

Scenic Resources Inventory

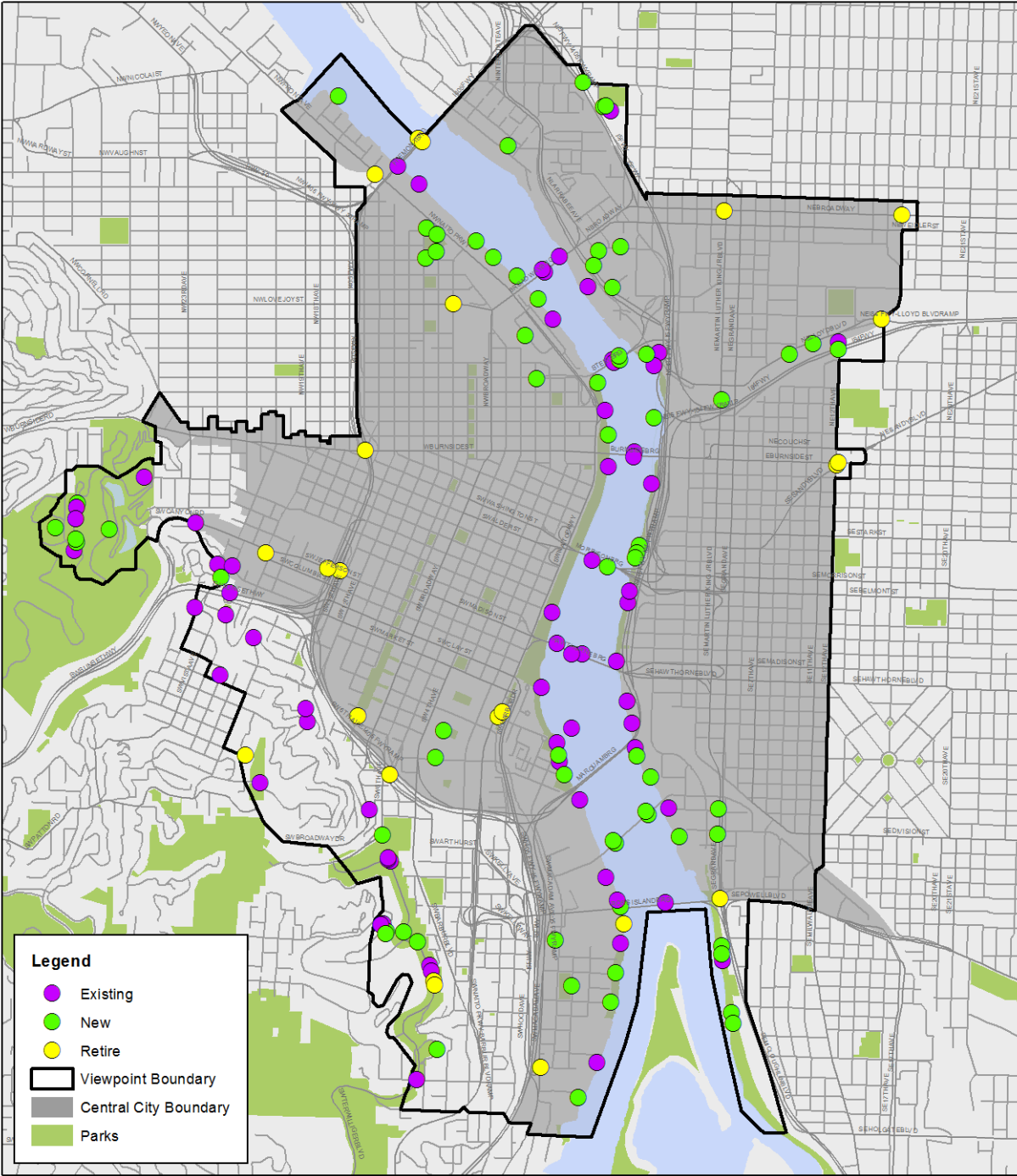
The *Central City Scenic Resources Inventory* is found in Volume 3A, Part 2 of the *Proposed Draft Central City 2035 Plan*.

The first step in the Goal 5 process is to inventory the resources. To produce the inventory, staff began by mapping scenic resources that were inventoried in previous plans, including the *Terwilliger Parkway Corridor Plan* (1983), *Willamette Greenway Plan* (1987), *Scenic Views, Sites and Drives Inventory* (1989), *Scenic Resource Inventory Map* (1989), *Scenic Resources Protection Plan* (1991), *Central City Plan District* (1992), *South Waterfront Plan* (2002), and *South Waterfront Public Views and Visual Permeability Assessment* (2006). Next, potential new scenic resources were added to the inventory via one of four mechanisms:

- 1) Staff identified potential new scenic resources based on input received from CC2035 advisory committees and public open house events.
- 2) An inter-bureau technical committee consisting of staff from the Bureau of Planning and Sustainability, Portland Parks and Recreation, Bureau of Environmental Services, and Bureau of Transportation identified potential new scenic resources.
- 3) The public nominated potential scenic resources via an open call for nominations through an online survey, email, phone call, or written letter during a three-month period in the summer of 2014.
- 4) Staff documented potential new scenic resources during field visits while inventorying existing and potential scenic resources.

Staff conducted field visits to each existing and potential new scenic resource, recorded a standard set of information and took a standard set of photographs.

Although the inventory includes all scenic resources – views, viewpoints, view streets, visual focal points, scenic sites and scenic corridors – the remainder of this memo will focus only on views and viewpoints because nearly all of the testimony is focused on views, with the exception of the Jefferson St view street. Staff documented 152 views from 147 viewpoints; some viewpoints have multiple views. Of the 147 viewpoints 79 were existing views inventoried in previous plans and 68 were added through public nomination or by staff (see map 1):



Map 1: Existing, New and Retired Central City Viewpoints (Sept 2016)

All of the inventoried views were evaluated by experts. The experts were chosen by the project consultant, MIG Inc., for their expertise in the fields of landscape architecture, urban design, or cultural or natural resources and familiarity with Portland. They were asked to score each photograph based on a set of criteria related to visual quality and Portland imageability. To see more about the experts, criteria and scoring, please go to Volume 3A, Part 2 pages 22-30.

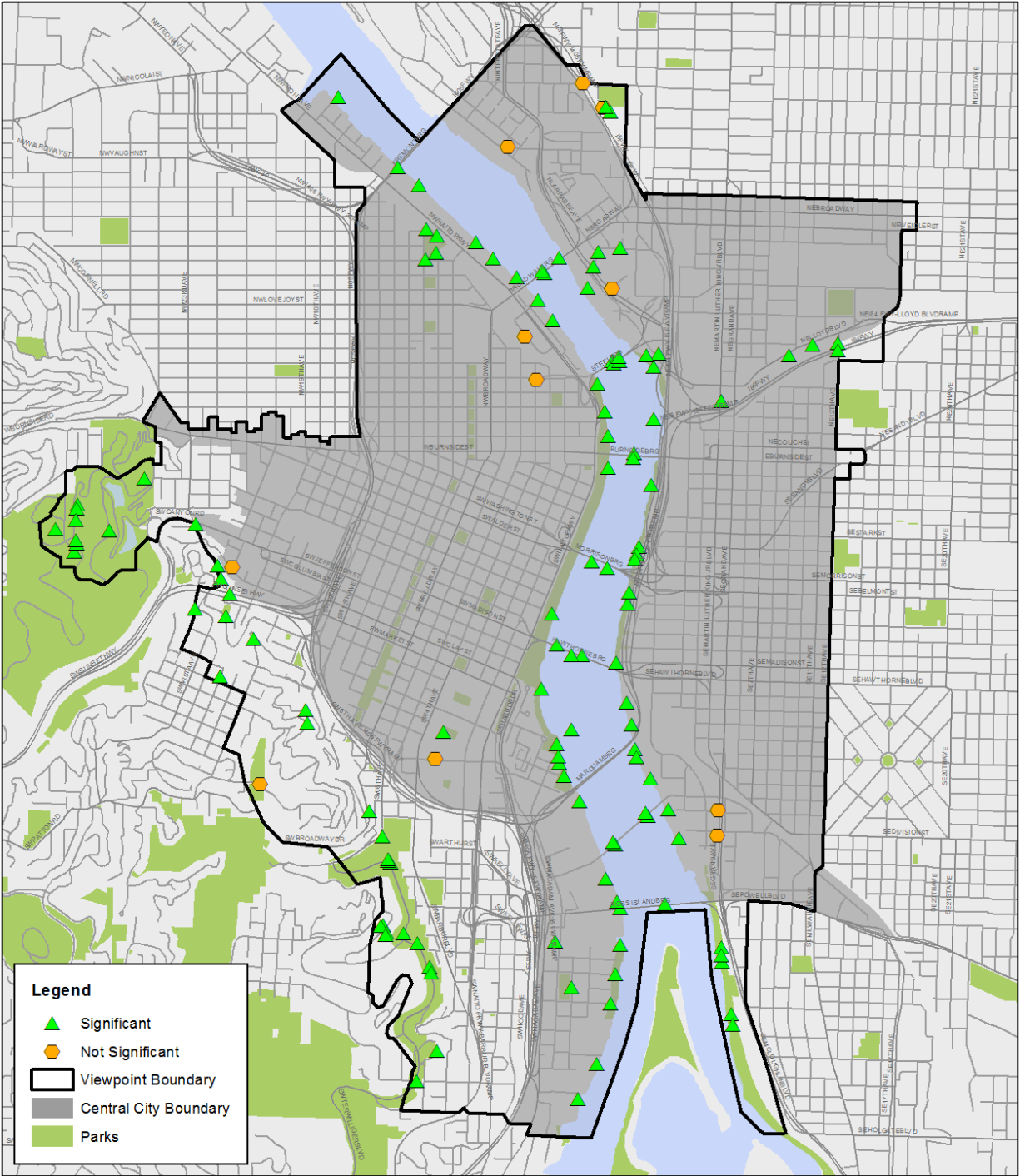
Determination of Significance

Goal 5 requires that local jurisdictions determine which resources are significant and should be evaluated in the ESEE. Goal 5 states that the “determination of significance shall be based on:

- a) The quality, quantity, and location information;
- b) Supplemental or superseding significance criteria set out in OAR 660-023-0090 through 66-023-0230 [riparian corridors, wetlands, wildlife habitat, federal wild and scenic rivers, Oregon scenic waterways, groundwater resources, approved Oregon recreation trails, natural areas, wilderness areas, mineral and aggregate resources, energy sources, historic resources, open space or scenic views and sites]; and
- c) Any additional criteria adopted by the local government, provided these criteria do not conflict with the requirements of OAR 660-023-0090 through 660-023-0230.” (OAR 660-023-0030(4))

OAR 660-023-0230 states that “If local governments decide to amend acknowledged plans in order to provide or amend inventories of scenic resources, the requirements of OAR 660-023-0030 through 660-023-0050 shall apply.” In other words, there are no specific criteria in the OAR for determining significance of scenic views.

Staff have recommended to the PSC that all views and viewpoints, except Upland Tier III, are significant (see map 2). This determination was based on the quality and quantity of the views and viewpoints. Of the 152 views, 13 were ranked Tier III and therefore are not significant (note –there are viewpoints with more than one ranked view). The remaining 139 views were forwarded on to the ESEE Analysis. To see a summary table of the ESEE decisions, please go to Volume 3A, Part 1 pages 38-61.



Map 2: Significant Central City Viewpoints

Economic, Social, Environmental and Energy Analysis

The *Central City Scenic Resources Economic, Social, Environmental and Energy Analysis* is found in Volume 3A, Part 3 of the *Proposed Draft Central City 2035 Plan*.

Goal 5 requires local jurisdictions to follow a series of steps to complete the ESEE Analysis. Goal 5 does not prescribe an outcome. Local jurisdictions are allowed to make policy choices provided that the ESEE explains how those choices were derived. The required steps of the ESEE analysis are (OAR 660-023-0040):

1. *Identify conflicting uses* – The ESEE documents uses that exist or could exist and could conflict with the resource. Types of conflicting uses in the Central City include: building heights and massing (where a tower is located on a site), rooftop structures, sky bridges, vegetation, above-ground utilities, permanent fencing, and other uses such as garbage or recycling receptacles, or loud noises such as a freeway. The conflicts posed by each of these uses are described in Volume 3A, Part 3, Chapter 2 (pages 22-31).
2. *Determine impact area* – Per the Goal 5 rule “Local governments shall determine an impact area for each significant resource site. The impact area shall be drawn to include only the area in which allowed uses could adversely affect the identified resource. The impact area defines the geographic limits within which to conduct an ESEE analysis for the identified significant resource.” The Goal 5 rule requires that the impact areas be considered along with the inventoried resources when conducting the ESEE analysis. Impact areas are considered extensions of the resources themselves and are therefore not addressed separately in the analysis of potential consequences.

Setting the impact area was an iterative process. It began with the inventory. Staff visited existing resources outside of the geographic scope of the study to determine if the elevations of the view corridor could be impacted by building heights in the Central City. Refinements to the study area were made to bring in views of Mt Hood from the Japanese and Rose Gardens and views of area mountains from the OHSU Tram platforms and Terwilliger Boulevard. During the ESEE staff also looked at allowed building heights outside of the Central City to determine if a wider impact area was needed. Map 3 shows the results of this work.

3. *Analyze the consequences* – The ESEE analysis is intended to evaluate the potential economic, social, environmental and energy consequences of allowing, limiting, or prohibiting conflicting uses in areas containing significant scenic resources.
- The economic consequences addressed are: economic development in the Central City, employment, property values and rents, tourism, economic value of trees, wayfinding and scarcity.
 - The social consequences addressed are: employment, density of development, crime and safety, public health, Portland’s imageability, historic and cultural importance, neighborhood identity, sense of place, wayfinding and recreation/access to nature.
 - The environmental consequences addressed are: efficiencies due to location, heat island, air quality, water quality, fish and wildlife habitat, climate change and vegetation.
 - The energy consequences addressed are: efficiency due to location, construction and building materials, on-site energy consumption and heating and cooling.

Goal 5 says “The analysis may address each of the identified conflicting uses, or it may address a group of similar conflicting uses. A local government may conduct a single analysis for two or more resource sites that are within the same area or that are similarly situated and subject to the same zoning. The local government may establish a matrix of commonly occurring conflicting uses and apply the matrix to particular resource sites in order to facilitate the analysis (OAR 660-023-0040(4)).”

First staff considered each group of views – Tier I, Tier II, Group A, Group B and Group C – together, and each group of conflicting uses – structures, vegetation, above ground utilities, permanent fencing and other (noise, odors, etc.) – together. The results are described in *Table 3: General Recommended ESEE Decisions for Central City Significant Scenic Resources* (Volume 3A, Part 3 page 61).

The general ESEE recommendation also included a set of policies priorities:

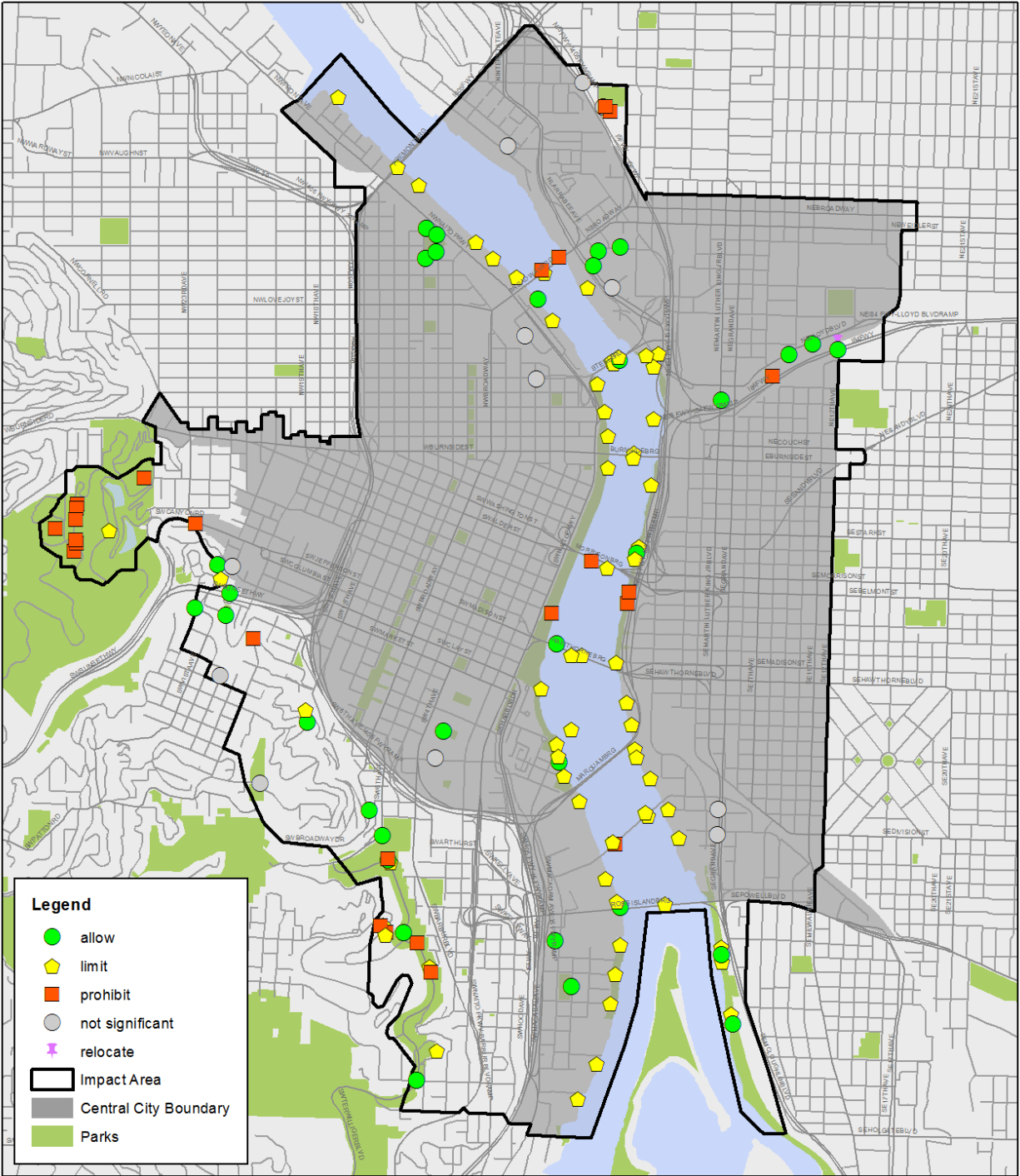
- Developed and frequently visited viewpoints
- Views of area mountains from upland viewpoints
- Views of Mt Hood from river viewpoints
- Views of Willamette River bridges from upland viewpoints
- Views of bridges and the Central City skyline from the Willamette River
- Views of the Central City skyline and west hills from the east
- Views unique to a neighborhood

For views of the area mountains, the policy is to include the mountain down to 1,000 feet below timberline if visible in the view. If an existing structure or vegetation partially obstructs the view down to 1,000 feet below timberline, then the view can be adjusted to reflect the structures or vegetation. There is not a similar policy with regard to how much of a bridge, skyline or West Hills should be within the view. However, the approach is to create view corridors in consideration of existing structures and vegetation.

After the general recommendations and policy priorities were established, staff applied those to each view and made refinements based on a site-specific analysis. This step assumes that all of the general recommendations apply unless stated otherwise and explained. An example of changing the general ESEE recommendation based on the site-specific analysis is:

“The general ESEE recommendation for a Tier I view is to prohibit conflicting structures and vegetation within view corridors where Mt Hood, Mt St Helens or bridges are primary focal features and to limit conflicting structures and vegetation within the view corridors to other primary focal features. Mt Hood and Mt St Helens are both primary focal features of the view.... Currently the view is completely obscured during leaf-on [spring/summer]; during leaf-off [fall/winter], views of the mountains and skyline are interspersed with tree trunks and branches, though key focal features are all still visible. This viewpoint is very difficult to get to and is not likely to be accessed by anyone other than people living nearby. Staff looked at CCSW31 [a nearby viewpoint] and CSW33 [this viewpoint] together as they offer similar views and are close to each other. Staff chose to protect SW31 because it is located at the top of public staircase. Therefore, the recommendation for CCSW33 [this viewpoint] is to allow all conflicting uses.” (page 148)

Map 4 shows the results of the ESEE.



Map 4: ESEE Results

4. *Develop a program*— The final step is to develop a program that implements the ESEE decisions. Portland has an existing program that includes building height limitations, scenic resources (s) overlay zones and zoning codes. The *Proposed Draft Central City 2035 Plan, Volume 2A, Part 1* and *Part 2* include updates to the zoning maps and codes to implement the ESEE decisions.

Buildings can have a very big impact on views. Likewise, protecting views can have very big impacts on development and employment potential. Therefore, staff chose to perform a detailed economic analysis of views that could be impacted by buildings—meaning the existing allowed maximum heights or updated heights being considered in CC2035 could result in a building that would block the view.

Appendix A of the ESEE (Volume 3A, Part 3) explains the analysis in detail. Here is a brief summary of the steps in the analysis:

1. Create three-dimensional planes that represent the view corridor elevation from the viewpoint and the lowest elevation on the focal feature that should be seen. For example, the general policy for protecting views of Mt Hood is to keep all structures from impeding the view above 1,000 feet below the timberline.
2. Compare the view corridor elevation to allowed building heights (existing and proposed), taking into consideration FAR, on sites identified in the Buildable Lands Inventory (BLI) as vacant or underutilized. Figure 1 is an illustration of the view corridor elevation and buildings.

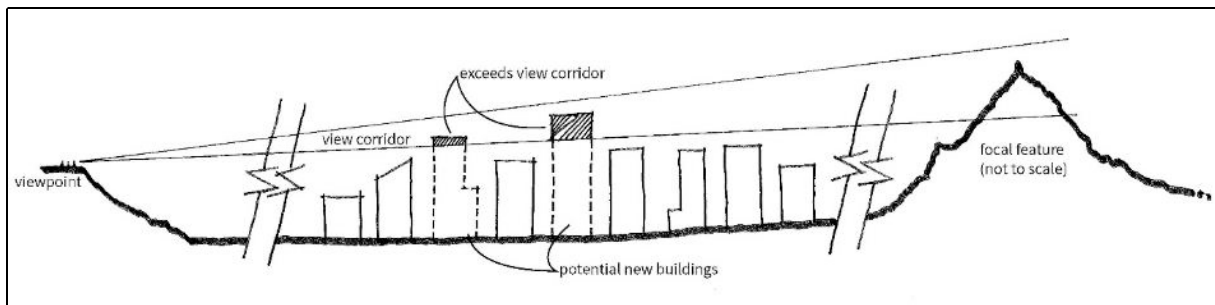


Figure 1: Illustration of a View Corridor in Relation to Building Heights and the Focal Feature

3. For each BLI site where allowed building height is taller than the view corridor elevation, determine:
 - a. Building height limits needed to protect the view
 - b. Number of stories of the potential buildings that would be allowed in order to protect the view
 - c. Development value and job allocation associated with the stories not allowed

This economic analysis was performed for the following views and viewpoints:

- Tier I Upland views
- Group A River views of Mt Hood
- Tier II Upland and Group B River views of Mt Hood and Mt St Helens
- Views unique to a neighborhood

Another topic that is detailed in the ESEE is the value of trees. Trees are discussed on page 43-44 and page 53-55 of the ESEE (Volume 3A, Part 3). Although not as permanent as buildings, trees can grow and block views. Trees also provide important functions like slope stability, air cooling, stormwater management, wildlife habitat and access to nature. There are many views in the West Hills that historically included the downtown skyline and area mountains. Over time the trees have grown. Additional evaluation was performed to consider the amount of tree removal or pruning that would be necessary to restore those historic views and if the importance of the view outweighs the importance of the functions being provided by the trees.

To reiterate – Goal 5 does not prescribe an outcome of the ESEE analysis. Goal 5 simply requires local jurisdictions to complete steps that explain the analysis and the policy decisions being made. Local jurisdictions may set their own criteria for determining significance and applying the prohibit, limit or allow decisions being recommended to PSC.

Part 2: Discussion Topics/Issues

B1. Views from Japanese Garden

Existing Protections

There is no existing designated viewpoint at the Japanese Garden, although the views have been documented.

Inventory Results

Portland Parks nominated a Japanese Garden viewpoint during the open nominations in summer 2014. Staff documented an existing view of Mt Hood from a viewpoint at the Pavilion. The Japanese Garden shared a photo of the view from 1971 that included Mt Hood and the city skyline. Since 1971 the vegetation, much of it located in the International Rose Test Garden and down slope around the water reservoirs, has grown and is blocking most of the view of the skyline. Mt Hood and the tops of Wells Fargo and KOIN towers are still visible. Staff also noted that although Mt St Helens could not be seen through the trees, pruning could restore a view of Mt St Helens.



View of Mt Hood from the Japanese Garden c. 1971

ESEE Decision and Protection Tools

The ESEE decision is to prohibit conflicting structures and vegetation to maintain the view of Mt Hood and to limit conflicting vegetation within a narrow view of the Central City (see Figure 2).

The viewpoint is located at a high enough elevation that existing height limits in the Central City already protect the view. The Wells Fargo tower is the tallest building in Portland, at 555 feet, and is below the



view, which is set at 1,000 feet below timberline. Therefore, no height limits were refined to protect the view.

Figure 2. ESEE Decision for the Japanese Garden (SW06) – red is prohibit; yellow is limit

The vegetation that has grown up and is blocking the view of most of the city skyline but is also contributing to the view. The vegetation in the foreground was identified by the experts as an important feature of the view. In addition, the vegetation is providing functions such as slope stability on a sometimes very steep slope, stormwater management, air cooling, wildlife habitat and access to nature. Currently, the view of Mt Hood includes some of the skyline. The recommendation is to allow tree removal and vegetation management within a corridor that is narrower than the full historic view.

The ESEE decisions are intended to show where tree removal should be allowed to maintain a view. The ESEE decisions are implemented through Title 33 and Title 11 (see Figure 3).

1. Today trees within a view corridor that are also within an environmental overlay zone can be removed through environmental review as specified in 33.430. The CC2035 proposal is to create a standard for tree removal where a view corridor overlaps an environmental overlay zone. Tree replacement would be required. See Volume 2A, Part 2, pages 87-93.
2. Today trees within a view corridor but outside of an environmental overlay zone can be removed by obtaining a tree permit through Title 11. Staff is not proposing to change the Title 11 requirements as part of this project.
 - a. Private property owners can remove four healthy trees up to 20" in diameter each per site per year through a standards process. Tree replacement is required.
 - b. Public property owners can remove four healthy trees up to 20" in diameter each per site per year through a discretionary review process. Tree replacement is required.

- c. Public property owners like Parks can cite view corridors as a rationale in their programmatic permit(s) to remove more than four healthy trees per year. This is a discretionary review process. Tree replacement is required.
- 3. Outside of a view corridor, trees can be removed today.
 - a. In an environmental overlay zone, review is required for tree removal.
 - b. Everywhere else, trees can be removed by obtaining a tree permit through Title 11, same as within a view corridor (see 2.a and 2.b).

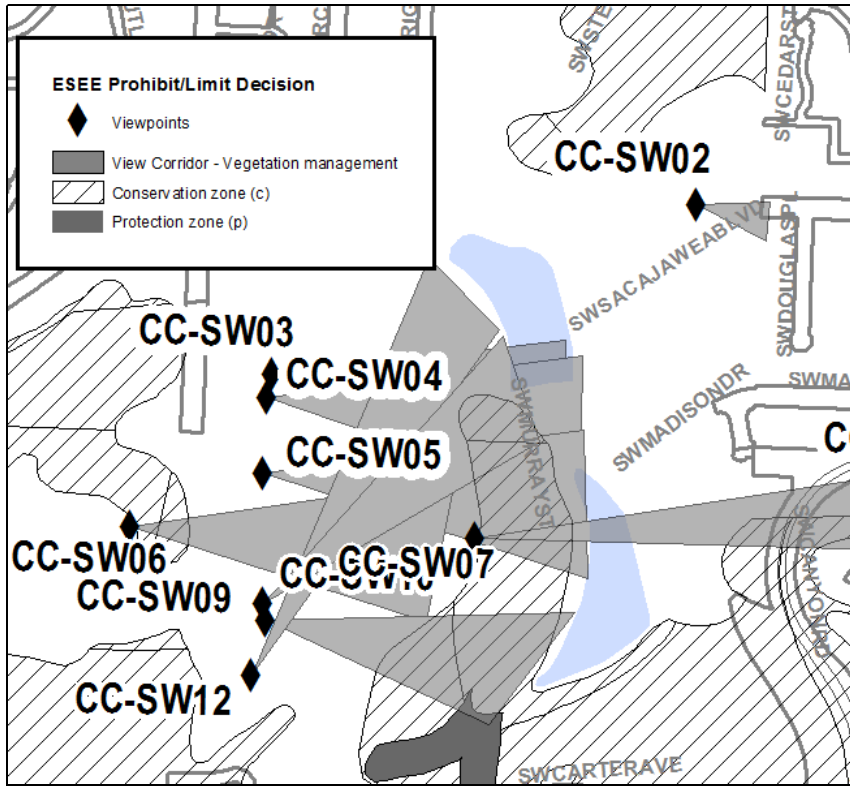


Figure 3. Scenic Resource Protection Plan Program Decisions

Therefore, today Parks can remove trees at the Japanese Garden by obtaining a tree permit or a programmatic permit. The trees can be in or out of a view corridor. Both permits are discretionary. If the trees are also in the conservation overlay zone, then 33.430 must be met and review is required for tree removal. The CC2035 proposal would make tree removal within the environmental overlay zone easier by allowing it via a standard instead of review. Also, by adding the view corridors, Parks could cite the views as rationale for a programmatic permit.

Public Comment

Testimony was submitted requesting that the limit decision be expanded to include the full Central City skyline. The Japanese Garden is designed around an expansive panoramic view that included (in 1971) the Rose Garden in the foreground, the downtown skyline in the mid-ground and Mt Hood in the back ground. Some testimony also asked for a second ESEE decision to limit vegetation in order to reestablish

a view of Mt St Helens (note – there was no designated view of Mt St Helens but it could be seen historically from the Pavilion).

Other testimony received discussed the importance of tree canopy. It stated that there is a need to protect existing tree canopy and increase canopy throughout the city.

Staff Recommendation

Retain Proposed Draft version.

Tree canopy within the Japanese Garden and within the Rose Garden is located on steep slopes. Minimizing tree removal is important for maintaining slope stability as well as supporting other functions of the trees. The value of the trees outweighs restoring a view of the entire city skyline. Limiting the view of the city skyline to that below and around Mt Hood balances the value of the view and the value of the existing tree canopy. This limitation also supports the experts' results that the vegetation in the foreground is a contributing factor to the view itself.

The inventory only includes existing views. There is a view of Mt Hood, but there is not a view of Mt St Helens at the Pavilion. A view of Mt St Helens could be created by pruning existing trees and potentially removing a few trees. This can be done under the current zoning as a Type B tree permit or a programmatic permit. If and when the city updates the rest of Portland's scenic resources, if a view of Mt St Helens has been established, it could be nominated for the inventory.

B2. View of Vista Bridge from Jefferson Street

Existing Protections

The 1991 Scenic Resources Protection Plan designated a view of the Vista Bridge from the SW Jefferson St/I-405 overpass. Height restrictions were placed on the north side of SW Jefferson Street to protect the view (see Figure 4).



Figure 4. Existing 510-3 Maximum Heights

Inventory Results

The view was inventoried along with all other scenic resources identified in the 1991 Plan. The viewpoint was set at the middle of the crosswalk on the western side of the overpass because that is the closest approximation to the original viewpoint that also provides a view of most of the bridge. The view was sent to the experts for scoring and received a low score.

At the same time, staff was refining the definitions of view corridors, viewpoints and view streets. Staff met with the project consultants and agreed that the view of Vista Bridge from SW Jefferson St better met the criteria as a view street rather than a view corridor. So although it received a score as a view corridor from a viewpoint, that was not reported in the inventory because the designation was changed to view street and the criteria for view streets is different than for view corridors and viewpoints.

The criteria for view streets is:

1. The view is located along a public street;
2. The view ends in a focal point or element that serves as the terminus of the view;
3. The focal terminus is either a park, river, mountain/butte/hill, bridge, prominent building, collection of prominent buildings, art/sculpture, fountain or historic or iconic landmark that is public owned or otherwise protected;

4. The focal terminus can clearly and easily be seen from a distance of at least two (2) blocks; and
5. The focal terminus can be seen from a crosswalk at the center of the street and/or a sidewalk facing towards the terminus.

All view streets that met these criteria were determined to be significant and evaluated in the ESEE Analysis.

The view of Vista Bridge from the Jefferson St overpass is impacted by development and existing tree canopy on both the north and south sides of the street (see photograph). The view is only visible from the center of the crosswalk; the view from the sidewalks blocked by trees. From the crosswalk, the viaduct to the north is partially visible, but development and trees block some of the view.



Figure 5. View of Vista Bridge from Jefferson Street

ESEE Decision and Protection Tools

The initial ESEE decision presented in the Discussion Draft was to keep the viewpoint at the historic location and limit vegetation and structures that would impact the view of the focal feature. The initial implementation of that tool was to rely on the right-of-way to protect the views. This resulted in removing height limits along SW Jefferson St. Public comments on the Discussion Draft stated that because SW Jefferson St is not linear, relying on the right-of-way would not be protective of the view. Staff reevaluated the view based on this input.

The Proposed Draft ESEE decision was to prohibit structures to maintain the view of Vista Bridge from the historic location. The view is partially blocked by existing buildings and trees. The height limits applied are based on location and height of those uses. This allows for roughly 15 feet of additional height on the north side of SW Jefferson St (Figure 6).

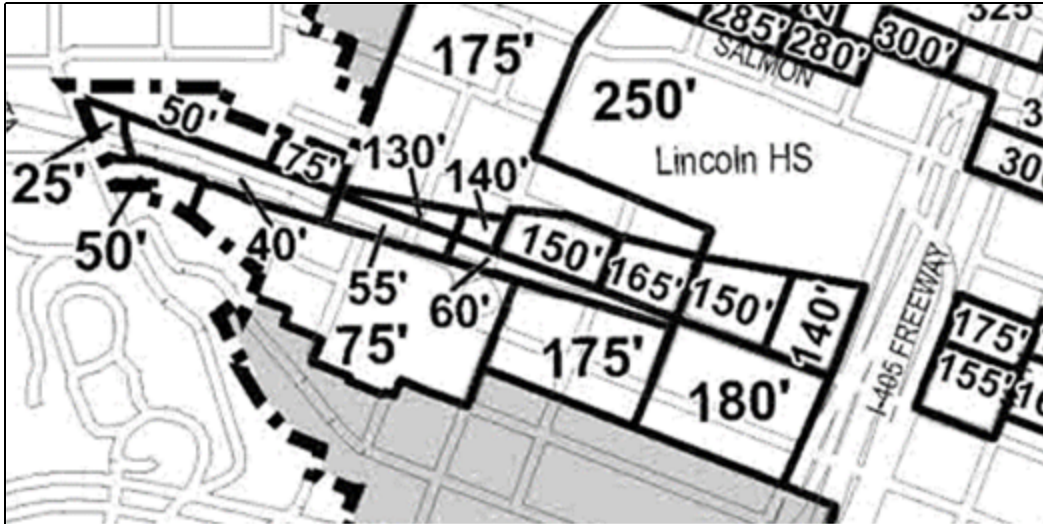


Figure 6. Proposed 510-4 Bonus Heights

Public Comment

Testimony on the Proposed Draft requested that the view of the Vista Bridge viaduct be preserved by keeping the previous height limits and adding height restrictions such that within a 20-foot setback on both side of SW Jefferson Street the height be set at 15 feet/one story.

Other testimony requested that heights along SW Jefferson Street be set at 75 feet, which would allow for typical 5-over-1 construction with ground floor retail and residential above. The testimony states that this would support the desire for SW Jefferson Street to be a mixed use commercial corridor and allow for additional housing near the MAX stop at Collins Circle.

Staff Recommendation

Proposed amendment to

1. Allow 75ft heights along the north side of Jefferson St
2. Add a viewpoint at Collins Circle.

Currently Jefferson St is designated a view street from the I405 overpass to Vista Bridge. That designation would remain in place.

Along Jefferson St heights would be set at 75ft which allows 5-over-1 construction. This height supports commercial redevelopment planned for the street. This will slightly impact the view of Vista Bridge from the I405 overpass (see Figure 7).



Figure 7: View of Vista Bridge from Jefferson St/I405 Overpass based on Staff Recommendation

Because the view from the I405 overpass is primarily from auto or bike, it is recommended that a new viewpoint be added at Collins Circle.

Collins Circle is a publically owned park with an art feature. Unlike viewing the bridge from a crosswalk, where you cannot stop easily to see the view, Collins Circle offers a place to stand or sit to enjoy the view and take a picture.

Currently Collins Circle is underutilized. But with the addition of crosswalks, a sidewalk and vegetation maintenance at Collins Circle, this could become an attractive public open space with a view of Vista Bridge (see Figure 8). The view of Vista Bridge from Collins Circle is not impacted by 75ft height limits (see Figure 9).

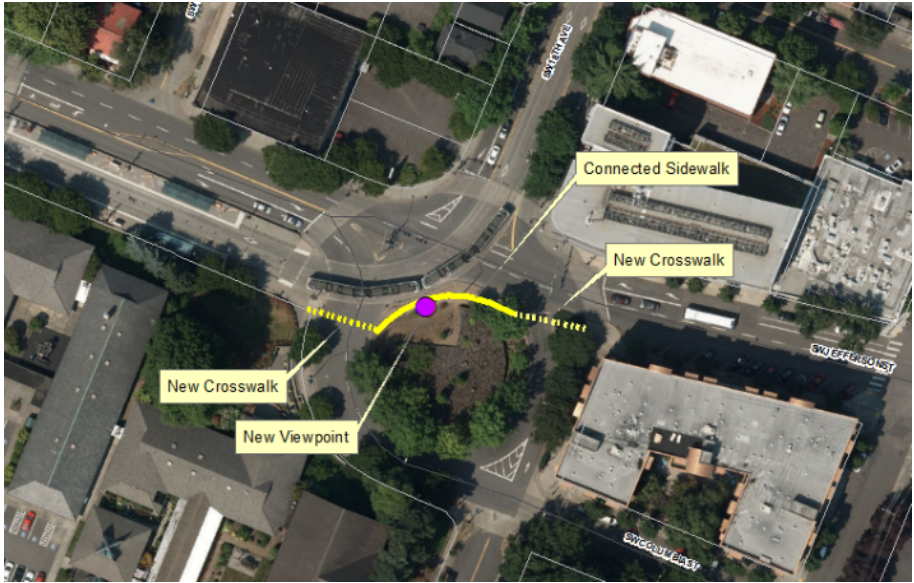


Figure 8: Actions to Improve Pedestrian Connectivity at Collins Circle



Figure 9: View of Vista Bridge from Collins Circle with Potential Development based on Staff Recommendation

B3. View of Mt Hood from Salmon Springs

Existing Protections

The Salmon Springs viewpoint was designated in the 1991 *Scenic Resources Protection Plan*. The description of the view, VB 24-31, includes the Willamette River, bridges and Mt Hood. The ESEE for the states:

The area within the view corridor to Mt Hood was recently rezoned and new height limits were established as part of the Central City Plan [1988]. The view to Mt Hood is across land zoned GI-1, General Industrial, where there is no maximum height limit. It also crosses the Grand/Martin Luther King Jr. corridor where the zoning is CED, Central Employment, and a 200-foot height limit has been established.... Two blocks with a height limit of 200 feet (zoned CED) are directly within the view corridor.... Generally, modern industrial development is only one or two stories in height and would not cause a significant problem for preservation of the view. The Central Employment area, however, can reasonably be expected to develop up to or near the height limit since the blocks within the view corridor have an allowed floor area ratio of 9:1.... Industrial and commercial development of more than two stories in height located within the primary part of the view corridor have the potential to eliminate the view of Mt Hood (pg. 53).

The ESEE decision at the time was not to protect the view of Mt Hood due to the economic impacts.

Although the economic consequences of protecting this view, particularly the view of Mt Hood, are high, so is the public investment in creation of this viewpoint. Full protection of the view to Mt Hood could have a significant economic impact on some properties.... The Martin Luther King Jr./Grand corridor was targeted as an area for future mixed use opportunities at a fairly high intensity. Preservation of the view to the mountains from low elevation is extremely difficult without having a significant impact on development potential. In this instance, the retention of the economic opportunities along the [corridor] outweighs the value of protection of this view to Mt Hood. The viewpoint and the views to the bridge and river should be retained and enhanced. (Scenic Views, Sites, and Corridors: ESEE Analysis and Recommendations, View of Bridges – Volume IV (1990) page 52-55)

Figure 10 shows the existing maximum heights allowed in the Central Eastside. There is no view corridor.

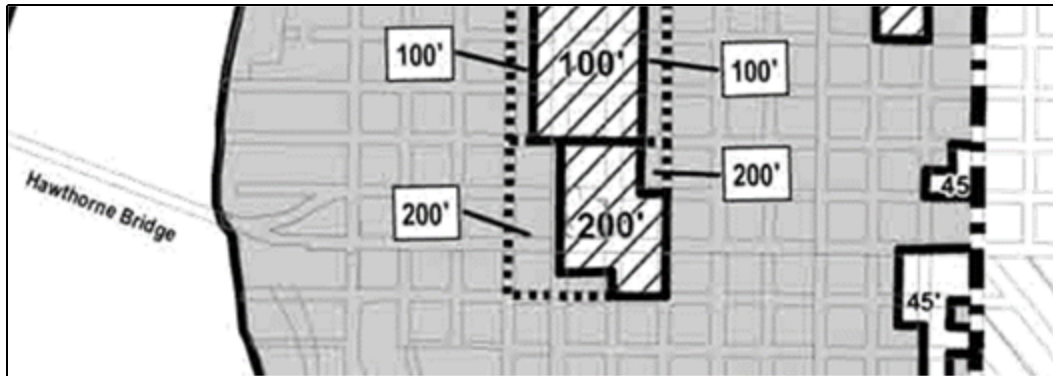


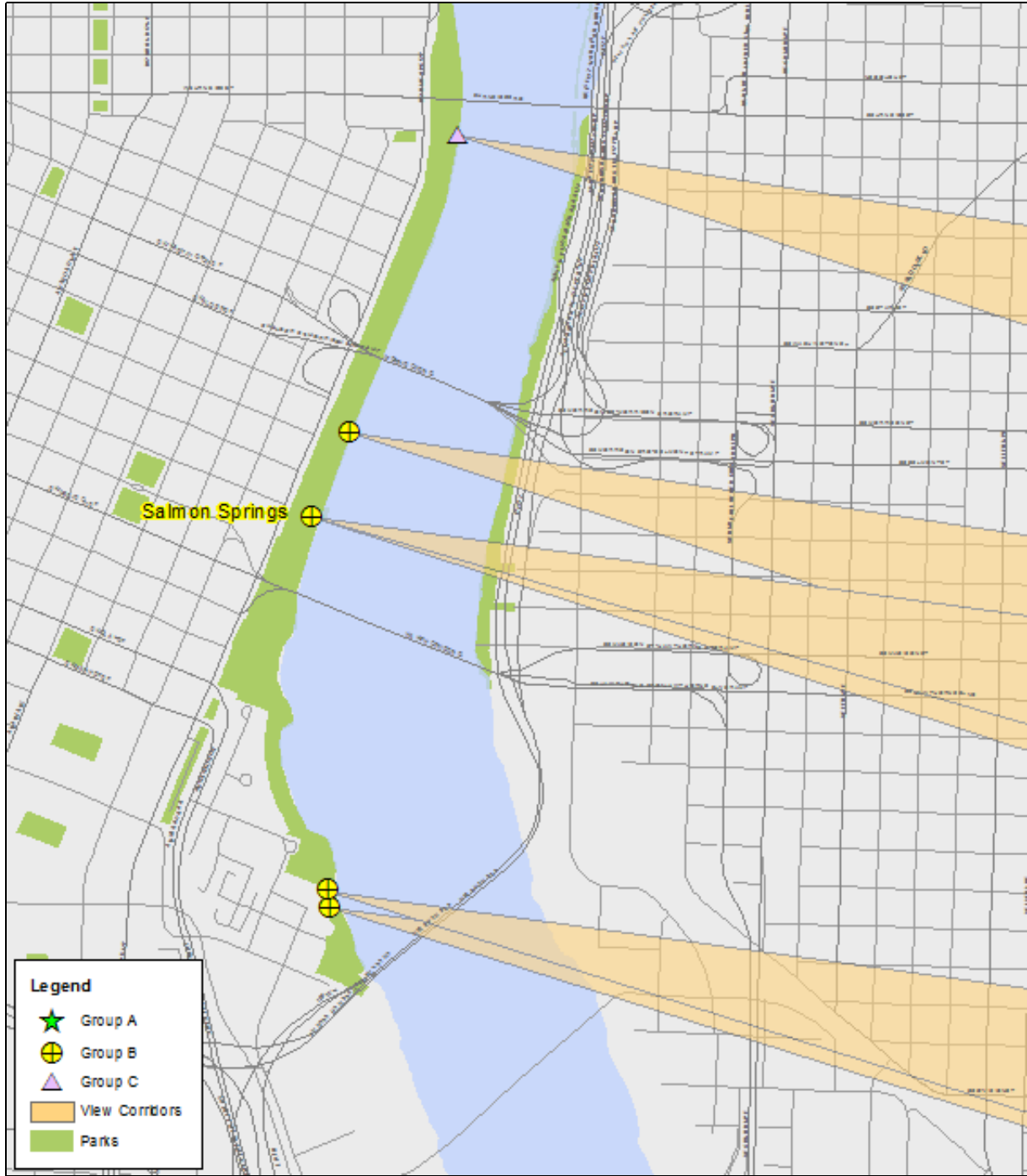
Figure 10: Existing 510-3 Maximum Heights

Inventory Results

In the inventory staff documented five locations from the Greenway Trail along the Willamette River on the west side that currently have a view of Mt Hood (see Map 5).



View of Mt Hood from Salmon Springs



Map 5: Views of Mt Hood from Westside Greenway Trail

All views that included the Willamette River received a relatively high rank by the experts. The project consultant used a method to divide the views into three categories based on views with similar features and conditions. As a result, most river views were assigned Group B, some were assigned Group A (slightly better) and some were assigned Group C (not quite as good). Of the five views of Mt Hood from the Greenway Trail, four are Group B and one is Group C.

Because all of the viewpoints are located along the Greenway Trail, they all have good access. Of the five viewpoints, the one at Salmon Springs (SW17) is the most developed viewpoint. It is also located at the end of SW Salmon Street, a main corridor between the downtown and the river, and at a large public fountain. Therefore, Salmons Springs receives heavy use.



Salmon Springs Viewpoint

ESEE Decision and Protection Tools

The value of the view and viewpoint is high. The view contributes to Portland's imageability and tourism. But to protect the view, building heights in the Central Eastside must be kept low. The value of economic development in the Central Eastside is also high. Therefore, the policy decision whether to protect this view or not is difficult.

In the Discussion Draft, staff proposed that the value of the economic development potential in the Central Eastside outweighed the value of the view from this viewpoint. Public comment stated that staff were undervaluing the importance of the view from this viewpoint. The comments pointed out the importance of views of Mt Hood to Portland's imageability. Staff reassessed the view from this viewpoint.

There is no equation that can be used to determine if the value of a scenic view is more or less important than the value of development potential. The decision to recommend protecting the view is based on the location and significance of this view; the fact that if the MLK/Grand corridor fully develops

all other views of Mt Hood from the river will be blocked; and considering other changes proposed for the Central Eastside to increase development capacity through zoning. There is a surplus of job capacity in the Central Eastside based on the Economic Opportunities Analysis. This proposal would impact the surplus, but there would still be enough job capacity to meet the 2035 growth projections. However, limiting height in the Central Eastside would be a significant loss of development potential for impacted property owners.

Public Comment

A lot of testimony was received concerning the impact of the view corridor to redevelopment in the Central Eastside. It was pointed out that not only are there impacts to sites that are identified in the BLI as vacant or underutilized; there are sites with one to three story buildings that today could be redeveloped up to 200 feet. Questions were raised about the fairness of bringing this proposal forward after the Southeast Quadrant Plan was completed. And questions were raised about the adequacy of the ESEE and if the proposal could result in takings.

Testimony was also received that supported protection of the view of Mt Hood from Salmon Springs. Testifiers discussed the importance of this view and viewpoint to the city and the region because of the location at Tom McCall Waterfront Park. They requested that this view be preserved because the other views of Mt Hood from the Greenway Trail would be blocked in the future by development.

Staff Recommendation

Proposed amendment.

Staff recommend modifying the view corridor in to:

1. Narrow the view corridor; and
2. Raise the bottom elevation of the view corridor from 1,000 feet below timberline to the timberline on Mt Hood.

Both of these refinements are based on closer review of existing development and vegetation. As result of the refinements 15 properties would be removed from the view corridor. The remaining properties would have a slight increase in the allowed height by roughly 5 to 10 feet west of SE 6th Ave and 15 to 20 feet east of SE 6th Ave.

Figure 11 shows the Proposed Draft base heights and Figure 12 shows the revised base heights. The economic impacts of the revised proposal, which are calculated only for the BLI sites in the view corridor, are \$10.9M in lost development potential and 1,512 in lost job capacity, as compared to the Proposed Draft which is \$15.6M in lost development potential and 2,166 in lost job capacity.

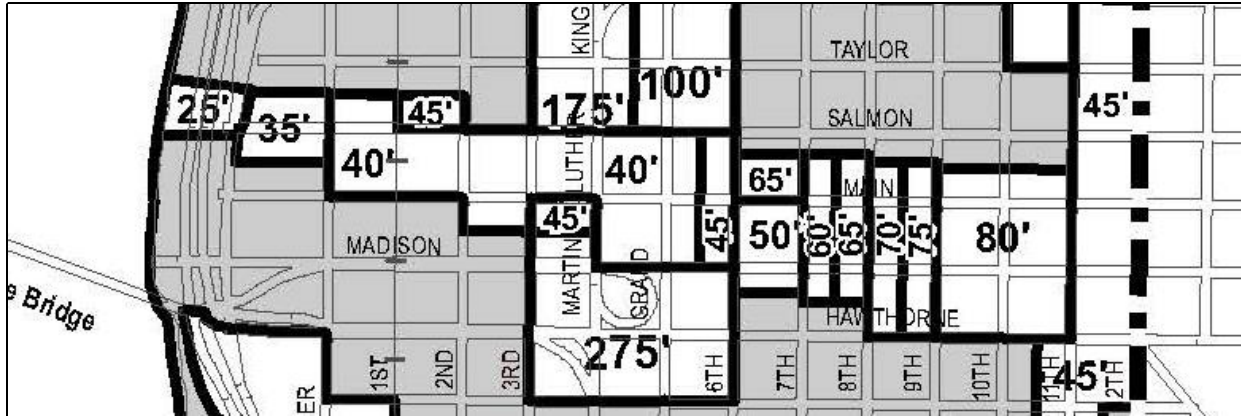


Figure 11: Proposed Draft Map 510-4 Base Height

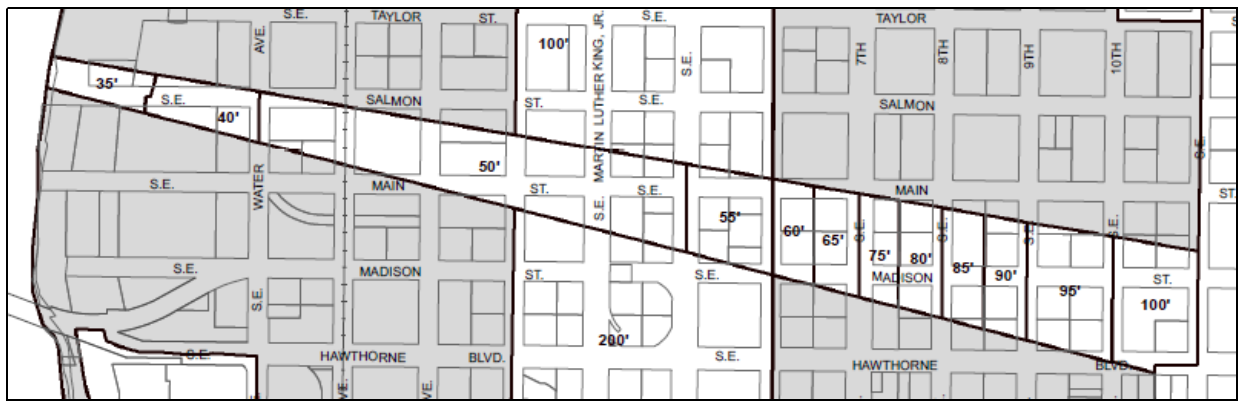


Figure 12: Revised Heights within the Salmon Springs View Corridor



Figure 13: Rendering of View from Salmon Springs with existing Base Heights



Figure 14: Rendering of View from Salmon Springs with Proposed Draft Base Heights



Figure 15: Rendering of View from Salmon Springs with revised Base Heights

Also, some properties in the view corridor are in the Portland Streetcar Loop Extension Local Improvement District (LID) which was initiated in 2007. The streetcar extension runs through the Central Eastside and Lloyd Districts. A final assessment of all properties was conducted in 2013 to determine property owners' share of the total \$148.3M LID. Property owners collectively shared \$15M or 10% of the project costs. The amount that each property owner contributed was based on real market value as determined by the Multnomah County Assessor, proximity to the streetcar alignment and the use on the property (Commercial, Industrial and Residential). Real market value is based on:

- recent sales of adjacent properties in the area; and
- height, bonus height, zoning and location including proximity to major arterials.

Properties within approximately three blocks of the streetcar alignment, which is along SE MLK and SE Grand Ave, in the Central Eastside were assessed a charge. Properties within 200ft of the streetcar alignment contributed a larger share than properties located further away. The contribution within 200ft was \$7.70 per \$1000 of assessed real market value for each property and properties further away contributed less. No property paid less than \$0.60 per square foot applied to the land area. Please see Appendix B for more details about the LID.

As part of the Salmon Springs package, staff recommend prioritizing FAR transfers from within the view corridor to help defer the lost value of potential development. This approach would treat the Salmon Springs view corridor in a similar way to a historic district. If PSC supports the staff recommendation, staff will return in January with updates to the FAR Bonus and Transfer system that includes a provision for scenic transfer.

Part 3: Other Topics/Issues

The following topics and issues raised during the hearings require clarifications or simple corrections. These topics and issues will not be discussed at the work session on September 27, 2016 unless a commissioner requests the topic be pulled off the consent list.

B4. View of Mt Hood from Vista Bridge

Existing Protections

The 1991 *Scenic Resources Protection Plan* designated a view of Mt Hood from the Vista Bridge. Building heights were set to protect the view. At the time technology was not as advanced and accurate as it is today.

Inventory Results

Staff attempted to find the original viewpoint based on the photograph and description in the 1991 plan. This point is near the northern bench on the bridge, although the bench is currently fenced off. At the time of the 1991 plan the technology was not as advanced and accurate as it is today. The current GIS analysis shows that the existing height limits are not protective of the existing view.

ESEE Decision and Protection Tools

The ESEE decision is to continue to prohibit structures or vegetation that would block the view of Mt Hood from Vista Bridge and to update maximum building heights accordingly. This is consistent with the 1991 plan decision. The view corridor was updated in the following ways:

1. In the northern portion of the view, proposed height limits are based on existing development which partially blocks the view of Mt Hood. The ESEE decision is to protect the existing view, not reestablish the historic pre-development view.
2. In the southern portion of the view, the proposed height limit follows the policy direction of maintaining the view of the mountain down to 1,000 feet below timberline.

Public Comment

There was testimony stating that the southern view corridor is not set at 1,000 feet below timberline. It is. Today, the existing buildings in the southern portion of the view are low and the existing view of Mt Hood includes even more than 1,000 feet below timberline.

Staff Recommendation

Retain Proposed Draft version (Figure 16).



View of Mt Hood from Vista Bridge



Figure 16: Rendering of the Proposed Building Heights to Protect View of Mt Hood from Vista Bridge

B5. View of Downtown Skyline from Sullivan's Gulch/I-84

Existing Protections

The 1991 *Scenic Resources Protection Plan* designated a view of the downtown skyline from the NE 12th Ave/I-84 overpass. Building heights were set to protect the view. The building height limits were not included on the 510-3 maximum building heights map. Instead, they are set in the *Scenic Resources Protection Plan*, which is referenced in the 33.480, Scenic Resources, zoning code. Therefore, although the 510-3 map does not show existing building height limits, there are height limits (see Figure 17).

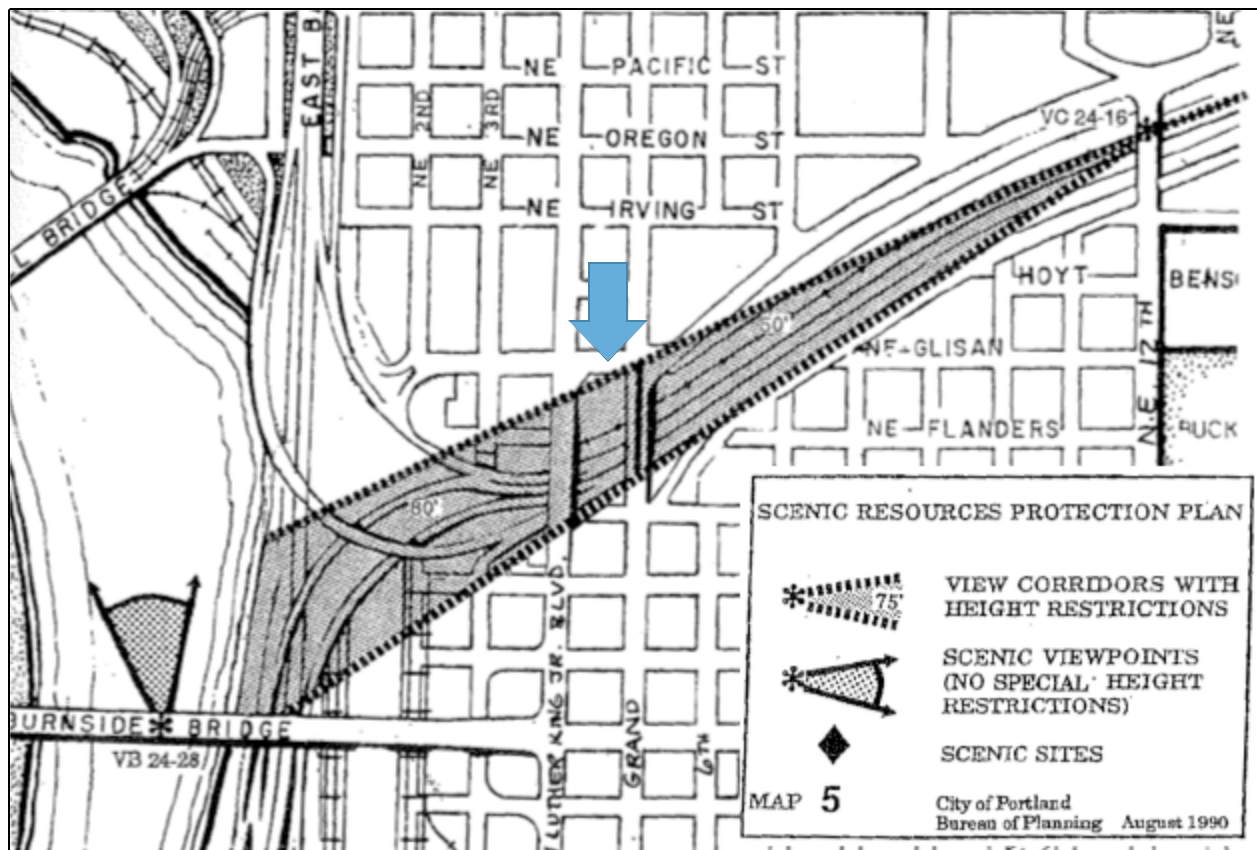


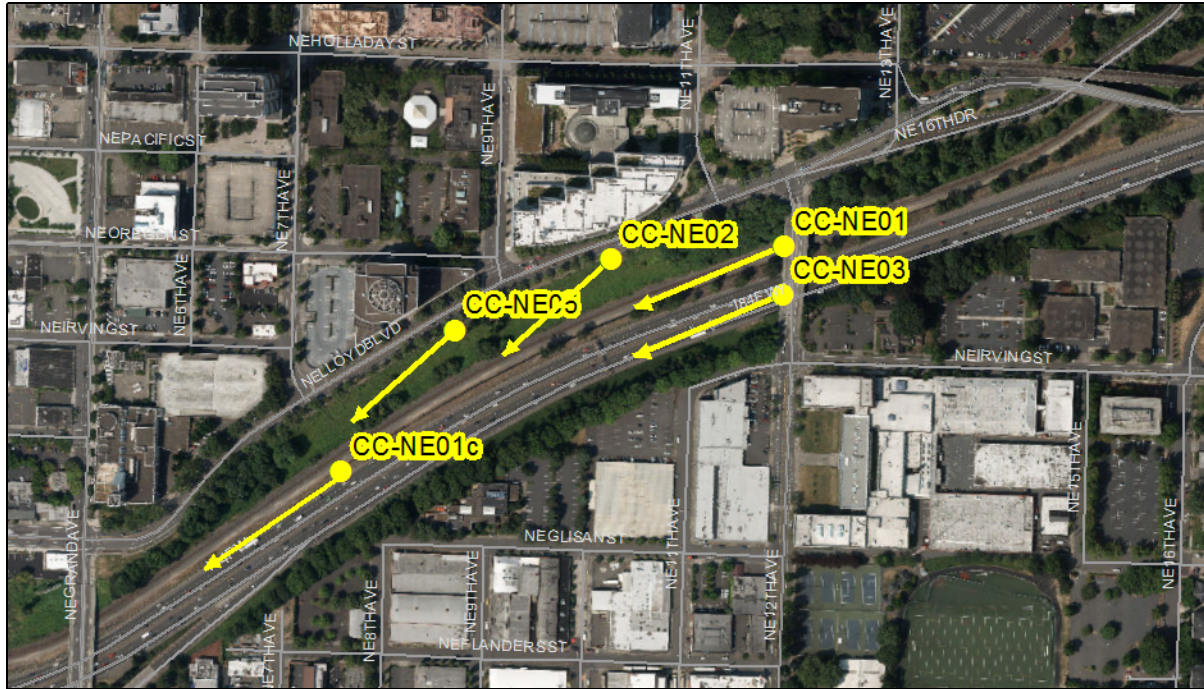
Figure 17: Existing Height Restrictions for NE01 (previously labeled VC 24-16, SRPP 1991)

Inventory Results

Staff inventoried the existing viewpoint and multiple potential alternative viewpoints along the NE Lloyd Boulevard sidewalk. Once staff learned of the plans for a bicycle and pedestrian bridge over I-84, staff also considered moving the viewpoint to that future overpass (see Map 6).

Experts scored four similar viewpoints in this area; two ranked Tier I (NE01 and NE05) and two ranked Tier II (NE02 and NE03). Since staff learned of the bicycle/pedestrian overpass after the inventory was

completed, the experts were not able to rank this view (NE01c). However, the views from each viewpoint are very similar so staff interpolated the ranking based on the primary focal features of the other viewpoints and the elevations of the side streets. The view corridors, in all cases, include the Central City skyline, though the section of skyline differs depending on the viewpoint.



Map 6: Viewpoints at Sullivan's Gulch with Views of Central City Skyline

ESEE Decision and Protection Tools

Each of the viewpoints had a view corridor that would be impacted by redevelopment on *Buildable Lands Inventory* (BLI) sites. However, the view from the future pedestrian and bicycle overpass (NE01c) had the least impacts. In addition, the new overpass would be dedicated to pedestrians and cyclists; private cars and trucks would not be permitted. Therefore, the ESEE decision is to relocate the viewpoint from the NE 12th Ave/I-84 overpass to a future bicycle/pedestrian bridge; prohibit structures and vegetation that would block the view; and update maximum building heights accordingly.

Public Comment

Oral testimony was submitted by a representative of the property located at 430 NE Lloyd Blvd. It was stated that there is currently no height restriction and adding a height restriction would have negative economic impacts to the property. The property is almost entirely within an 80-foot height limit area.

Written and oral testimony suggested that the viewpoint should be moved to a future elevated viewing platform located at the southeast corner of NE Grand Ave and NE Lloyd Boulevard.

Staff Recommendation

Retain Proposed Draft version (Figure 18).

By moving the viewpoint to a future bicycle/pedestrian bridge, half the property in question would be outside of the view corridor and the existing height restriction of 80 feet would be removed. The northern half of the site, approximately 24,000 sq ft (more than a half of a city block), would have a 250-foot base height limit with bonus to 325 feet. The remainder of the property, approximately 11,000 sq ft, would have a 70-foot height limit. This lower portion of the site is also on a very steep slope down to the railroad.

The new overpass would be dedicated to pedestrians and cyclists; private cars and trucks would not be permitted. The overpass could be designed with a resting spot, where people could move out of traffic to enjoy the view, and supporting infrastructure, such as a bench or informational placards, could be included.

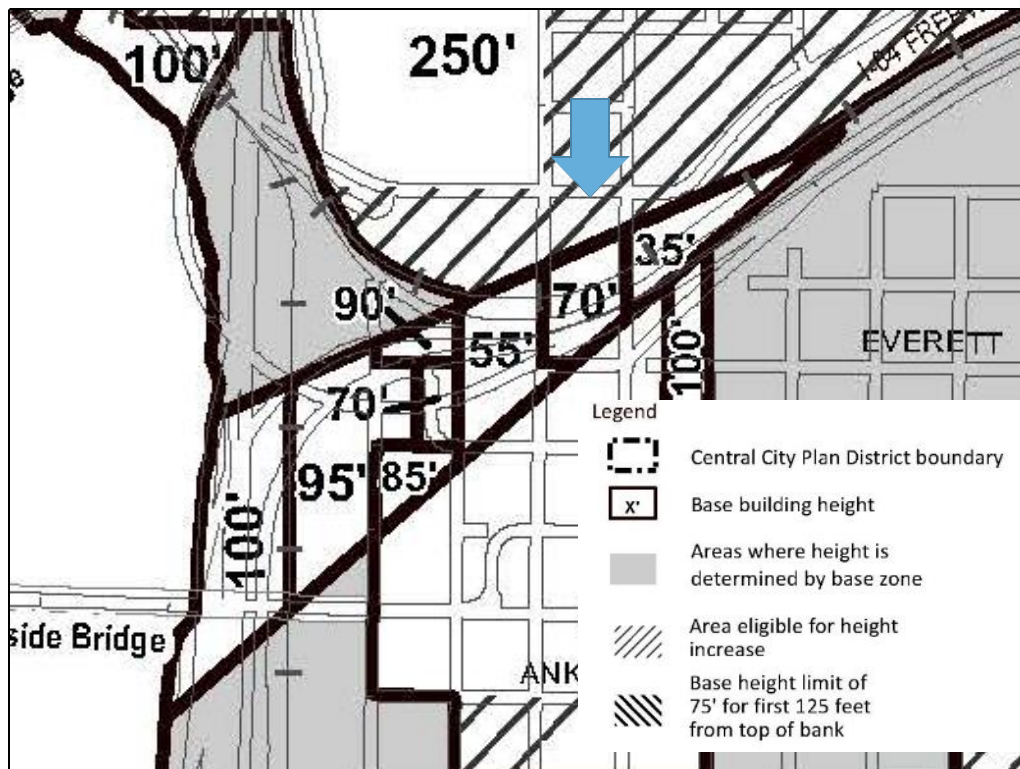


Figure 18: Proposed Draft Base Height Limits (map 510-3)

B6. View of Mt Hood from Tilikum Crossing

Existing Protections

None.

Inventory Results

Staff inventoried the newly constructed Tilikum Crossing to determine if viewpoints should be designated on the bridge. (Every other bridge, except the Marquam Bridge, in the Central City has at least two designated viewpoints.) Four viewpoints have been designated on Tilikum Crossing—two are on the south side of the bridge and both include a view of Mt Hood, the Willamette River and Ross Island. Viewpoint SW46 is a Group A river view and viewpoint SE21 is a Group B. SW46 scored higher because more of the river is in the foreground of the view.

ESEE Decision and Protection Tools

Both SW46 and SE21 have views of Mt Hood and protecting the views by limiting building height has similar impacts on development and job potential. Because SW46 received a higher rank than SE21 and the impacts are slightly less, the ESEE decision is to prohibit structures and vegetation that would block the view of Mt Hood and the Willamette River from viewpoint SW46. Building height limits are proposed that will protect the view.

When compared to the views of Mt Hood from other bridges, the views from Tilikum Crossing have significantly less impact on development and jobs potential. The views of Mt Hood from the Broadway, Morrison and Hawthorne bridges have an impact ranging from \$15.7M/2,192 jobs to \$93.9M/13,044 jobs. Tilikum Crossing views have impacts of \$7.8M/1,093 jobs (SW46) and \$8M/1,115 jobs (SE21).

Public Comment

Testimony was submitted regarding a property located at 306 SE Ivon Street. The testimony stated that the 60-foot height limit, plus other restrictions of the proposal (Greenway Trail, river setback, river overlay and prohibition on housing) would make it impossible to redevelop the property.

Other testimony stated that views across the Central Eastside should not be protected due to the significant impact on future development.

Staff Recommendation

Retain Proposed Draft version (Figure 19).

The property is located along the Willamette River with access from SE Ivon Street. The site is 2.8 acres in size. The view corridor crosses the middle to southern portion of the site. The area outside of the view corridor and outside of the river e-zone is 0.9 acres (40,370 square feet). For reference, a typical city block in the Central City is 40,000 square feet.

The portion of the site outside of the view corridor and river e-zone is zoned IH today and proposed to be zoned EX. The height limit is currently based on the base zone. The proposed height limit is 100 feet with 3:1 FAR and an option to bonus up to 250 feet. The development could move the unused FAR from within the view corridor to outside the view corridor on the site and then bonus whatever else is needed to get the desired height outside the view corridor.

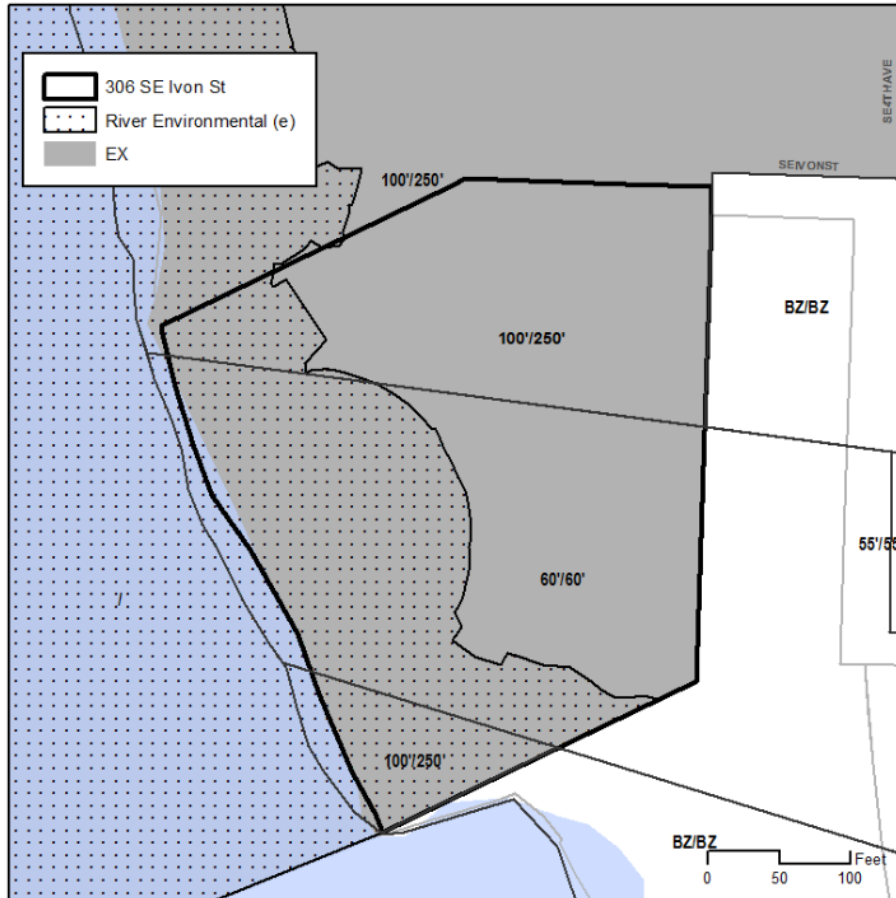


Figure 19: Proposed Height Limit at 306 SE Ivon Street

B7. View of Mt St Helens and Mt Adams from SW Upper Hall

Existing Protections

The 1991 *Scenic Resources Protection Plan* designated a viewpoint at SW Upper Hall. The view included Mt Hood, Mt St Helens, Mt Adams and the downtown skyline. Height restrictions were applied to protect the view of Mt Hood and the downtown skyline. No height restrictions were applied to protect the view of Mt St Helens or Mt Adams.

Inventory Results

This panoramic view was one of the highest ranking upland views in the inventory. However, the viewpoint is difficult to get to, has limited parking and an incomplete sidewalk, and is not likely to be regularly accessed by anyone other than people living nearby without promotion as a viewpoint.

ESEE Decision and Protection Tools

The ESEE decision is to prohibit conflicting uses to maintain a view of the Central City skyline, Mt Adams, and Mt St Helens and to limit conflicting vegetation to maintain a view of Mt Hood and the Fremont Bridge as long as the views remain. The result is maintaining the existing height limit associated with the view of the downtown skyline and adding height limits for the views of Mt Adams and Mt St Helens. The height limits associated with the view of Mt Hood are removed.

There are many views of Mt Hood from the West Hills. Mt Hood views from Washington Park and the OHSU Tram are easily accessible and used by many people. In addition, there are a number of neighborhood views of Mt Hood from the West Hills that are proposed for protection. These are located at the top of public staircases or along easily accessible streets with sidewalks and bike lanes. However, there are few views of Mt St Helens (9 total) and even fewer of Mt Adams (6 total) that exist today. The other views are mostly from Terwilliger Blvd and OHSU.

Public Comment

Testimony stated that the views from SW Upper Hall should not be protected because the site is difficult to access and serves only the nearby properties. The impact on future development should outweigh the value of the view from this viewpoint.

Other testimony stated that all currently protected views from the West Hills should remain protected.

Staff Recommendation

Retain Proposed Draft version.

The view corridor from SW Upper Hall to Mt Adams results in height restrictions in the West End District from SW Yamhill St to SW Stark St east of SW 11th Ave and in the Downtown District from SW Washington St to W Burnside St west of SW Broadway (Figure 7). The height restrictions range from 350 feet (base and bonus) near SW Yamhill St to 450 feet (with bonus) near SW Ankeny St. Although this is a change from the existing heights of 460 feet in West End, it is still an increase in height in the Downtown District.

Within the view corridor most of the sites are developed with buildings; however, there are three surface parking lots (shown with a red dot on Figure 20). The figure also shows the existing heights in color and the proposed heights in black outline.



Figure 20: Proposed Base/Bonus Heights in West End and Downtown Districts

The view corridor from SW Upper Hall to Mt St Helens results in no change to the base heights and restrictions to the bonus heights in the Pearl District. Bonus heights are restricted within the view corridor to 390 feet between NW Lovejoy St and NW Northrup St east of NW 13th Ave and 400-410 feet north of NW Northrup St around NW 12th Ave.

B8. General Views from the West Hills

Existing Protections

Not including views from Washington Park, OHSU or Terwilliger Blvd, there are 11 viewpoints in the West Hills that are designated in the 1991 *Scenic Resources Protection Plan* (see Figure 9). All have an existing ESEE decision to limit vegetation from blocking the view. Unless the view is also within an environmental overlay zone, there is no zoning code that implements this ESEE decision. If the view corridor overlaps with an environmental overlay zone, then the rules of 33.430 apply.

Inventory Results

Staff inventoried all of the existing viewpoints and one new viewpoint. Table 1 includes the results of the inventory:

Table 1: Central City Scenic Resources Inventory Results

Old ID	New ID	Location	Focal Features	Notes/Rank	Status
VP 23-27	SW13	SW Vista Ave	Mt St Helens Central City Skyline	Viewpoints SW13 and SW16 are near each other and have similar views. View is mostly blocked by vegetation. Rank: Tier II	Existing
VC 23-28	SW14	SW Market St	None visible	View is blocked by vegetation. Rank: Tier III	Existing
N/A	SW16	SW Vista Ave	Mt St Helens Central City Skyline	Viewpoints SW16 and SW13 are near each other and have similar views. SW16 is at the top of a public staircase. View is slightly impacted by vegetation Rank: Tier I	New
VC 22-26	SW18	SW Mill St	Central City Skyline	Development blocks historic view of Mt Hood. View of skyline is OK, but better views from nearby locations with better access. Rank: Tier II	Existing
VC 23-30	SW19	SW Montgomery Dr	Mt Hood Central City Skyline	Vegetation blocks much, but not all of the view. The viewpoint is undeveloped and has low use. Rank: Tier II	Existing
VC 23-29	SW21	Frank L Knight Park	Central City Skyline	Vegetation blocks much, but not all of the view. The viewpoint is undeveloped and has low use. Rank: Tier II	Existing
VP 24-01	SW24	SW Upper Hall	Mt Hood, Mt St Helens, Mt Adams Central City Skyline	View is one of the most expansive views in the city. However, viewpoint is difficult to access and has low use. Rank: Tier I	Existing
VC 23-31	SW30	SW 18 th Av	Mt St Helens	View is impeded by powerlines. Rank: Tier III	Existing
VC 24-53	SW31	SW Cardinell Dr	Central City Skyline	Viewpoints SW31 and SW33 are near each other and have similar views. SW31 is located at the top of a public staircase. View is slightly impacted by vegetation. Rank: Tier I	Existing
VC 24-54	SW33	SW Rivington Dr	Central City Skyline	Viewpoints SW31 and SW33 are near each other and have similar views. The historic views of Mt Hood and Mt St Helens are blocked by vegetation. Rank: Tier I	Existing
VC 23-34	N/A	Private Property	N/A	Although the historic viewpoint is on public property, accessing it requires crossing private property.	Retired
VC 23-35	SW41	SW Davenport St	None visible	View is blocked by vegetation. Rank: Tier III	Existing

Tier III views were determined to be not significant and therefore not carried forward to the ESEE for consideration of protection.

ESEE Decision and Protection Tools

Trees provide important functions including slope stability, stormwater management, air cooling, wildlife habitat and access to nature. Maintaining and increasing tree canopy is one of the primary goals of the Central City 2035 Plan. The West Hills have existing tree canopy, located on steep slopes, that needs to be maintained.

The ESEE decisions (see Figure 21) are intended to limit the views where removal of trees would be encouraged to maintain the view. Of the 12 viewpoints inventoried in the West Hills:

- One was retired because accessing the viewpoint requires crossing private property.
- Three are ranked Tier III and are not significant. The rankings are generally because the view is significantly impacted by existing vegetation and trees and the viewpoints are not easily accessible and serve primarily the nearby neighborhoods
- Five have an allow decision. In two cases the allow decision is based on another viewpoint being very close by, having a similar view and being more accessible. The other three are significantly impacted by existing vegetation.
- Two have a limit decision. These two would require limited tree pruning. Both are located at the top of public staircases, as well as along public streets with sidewalks.
- One has a prohibit decision (this is discussed above – Upper Hall).

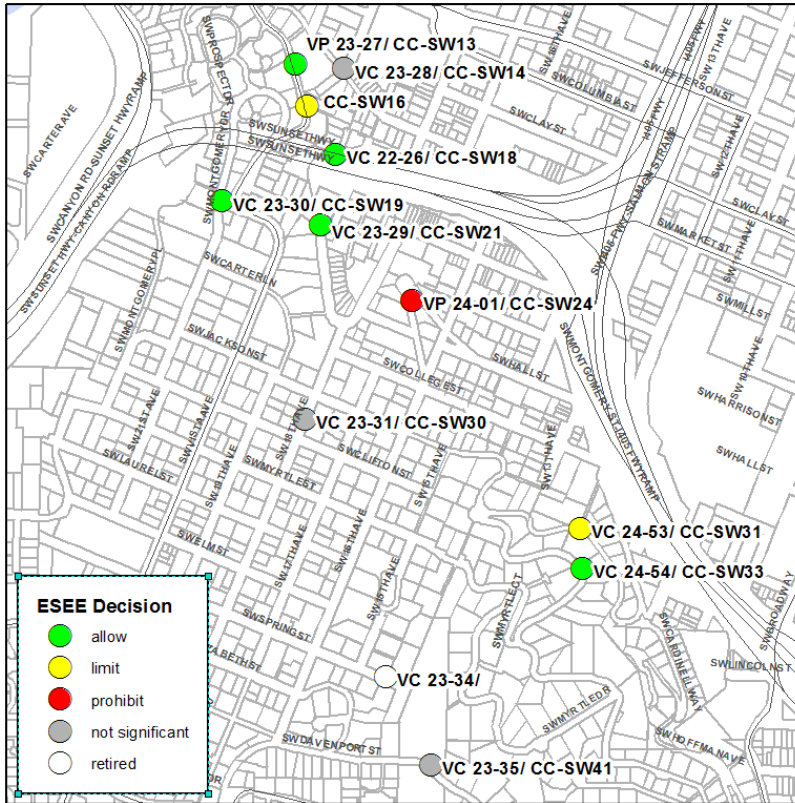


Figure 21: West Hills Viewpoints with DRAFT ESEE Decisions

Public Comment

Testimony stated that all historic views from the West Hills should be protected and the views should be restored. Specifically, that SW14, which is located at the top of public staircase, should have a limit decision.

Other testimony stressed the importance of maintaining trees, particularly trees located on steep slopes.

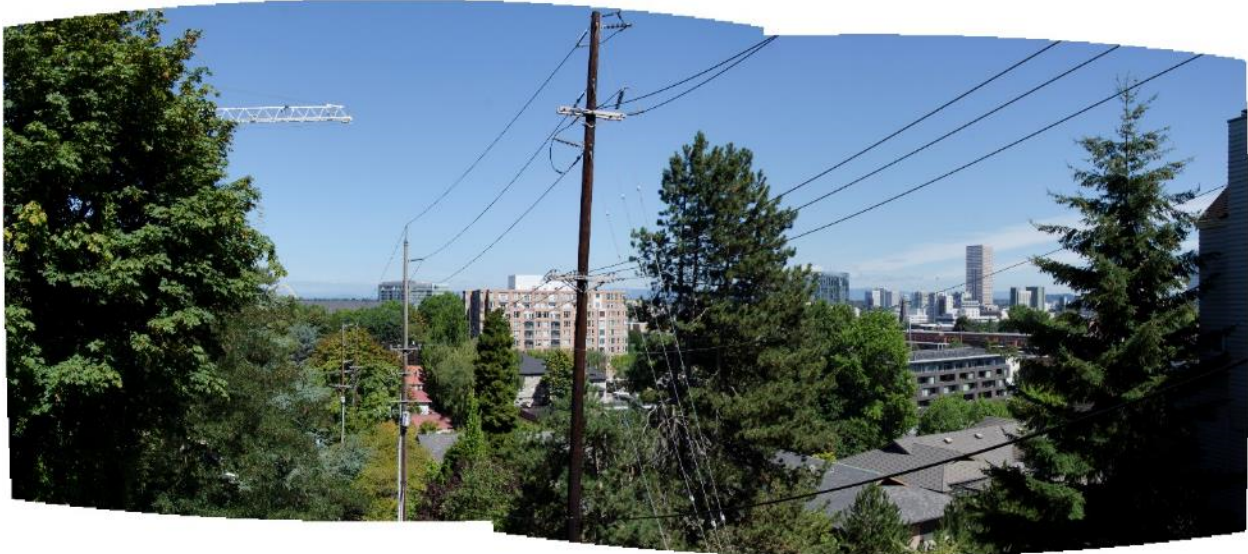
Staff Recommendation

Retain Proposed Draft version.

The proposal is intended to make it clear for which views tree removal, with replacement, should be allowed. The recommendation is limited to a few viewpoints in the West Hills in order to protect trees and the functions trees provide, especially on steep slopes. The proposal does not require tree pruning or removal. There is no obligation by the property owner; the code simply allows the tree removal.

SW14 is located at SW Market St Dr above SW 20th Ave at the top of a public staircase. The view received low scores by the experts—3.3 for scenic quality. (For reference, Tier I (high quality) views received a score of 7.6-11.2 and Tier II (medium quality) views received a score of 4.6-7.5.) There is

vegetation and overhead wires obscuring the view. Although Mt St Helens is visible, it is partially blocked by development. Because this view received at Tier III rank, it is not significant. Therefore, it is not evaluated as part of the ESEE. In addition, there is a viewpoint, SW16, located up the next flight of public stairs and immediately above this point that is recommended for a limit decision.



View of Central City Skyline and Mt St Helens from SW Market St Dr. above SW 20th Ave (SW14)

B9. South Waterfront View Street

Existing Protections

The South Waterfront Plan identified four view streets throughout the district. The intention of the streets is to maintain views from SW Moody Ave or SW Harbor Ave to the Willamette River and Ross Island. The zoning code, 33.510, specified street step backs to keep the views open. One of the alignments adopted was from SW Mead St from SW Harbor Ave to the Greenway Trail.

At the time these alignments were proposed the light rail and Tilikum Crossing were not constructed, OHSU and Zidell had not determined future development plans for their properties and most of the streets were undeveloped.

Inventory Results

Staff were able to inventory the view streets that are developed. However, SW Mead St is not completed. The alignment was kept as proposed in the South Waterfront Plan.

ESEE Decision and Protection Tools

The ESEE decision for South Waterfront is to maintain the ESEE decisions adopted with the South Waterfront Plan. Therefore, the four view streets maintain a limit decision and step backs in the zoning code.

Public Comment

OHSU stated that they had some topics to discuss with staff but did not provide details in the testimony. In a meeting on September 7, 2016, OHSU staff shared their current plans for the site including street alignments.

Staff Recommendation

Revise the Proposed Draft version.

Staff have reassessed the view streets based on the actual alignments of SW Harbor Ave and SW Porter St and the plans for SW Mead St. The topography of the land where SW Mead St will be built does not provide a view from SW Harbor to the river. Therefore, staff recommend moving the designated view street to SW Porter St. SW Porter St is the approach to the Tilikum Crossing with a wide right-of-way that preserves views of the Willamette River. See Map 7.



Map 7: South Waterfront View Streets

Moving the designation from SW Mead St to SW Porter St, which is one block south, keeps the general approach of the South Waterfront Plan to keep view corridors throughout the district.

B10. Code Clean Up

Bureau of Development Services submitted testimony that included questions and comments about the zoning code that implements the ESEE decisions. Below are non-substantive changes that address some of their concerns. The changes are highlighted in gray.

33.430.080.C. Items Exempt from These Regulations

78. Removal or trimming of vegetation when no development or other activities subject to the development standards or review requirements of this chapter are proposed, if the following are met:
- a. All vegetation removal or trimming activities must be surrounded or protected to prevent erosion and sediment from leaving the site or negatively impacting resources on the site. Permanent erosion control, such as replanting areas of bare soil, must be installed.
 - b. The vegetation proposed for removal or trimming is one of the following:
 - (1) Trees less than six inches in diameter or plants listed on the Nuisance Plant List;
 - (2) Dead, dying, or dangerous trees or portions of trees when they pose an immediate danger, as determined by the City Forester or an arborist. Removing these portions is exempt only if all sections of wood more than 12 inches in diameter either:
 - Remain, or are placed, in the resource area of the same ownership on which they are cut; or
 - Are removed, if the City Forester authorizes removal of diseased wood because it will threaten the health of other trees;
 - (3) Non-native non-nuisance trees less than six inches in diameter and plants;
 - (4) Trees less than six inches in diameter or tree limbs that are within 10 feet of an existing building and structures attached to buildings, such as decks, stairs and carports;
 - (5) Within view corridors shown on Map 480-1, trees that exceed the base height restrictions of a City-designated view corridor may be removed or pruned/trimmed to maintain the view corridor; or
 - (6) Within the scenic (s) overlay zone, trees less than six inches in diameter may be removed and tree limbs may be trimmed to maintain the view. Tree removal with the scenic (s) overlay zone is not exempt.

Adding this clarification makes the exemption work better with the existing standards found in 33.430.140.J and the proposed standard for tree removal in view corridors, 33.430.195. The existing standards require trees larger than six inches in diameter to be replaced.

Currently there is no replacement standard in the environmental zones for tree less than six inches in diameter. However, Title 11 must be met and for trees 3-6" in diameter, tree replacement is required. Comments were submitted by Commissioner Houck asking for this to be reconsidered. Staff will be addressing these issues, which are substantive and related more to natural resources rather than scenic resources, at the second work session.

Attachment A: Answer to Commissioner Questions

Many of the commissioners' questions are answered within the memo. However, some questions did not fit within the topic areas. Each question is stated below along with a staff response. The questions are not attributed to any commissioner:

Can you describe/define the view we are trying to keep? Is there a percentage of Mt Hood, or bridge width?

The amount of a focal feature that can be seen within any given view corridor and not disrupt the view is subjective. One person might feel that any intrusion into the view is unacceptable while another may feel that slight intrusions are OK.

The policy priority is to protect existing views of area mountains and when possible protect the view down to 1,000 feet below timberline. There is a policy priority to protect views of Willamette River bridges and views unique to neighborhoods, which would include Vista Bridge. However, there is no set amount of each bridge that needs to be seen within the view.

Height reductions; when we reduce height it appears we created some properties with split heights? How does this impact the development potential in terms of building type or does it?

Many properties have split heights due to the location of a view corridor. Development would need to address the height restrictions. That may mean developing a shorter podium on part of the property and a larger tower on the other. Or a building may have an edge that is not perpendicular to the street. This was seen as a better approach than including entire taxlots when only part of the taxlot is actually in the view corridor.

Attachment B: Portland Streetcar Loop Extension Local Improvement District

ORDINANCE No. 186504 *As Amended*

Assess benefited properties for improvements in the Portland Streetcar Loop Extension Local Improvement District (Hearing; Ordinance; C-10025)

The City of Portland ordains:

Section 1. The Council finds:

1. The City Council stated its intent to initiate the formation of the Portland Streetcar Loop Extension Local Improvement District to construct the improvements necessary to provide new Portland Streetcar service from the Pearl District in Northwest Portland through the Lloyd District to the Central Eastside terminating at the Oregon Museum of Science and Industry (OMSI) by the adoption of Resolution No. 36516 on June 27, 2007.
2. The City Council then approved the formation of the Portland Streetcar Loop Extension Local Improvement District (Loop LID) on September 6, 2007, by the passage of Ordinance No. 181265, as Amended.
3. The LID boundaries are as set forth in Exhibit A, attached to this ordinance.
4. The total project costs are \$148.3 million as shown in Exhibit B and the Portland Streetcar Loop Extension project was constructed in accordance with approved plans and specifications.
5. The property owners' share for this project total is \$15.0 million. The Loop LID assessment methodology passed by Council Ordinance No. 181265 provided that the total assessment be distributed among property owners in relation to their respective Real Market Values (RMVs) as determined by the Multnomah Assessor's office; proximity to the Streetcar alignment (Zones A and B); and use (Commercial, Industrial and Residential); but not less than an alternative minimum land area assessment of \$0.60/SF.
6. In computing the final assessments, it was found by the Portland Bureau of Transportation (PBOT) that the current RMVs for properties in the LID obtained from Multnomah County property data vary, in some cases significantly, from the RMVs current as of March 2007 and used in estimating the preliminary assessments in 2007. Some RMVs have decreased and many have increased.
7. Accordingly, it is proposed that the current RMVs be adjusted to more equitably distribute the assessment burden in accordance with the special project benefits contemplated when the Loop LID was formed in 2007. The adjustment will be as follows: the current 2013 RMV of each property used to compute its final assessment will be adjusted as the average of the RMV used to calculate its 2007 preliminary assessment and its current RMV, with increases and reductions for individual properties limited to 30% of its 2007 RMV.

8. Portland City Code 17.08.070.D.7 states “Upon City Council’s passage of an ordinance forming a local improvement district, the assessment formula may not be changed notwithstanding concurrence among the property owner(s), nor can the assessment obligation be transferred to a property not included in the local improvement district. No release of obligation shall be made by the City Auditor until after final assessment is made.” The legislative intent of this provision is that only Council, not property owners, may modify the assessment methodology. To the extent this code section could be read to limit the Council’s authority to modify the assessment methodology and more equitably apportion the assessments to reflect special benefit, Council waives the code section for this LID.
9. The adjusted real market values and property land areas used in computing assessments will be further adjusted as called for by the Council-adopted methodology: properties in LID Zone A: 100%, and; Properties in LID Zone B: 50%; properties in a zone designated as Industrial Sanctuary in Portland’s Comprehensive Plan: 67% of the LID Zone A or B real market value and land area; and properties primarily in residential uses, regardless of zoning: 50% of the LID Zone A or B real market value and land area.
10. Owner-occupied residences in Residential Zones R1 or R2, public rights-of-way, railroad, and federally owned properties are exempt.
11. Each property within the LID boundary and the assessment amount is set forth in Exhibit C, attached to the original of this Ordinance only. Each property is specially benefited in the amount shown in the assessment roll.
12. On February 6, 2014, PBOT mailed notice of the March 12, 2014, final assessment hearing to owners of benefited property within the LID. Each property owner received a notification that stated the amount of the total proposed final assessment and the property owner’s share, as well as the methodology for calculating that share, of the total proposed final assessment. They also received notification of the time and location of the final assessment hearing conducted by Council and the deadline and procedure for filing objections to the final assessment of the LID. The deadline to file objections to the final assessment was at 5:00 p.m. (PST) on March 5, 2014.
13. PBOT submitted for publication two notices of the LID final assessment hearing in the *Daily Journal of Commerce Portland Oregon* on February 21 and February 24, 2014.
14. The Council has considered any and all objections made by owners of benefited properties. The Council accepts the summary of objections and findings as set forth in Exhibit D and adopts these findings as its own.
15. This Ordinance provides for assessment of benefited properties for local improvements. Assessments for local improvements are not subject to the property tax limitation established by Article XI, Section 11b of the Oregon Constitution.

16. In the event any finding or any directive within this Ordinance conflicts with any prior Council action involving this LID, the finding or directive from this Ordinance shall prevail.

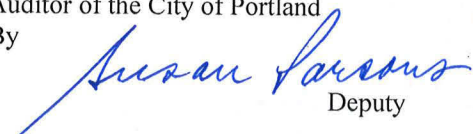
NOW, THEREFORE, the Council directs:

- a. That, if applicable, Portland City Code 17.08.070.D.7. is hereby waived to allow adjustment of the calculation of assessment amounts approved by this Ordinance for the Portland Streetcar Loop Extension Local Improvement District.
- b. That any and all objections received are overruled and the assessment roll contained in Exhibit C to this Ordinance is hereby approved and adopted.
- c. The City Auditor to enter the assessment in the Docket of City Liens.
- d. The City Auditor to mail final assessment notices to all owners of benefited properties as set forth in Exhibit C.

Passed by the Council, **MAR 19 2014**

Commissioner Steve Novick
Prepared by: Kathryn Levine:slg
Date Prepared: February 14, 2014

LaVonne Griffin-Valade
Auditor of the City of Portland
By

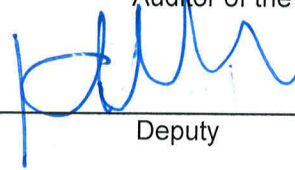

Deputy

248 252

02081

Agenda No. **ORDINANCE NO. 186504** As Amended
Title

Assess benefited properties for improvements in the Portland Streetcar Loop Extension Local Improvement District (Hearing; Ordinance; C-10025)

INTRODUCED BY Commissioner/Auditor: COMMISSIONER STEVE NOVICK	CLERK USE: DATE FILED <u>MAR 07 2014</u>
COMMISSIONER APPROVAL Mayor—Finance and Administration - Hales Position 1/Utilities - Fritz Position 2/Works - Fish Position 3/Affairs - Saltzman Position 4/Safety – Novick	LaVonne Griffin-Valade Auditor of the City of Portland By:  Deputy
BUREAU APPROVAL Bureau: Bureau of Transportation Interim Group Mgr. Christine Leon Development & Capital Program Other: Greg Jones Prepared by: Kathryn Levine:slg Date Prepared: February 14, 2014	
FINANCIAL IMPACT & PUBLIC INVOLVEMENT STATEMENT Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/>	ACTION TAKEN: As Amended MAR 12 2014 - CONTINUED TO MAR 19 2014 10:00 AM <i>Time Certain</i>
PORTLAND POLICY DOCUMENT If "Yes" requires City Policy paragraph stated in document. Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
COUNCIL MEETING DATE MARCH 12, 2014	
CITY AUDITOR OFFICE APPROVAL: required for Code Ordinances	
CITY ATTORNEY APPROVAL: required for contract, code, easement, franchise, comp plan, charter	

AGENDA 26f2

TIME CERTAIN
 Start time: 2:00
 Total amount of time needed: 1hr
 (for presentation, testimony and discussion)

CONSENT

REGULAR
 Total amount of time needed: 5 min
 (for presentation, testimony and discussion)

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:		
		YEAS	NAYS
1. Fritz	1. Fritz	<input checked="" type="checkbox"/>	
2. Fish	2. Fish	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Saltzman	3. Saltzman	<input checked="" type="checkbox"/>	
4. Novick	4. Novick	<input checked="" type="checkbox"/>	
Hales	Hales	<input checked="" type="checkbox"/>	

EXHIBIT C

Proposed Assessment Methodology Portland Streetcar Loop Extension Local Improvement District

LID Boundary: The LID will include properties in the Portland Streetcar Loop Project (Project) area from the east side of the Broadway Bridge to OMSI with two zones, as set forth in Exhibit A to the notice. The two zones will be:

LID Zone A: Properties within one block or 200 feet of a Streetcar Street, which is any portion of the public right-of-way with track and other Streetcar Improvements.

LID Zone B: Properties with the LID boundary that are not in Zone A.

Assessment Methodology: The total assessment will be prorated among individual property owners based on a provisional assessment rate of \$7.70/\$1000 applied to an adjusted real market value of each individual property, except that individual assessments will not be less than the rate of \$0.60 per square foot applied to an adjusted property land area. The real market values and property land areas used in computing assessments will be adjusted as follows:

- Properties in LID Zone A: 100%.
- Properties in LID Zone B: 50%.
- Properties in a zone designated as Industrial Sanctuary in Portland's Comprehensive Plan: 67% of the LID Zone A or B real market value and land area.
- Properties primarily in residential uses, regardless of zoning: 50% of the LID Zone A or B real market value and land area.

Owner-occupied residences in Residential Zones R1 or R2, public rights-of-way, railroad and federally-owned properties will be exempt. Owners who occupy property located within Zones R1 or R2 as their primary residence will be given an opportunity to apply for an exemption at the time of final assessment. If the owner occupies only a portion of the property, the exemption will be applied only to the percentage occupied.

If any portion of a single property or of a group of properties that are contiguous and under a single ownership is 1) within the LID boundary, the property or group of properties will be considered entirely within the LID, except that the assessment on such properties will be reduced in proportion to any portion of the properties extending more than 600 feet beyond the LID boundary; or 2) within LID Zone A, the entire property or group of properties will be considered in LID Zone A.

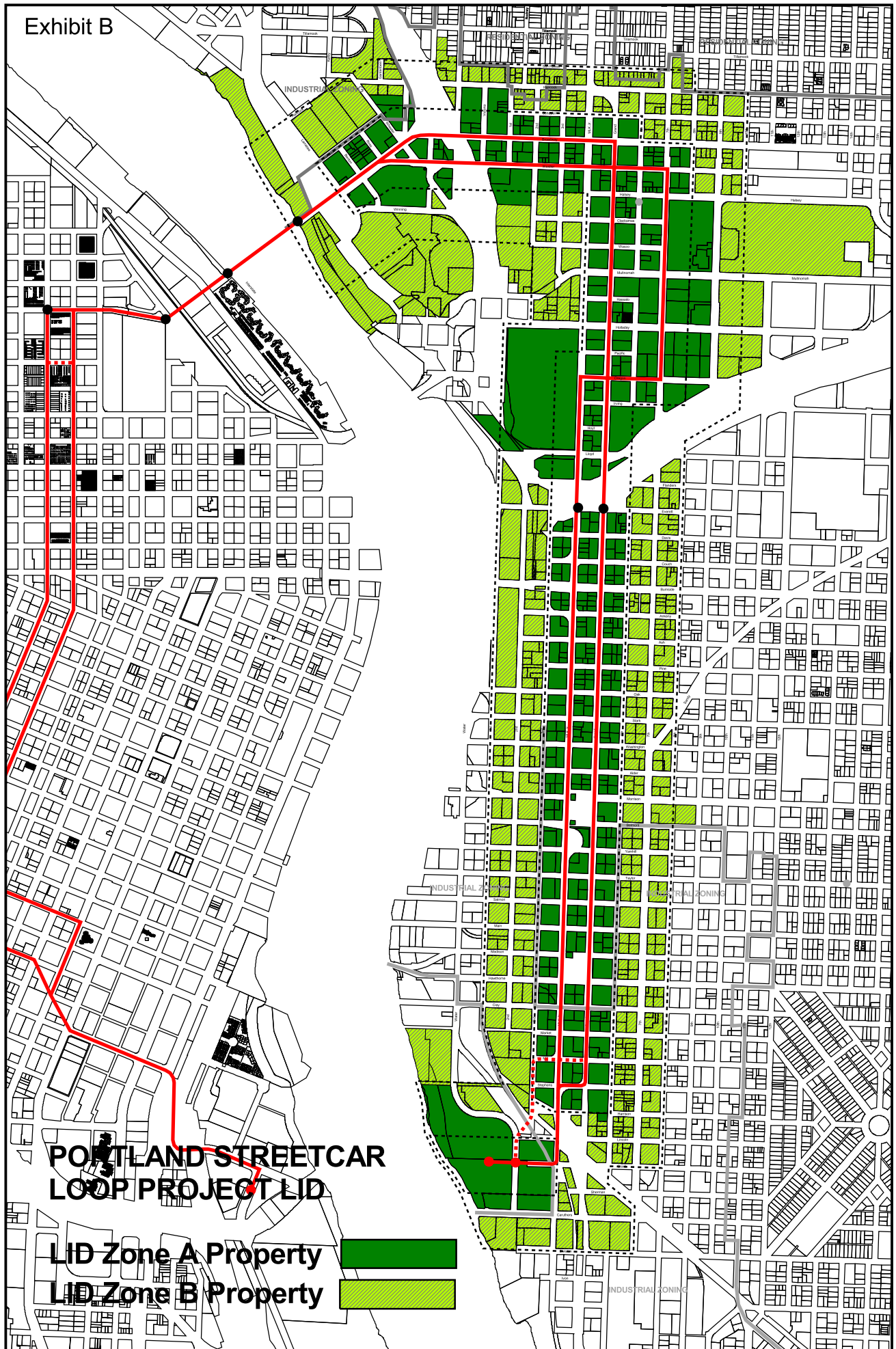
The final assessment under this LID is contingent on commitments for financing the City Council approved project budget. In the event that the physical scope of the Project must be significantly reduced or revised due to insufficient funds or other reasons, the total assessment will be limited to 10% of the City Council revised project budget and properties more than 750 feet normal to a Streetcar Street will not be assessed, even if located within the LID boundary.

Assessments on property paid under this LID will be credited as an offset to assessments on such property under any future LID formed within 10 years of the formation of this LID to fund another Streetcar project.

Individual estimated assessments in an amount less than \$100 are shown on the Notice of Intent as \$0. However, as with all estimated assessment amounts, the final assessments may vary from the estimated assessments if the use or relative real market value of the property has changed by the time of final assessment.

The real market values, uses and land areas used in computing the assessment will be based on the real market value, use and area for each property contained in the Multnomah County Assessor's records at the time of the final assessment (or on a professional estimate in cases where such data are not available from the County records). The final assessment will be made after the Project is complete, currently scheduled for late 2010 or 2011.

Exhibit B



**PORTLAND STREETCAR
LOOP PROJECT LID**

- LID Zone A Property** [Solid Green Box]
- LID Zone B Property** [Hatched Green Box]

Decision Table C. Other Height Requests

Many pieces of testimony focused on height and included requests to increase or decrease allowed heights throughout the Central City. The table below organizes these by subdistrict. The staff recommendations are consistent with several CC2035 policy approaches, including:

- Not increasing base heights
- Requiring a public benefit for increases in bonus height
- Increases in bonus height provide flexibility for different design options, such as the provision of on-site open areas
- Setting heights to protect scenic resources, preserve light and air in open spaces and preserve the character of historic districts
- Maintaining the City’s tallest heights along the transit mall
- Stepping height down to the Willamette River and neighborhoods outside the Central City

Contents of Decision Packet C: Other Height Requests

- Decision Table C
- Maps C1, C2, and C3

Ref #	Comment #	Commenter(s)	District	Proposed draft	Request(s)	Staff recommendation	Staff rationale	Discuss?	PSC decision
C1 and Map C1	20332, 20429, 20989	Carrie Richter for David Leiken; Carrie Richter David Gold	Old Town/ Chinatown	Area: 6 block area in Old Town/Chinatown between W Burnside and NW Everett and 5th and Broadway Base Height: 250' Bonus Height: None Reference: Volume 2A Pt. 1: Map 510-3, p. 327.	Base Height: 460' (existing) Bonus Height: None The proposed reduction is not justified and the area to the north can bonus to 325'.	Proposed Amendment: Base Height: 250' (as proposed) Bonus Height: 325'	Lower base heights of 250' are proposed for a couple of reasons: <ul style="list-style-type: none"> • The Central City Plan anticipated that the high-rise downtown commercial core would expand north of Burnside. This has not happened. • Existing sites among older buildings are generally smaller and will more likely redevelop to 250'-325' (or lower) similar to other development in the area. This is a pattern staff would like to see preserved. • The proposed amendment would set base height at 250' but add the potential for 75' of bonus height similar to the properties to the north. 	<input checked="" type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
C2 and Map C2	20306	John Southgate LLC; on behalf of Ken Unkeles and Tom Goldsmith	Pearl District	Area: West of NW Front in NW corner of Pearl District Base Height: 100' Bonus Height: None Reference: Volume 2A Pt. 1: Map 510-3, p. 326	Base Height: 250' Bonus Height: None Increased FAR and height will allow dense future redevelopment that supports many CC2035 policy goals.	Proposed Amendment: Base Height: 100' (as proposed) Bonus Height: 175'	<ul style="list-style-type: none"> • Property is currently zoned IH (EX). Staff has proposed to rezone to EX in conformance with the Comp Plan, with a base height of 100' and 2:1 FAR. • The proposed amendment would allow an additional 75' of bonus height. Properties along the river to the northeast and southeast of the site can bonus to 175'. 	<input checked="" type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other

Ref #	Comment #	Commenter(s)	District	Proposed draft	Request(s)	Staff recommendation	Staff rationale	Discuss?	PSC decision
C3 and Map C3	20882, 21032	Augustin Enriquez- GBD Architects Inc. for ABP Capital Augustin Enriquez	University District/ South Downtown	Area: Portion of RiverPlace Base Height: 125' and 150' Bonus Height: None (no change from existing). Reference: Volume 2A Pt. 1: Map 510-3. p. 331	Base Height: 250' Bonus Height: None Also rationalize height map line that cuts across property lines and ROW. Increased height will allow redevelopment of site, supporting a vibrant neighborhood.	Proposed Amendment: Base Height: 125' and 150' Bonus Height: 150' and 200'	<ul style="list-style-type: none"> Staff is proposing to reconfigure the height pattern in this area to align with parcel boundaries and rights of way. Adding the potential for bonus height will encourage denser, urban scale development with more active uses along the riverfront, consistent with the goals of the plan. 	<input checked="" type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
C4	20325	Dana Krawczuk- Perkins Coie LLP; on behalf of Unico Properties, LLC	Downtown	Retain existing base heights on 3 buildings with non-conforming heights, but allow bonus height up to the existing buildings' height: US Bank Tower: Base Height: 460'; Bonus Height: 545' KOIN Tower: Base Height: 350'; Bonus Height: 460' Wells Fargo Tower: Base Height: 325' and 150'; Bonus Height: 555' Reference: Volume 2A Pt. 1: Maps 510-3 and 510-4, p. 326-337	Base Height: Unlimited Allow unlimited height for existing buildings that exceed current maximum heights. Non-conforming height makes financing and sales difficult and does not allow buildings to be rebuilt to current height in case of building loss.	Retain Proposed Draft version with a map correction	<ul style="list-style-type: none"> Staff proposes to retain existing base height limits on US Bank, KOIN and Wells Fargo buildings but allow bonus height up to the existing buildings' heights. Buildings can be rebuilt to maximum heights shown on Map 510-4 through use of bonus and transfer system, consistent with other proposals to increase heights. While the correct bonus height of 460' on the site of the KOIN building is shown on proposed Map 510-4, the hatching indicating eligibility for bonus height was inadvertently left off Map 510-3. Staff recommends adding the hatching to the KOIN building site on Map 510-3. 	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
C5	20503	Colin Cortes	Downtown	Area: Northern portion of Downtown Base Height: 460' Bonus height: None Reference: Volume 2A Pt. 1: Map 510-3, p. 331	Base Height: 460' and 325' Reduce area with 460' heights to three blocks east-west along SW 5th and 6th and three blocks north-south along Morrison and Yamhill. Limit height to 325' in remaining area.	Retain Proposed Draft version.	The staff proposal does not increase heights in this area and continues the pattern set in the 1970s and 1980s of allowing largest buildings in the city along the transit mall in the downtown core.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other

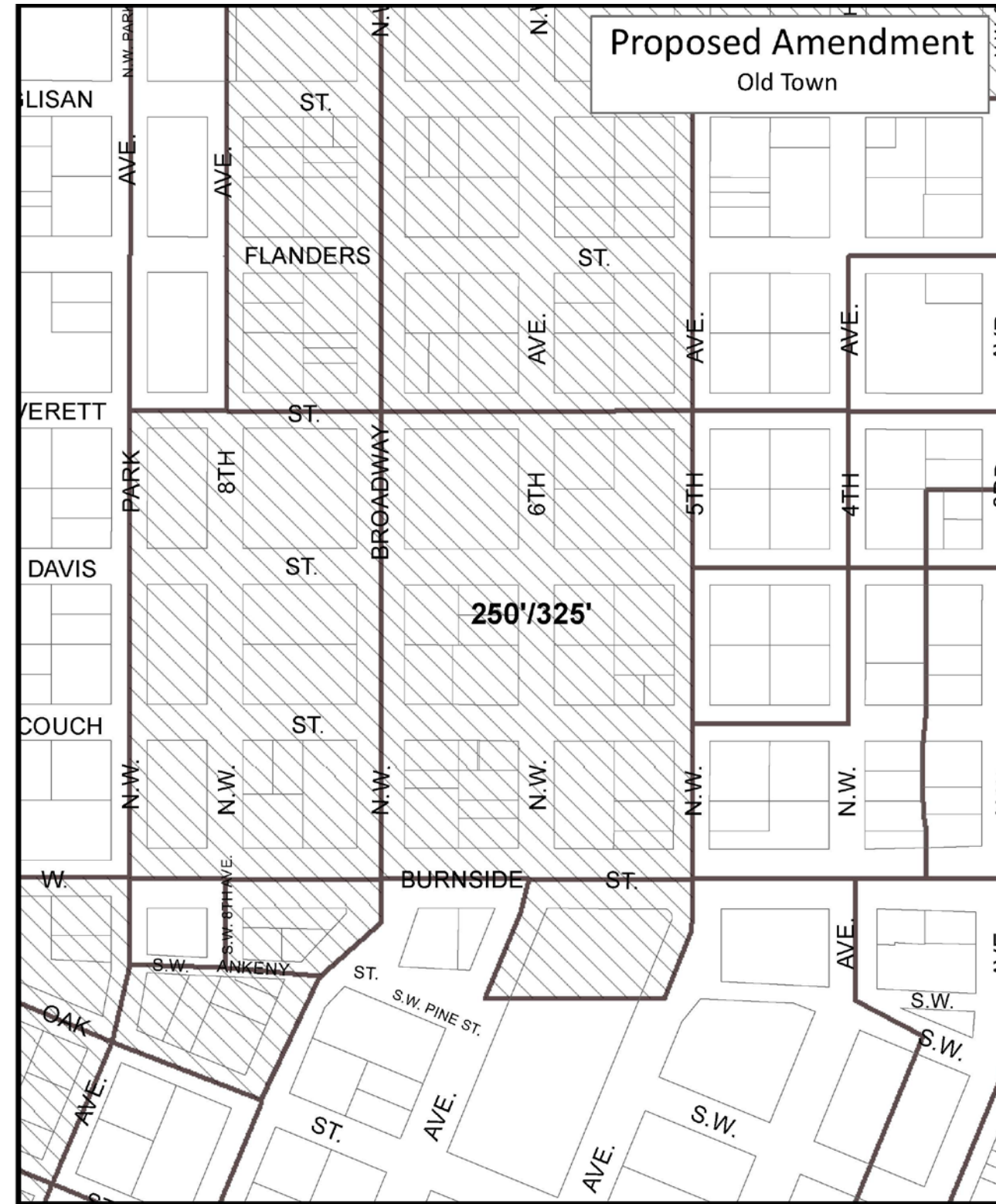
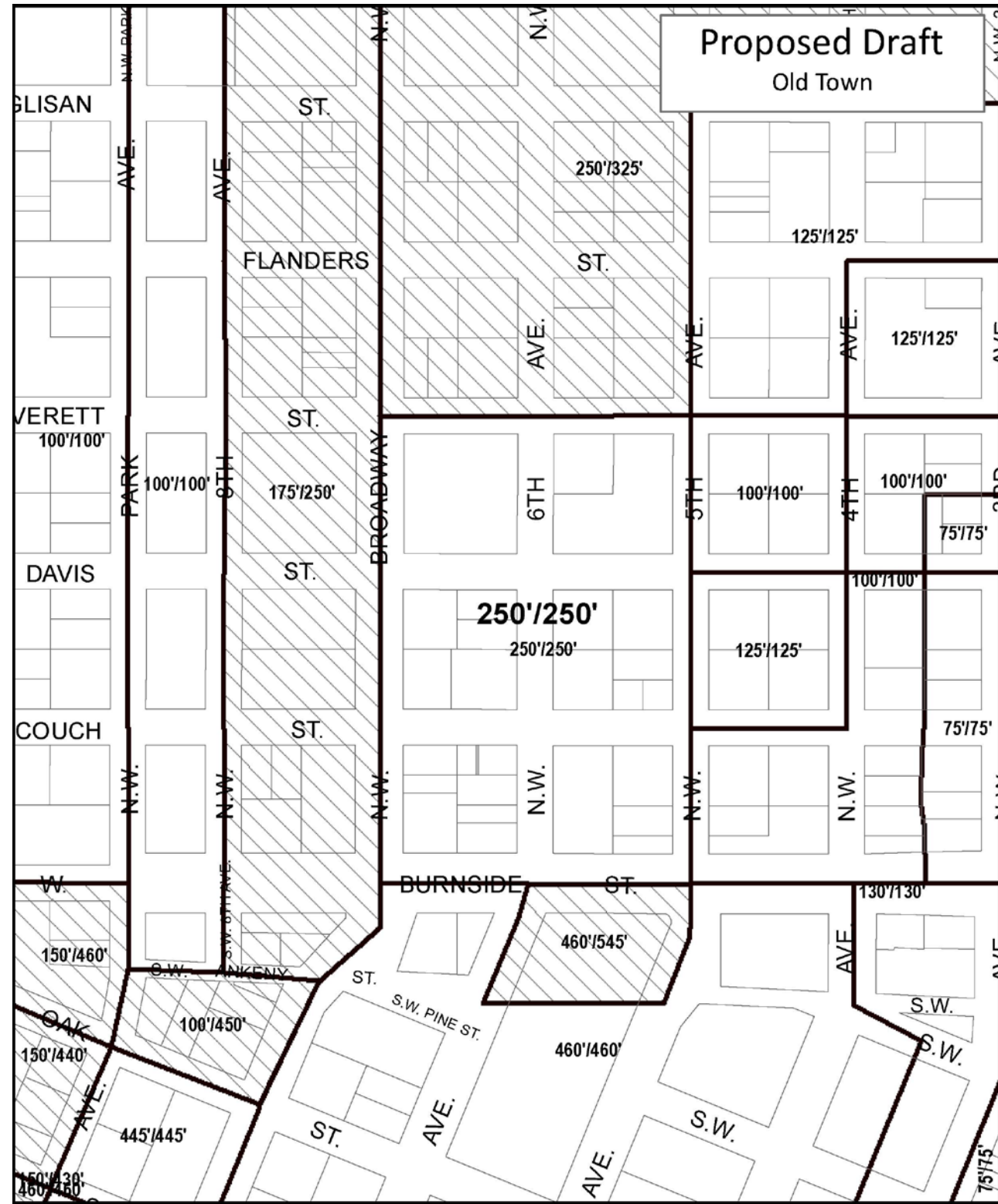
Ref #	Comment #	Commenter(s)	District	Proposed draft	Request(s)	Staff recommendation	Staff rationale	Discuss?	PSC decision
C6	20580, 20688, 20898, 20977, 21036, 21041, 21062, 20503	Jeffrey Lang, Bob Sallinger--Portland Audubon Society, Jerry Ward, Steve Pinger-Northwest District Association, Jeanne Galick, Jeffrey Lang, Jerry L. Ward, Colin Cortes	Downtown	<p>Area: West sides of Morrison and Hawthorne bridgeheads</p> <p>Base Height: 75' to 200'</p> <p>Bonus Height: 250' to 325'.</p> <p>Reference: Volume 2A Pt. 1: Maps 510-3 and 510-4, p. 326-337</p>	<p>Base Height: 75' to 200'</p> <p>Bonus Height: None</p> <p>Proposed height increases at the Bridgeheads are not consistent with principle of stepping down to the river.</p>	Retain Proposed Draft version.	<ul style="list-style-type: none"> The bridgeheads and adjacent buildings act as gateways into and out of the downtown and plans since the 1970s have called for major attractions and new development at these important riverfront locations. These sites are difficult to develop due to access limitations and other constraints. The proposed draft retains a step-down to the river. 	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
C7	20503	Colin Cortes	Downtown	<p>Area: Area adjacent to SW section of Skidmore/Old Town HD</p> <p>Base Height: 130' for half-block band along SW border of historic, transitioning to 460'</p> <p>Bonus Height: None</p> <p>Reference: Volume 2A Pt. 1: Map 510-3, p. 331.</p>	<p>Base Height: 130' for half-block band along SW border of historic, transitioning to 235'</p> <p>Create a height band of no more than 235' that parallels the 130' height band for at least a half block.</p>	Retain Proposed Draft version.	Input from the Landmarks Commission has indicated sharp height transitions to historic districts are appropriate.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
C8	20301, 20314, 20347, 20350, 20351, 20378, 20403, 20413, 20416, 20418, 20420, 20475, 20559, 20881, 20974, 20997, 21023, 21027	Tracy Prince--Goose Hollow/Foothills League, William Galen, Richard Rahm, Tom Neilsen, Wendy Rahm, Wendy Rahm, Daniel Salomon, Deborah O'Neill, Wendy Rahm, Tom Neilsen, Richard Rahm, Sheila & Gary Seitz, Daniel Salomon, Suzanne Lennard, Deanna Mueller-Crispin, Peter R. Meijer, Deanna Mueller-Crispin, Suzanne Lennard	West End	<p>Area: West End subdistrict</p> <p>Base Height: Generally 150' to 250' in northern portion and 250' in southern portion</p> <p>Bonus Height: Generally 325' in northern portion and None in southern portion</p> <p>Reference: Volume 2A Pt. 1: Maps 510-3 and 510-4, p. 326-337</p>	<p>Base Height: 100'</p> <p>Bonus Height: None</p> <p>Limit heights in West End to 100' to create greater step down from taller heights in core and promote a more human scale.</p>	<p>Retain Proposed Draft version.</p> <p>Note: Heights along the South Park Blocks will be discussed at a later PSC work session.</p>	<ul style="list-style-type: none"> The staff proposal does not change existing maximum heights in the West End. At least 11 existing structures would be made non-conforming by reducing heights to 100'. Staff feels that height flexibility is important to encourage different design options, such as provision of on-site open areas, and ability to use transferred FAR/height from historic resources. 	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other

Ref #	Comment #	Commenter(s)	District	Proposed draft	Request(s)	Staff recommendation	Staff rationale	Discuss?	PSC decision
C9	20503	Colin Cortes	West End	<p>Area: Portion bounded by SW 10th, Market, I-405, and Salmon</p> <p>Base Height: 250' (lower in view corridor).</p> <p>Bonus Height: None</p> <p>Reference: Volume 2A Pt. 1: Map 510-3, p. 331.</p>	<p>Base Height: 200' and 150'</p> <p>Lower heights to 200' between the streetcar lines on SW 10th and SW 11th Avenues and between Jefferson and Market and the block bound by 10th, 11th, Salmon, and Main. For the remaining blocks to the west currently proposed at 250' lower to 150'.</p>	Retain Proposed Draft version.	<ul style="list-style-type: none"> The staff proposal does not change existing maximum heights in the West End. Staff feels that height flexibility is important to encourage different design options, such as provision of on-site open areas, and ability to use transferred FAR/height from historic resources. 	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
C10	20503	Colin Cortes	West End/Goose Hollow	<p>Area: South of W. Burnside, generally centered along I-405</p> <p>Base Height: 150' and 250'</p> <p>Bonus Height: 325'</p> <p>Reference: Volume 2A Pt. 1: Maps 510-3 and 510-4, p. 326-337</p>	<p>Base Height: 150' and 250'</p> <p>Bonus Height: Lower heights to 250' from 325'.</p>	Retain Proposed Draft version.	In order to exceed the base heights, projects will have to provide some public benefit through the bonus and transfer system.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
C11	20300, 20301, 20309, 20402, 20404, 20936	Fred Leeson--Architectural Heritage Center, Tracy Prince, --Goose Hollow/Foothills League, Joanna Malaczynski, Kal Toth, Sherry Salomon, Elizabeth L Perris	Goose Hollow	<p>Area: SW Morrison</p> <p>Base Height: 250'</p> <p>Bonus Height: 295' to 325'.</p> <p>Reference: Volume 2A Pt. 1: Maps 510-3 and 510-4, p. 326-337</p>	Lower heights along SW Morrison in Goose Hollow to reduce redevelopment pressure on designated historic landmarks and HRI properties.	Retain Proposed Draft version.	Area is not within a historic district. There are many parts of the Central City with concentrations of individual historic structures. The City has not previously set heights based on the location of individual landmarks or HRI properties.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
C12	20188	Joseph Tennant	Goose Hollow	<p>Area: 937 SW 14th</p> <p>Base Height: 250'</p> <p>Bonus Height: None</p> <p>Reference: Volume 2A Pt. 1: Map 510-3, p. 331.</p>	<p>Base Height: 250'</p> <p>Bonus Height: 325'</p> <p>Make site eligible for bonus height because area to north and west can bonus to 325'.</p>	Retain Proposed Draft version.	The West Quadrant Plan height concept adopted by City Council did not propose height increases in this area. One view corridor does slightly lower heights to the east.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other

Ref #	Comment #	Commenter(s)	District	Proposed draft	Request(s)	Staff recommendation	Staff rationale	Discuss?	PSC decision
C13	20503	Colin Cortes	Pearl District	<p>Area: North Pearl “Unlimited Height” area</p> <p>Base Height: 100’</p> <p>Bonus Height: Unlimited, but with floor plate size limitations above 100’</p> <p>References: Volume 2A Pt. 1: Maps 510-3 and 510-4, p. 326-337 and 33.510.210.D.3, p. 75-77</p>	<p>Base Height: 100’</p> <p>Bonus Height: Lower heights to 250’</p>	Retain Proposed Draft version.	Floor plate restrictions and overall FAR limits limit very tall buildings to point towers. The proposed draft would not amend these existing code provisions developed as part of the 2008 North Pearl District Plan.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
C14	20503	Colin Cortes	Pearl District	<p>Area: Post Office site</p> <p>Base Height: 75’</p> <p>Bonus Height: 250’ on southern portion of site and 400’ on northern portion.</p> <p>Reference: Volume 2A Pt. 1: Maps 510-3 and 510-4, p. 326-337</p>	<p>Base Height: 75’</p> <p>Bonus Height: Lower heights to 250’</p>	Retain Proposed Draft version.	Staff’s proposal is consistent with PDC’s Broadway Corridor Study which was recently adopted by City Council.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
C15	20154, 20157, 20160, 20158, 20161, 20162, 20177, 20180, 20185, 20289, 20291, 20293, 20296, 20299, 20365, 20487	Allen Andringa, Louis Gaty, Frank Hilton, Joseph Guerin, Christine Jensen, Robert Leopold, Carl McNew, Claudia Ospovat, Lucie Svrčinova, Jack Barrager, Lynn Bonner, Barbara Fagan, Tritia Tonn, Brigitte Patrick, Michael Crofut, Christine Tanner	Lloyd District	<p>Area: SE edge of Lloyd, between 15th and 16th and south of Weidler</p> <p>Base Height: 150’</p> <p>Bonus Height: 225’</p> <p>Reference: Volume 2A Pt. 1: Maps 510-3 and 510-4, p. 326-337</p>	<p>Base Height: 75’</p> <p>Bonus Height: None</p> <p>Reduce height to 75’ (5 over 1 construction) to create a step-down similar to that for Irvington and preserve views from high rises to the east.</p>	Retain Proposed Draft version.	<ul style="list-style-type: none"> The area to the east consists of properties zoned RH with 4:1 FAR. Maximum height is 75’ with potential for 100’ if within 1,000 ft of a transit station. Two adjacent existing (non-conforming) buildings to the east outside of the Central City are over 170’. The City does not protect private views. The recently started Improving Multi-Dwelling Development project will explore additional changes in height outside the Central City boundary that could increase maximum heights. 	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
C16	20364, 20362, 20373, 20377, 20913, 21047	Peter Kozdon, Michael Herson, Anne Woodbury, Peter S. Spencer, Susan Gilbert, Mary Kay Brennan	University District/ South Downtown	<p>Area: South Auditorium area between SW 1st and Naito and south of Lincoln</p> <p>Base Height: 75’ and 150’</p> <p>Bonus Height: 250’</p> <p>Reference: Volume 2A Pt. 1: Maps 510-3 and 510-4, p. 326-337</p>	<p>Base Height: 50’ or 75’</p> <p>Bonus Height: None</p> <p>Reduce heights because area is heavily congested and proposal will alter existing character of area.</p>	Retain Proposed Draft version.	Maximum FAR of 4:1 is proposed for this area. Allowing site to earn bonus height and FAR is consistent with its location near the new Lincoln transit station, where additional density is encouraged.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other

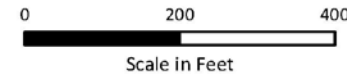
Ref #	Comment #	Commenter(s)	District	Proposed draft	Request(s)	Staff recommendation	Staff rationale	Discuss?	PSC decision
C17	20889	Oregon Pacific Investment and Development	University District/ South Downtown	<p>Area: 2075 SW 1st</p> <p>Base Height: Southern half: 75'; Northern half: 100'</p> <p>Bonus Height: 250'</p> <p>Reference: Volume 2A Pt. 1: Maps 510-3 and 510-4, p. 326-337</p>	<p>Base Height: 100'</p> <p>Bonus Height: 250'</p> <p>Set base height at 100' for entire site to create a single height limit and be consistent with nearby height limits.</p>	Retain Proposed Draft version.	Staff proposes to maintain the base height of 75' with the potential to get to 250' with bonus height, consistent with the policy approach of not increasing base heights.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
C18	20503	Colin Cortes	University District/ South Downtown	<p>Area: South Transit Mall, bounded by SW Broadway, 5th, Market and a little beyond Jefferson</p> <p>Base Height: 300'</p> <p>Bonus Height: 460' (lower in view corridor).</p> <p>Reference: Volume 2A Pt. 1: Maps 510-3 and 510-4, p. 326-337.</p>	<p>Base Height: 300'</p> <p>Bonus Height: None. Do not allow bonus height.</p>	Retain Proposed Draft version.	Bonus heights are proposed for this area in recognition of the southern extension of the Transit Mall.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
C19	20329, 20372	David Wark-- Portland Design Commission Julie Livingston-- Portland Design Commission	Central City	Minimum building heights are not specified. Maximum heights vary across the Central City.	Mandate minimum heights to ensure, dense urban-scale development.	Retain Proposed Draft version.	Staff <i>is</i> proposing minimum FARs (ranging from 1:1 to 3:1) across the Central City. This will help ensure minimum development density. Staff proposes maximum heights and FARs to allow for flexibility and various design options.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other

Map C1: Old Town / Chinatown Heights



September 14, 2016

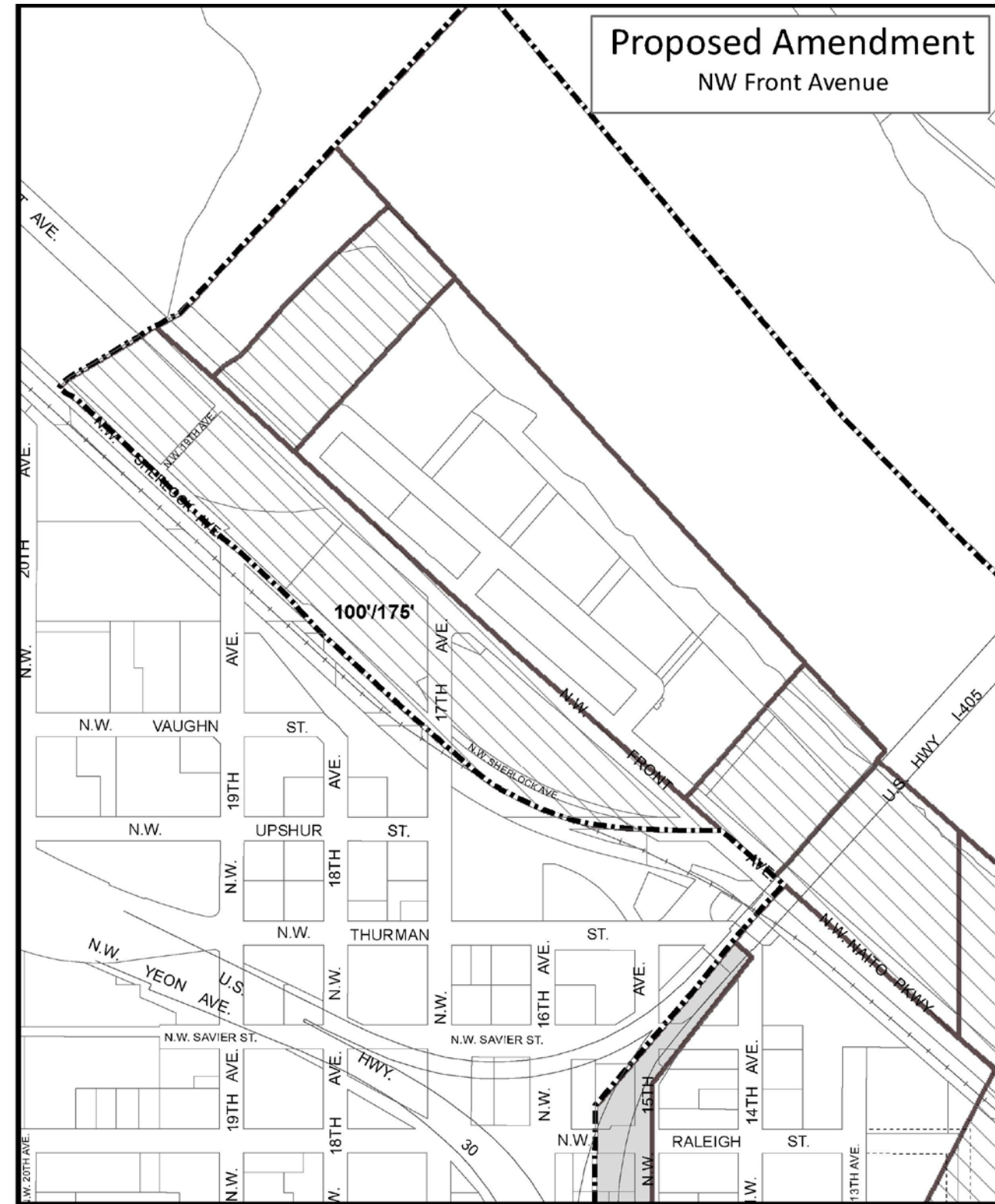
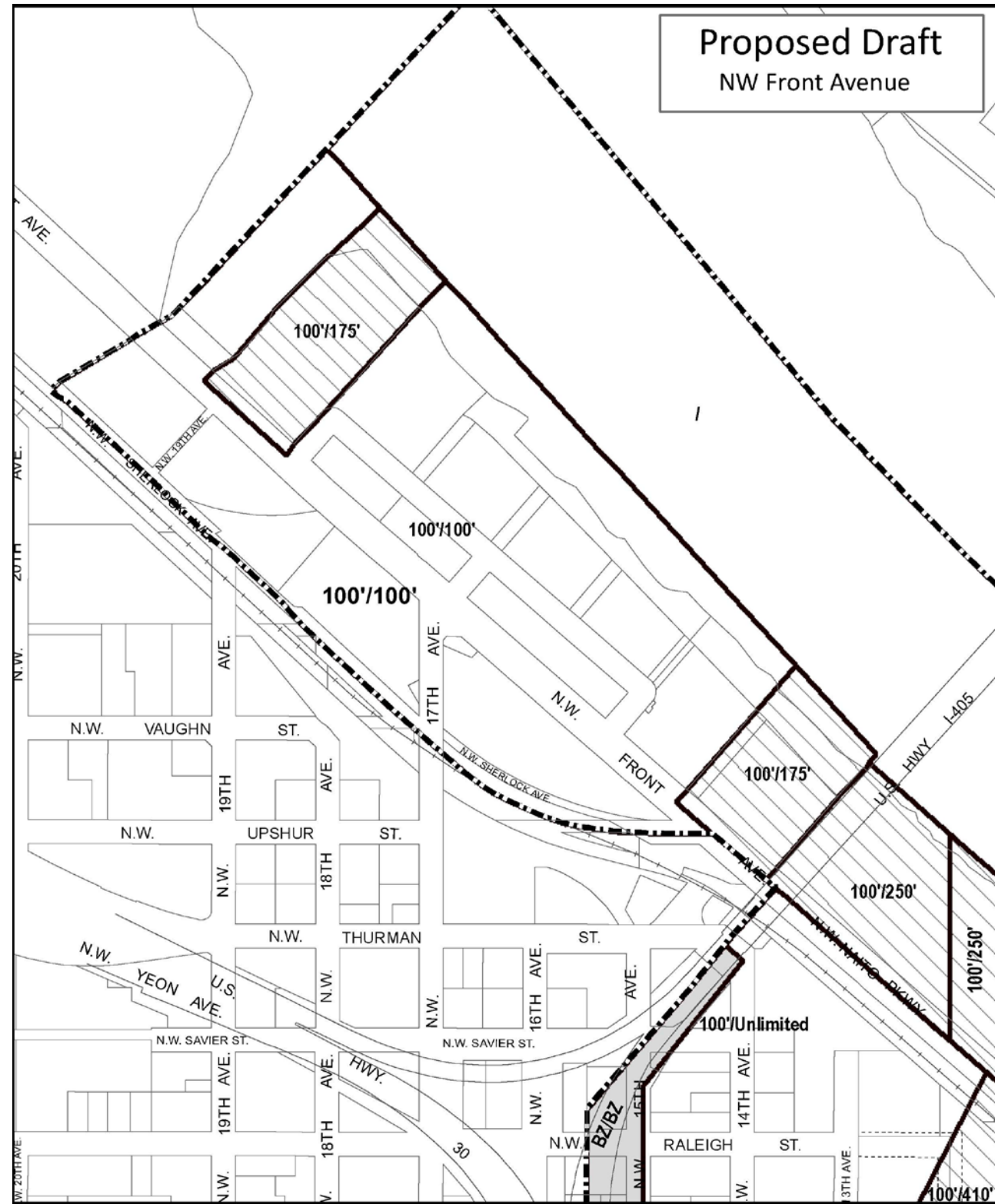
-  Central City Plan District boundary
-  Area eligible for height increase
-  Base/Maximum Heights Boundary
-  Areas where height is determined by base zone



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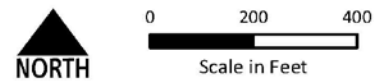


Map C2: NW Front Street Heights



September 14, 2016

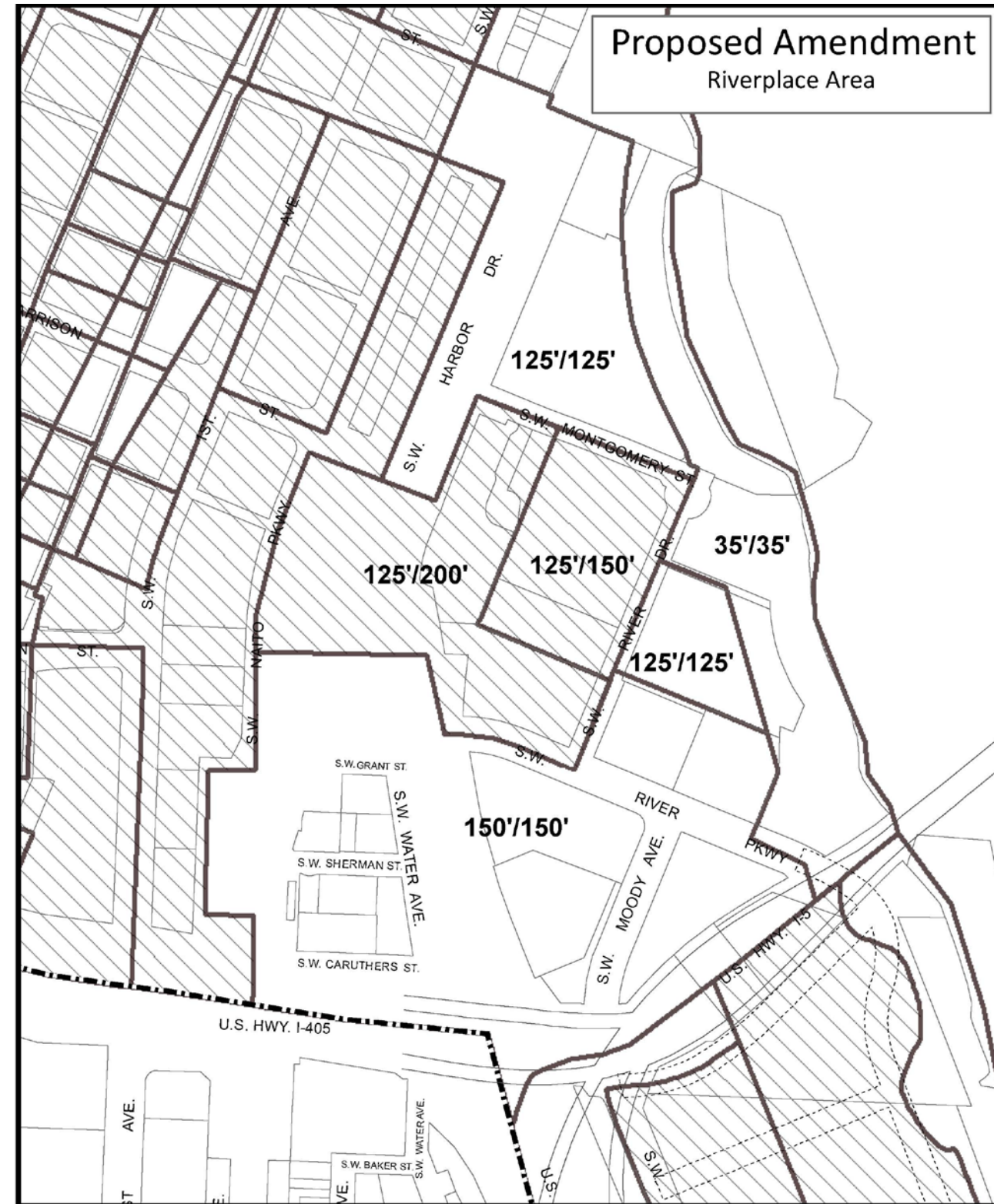
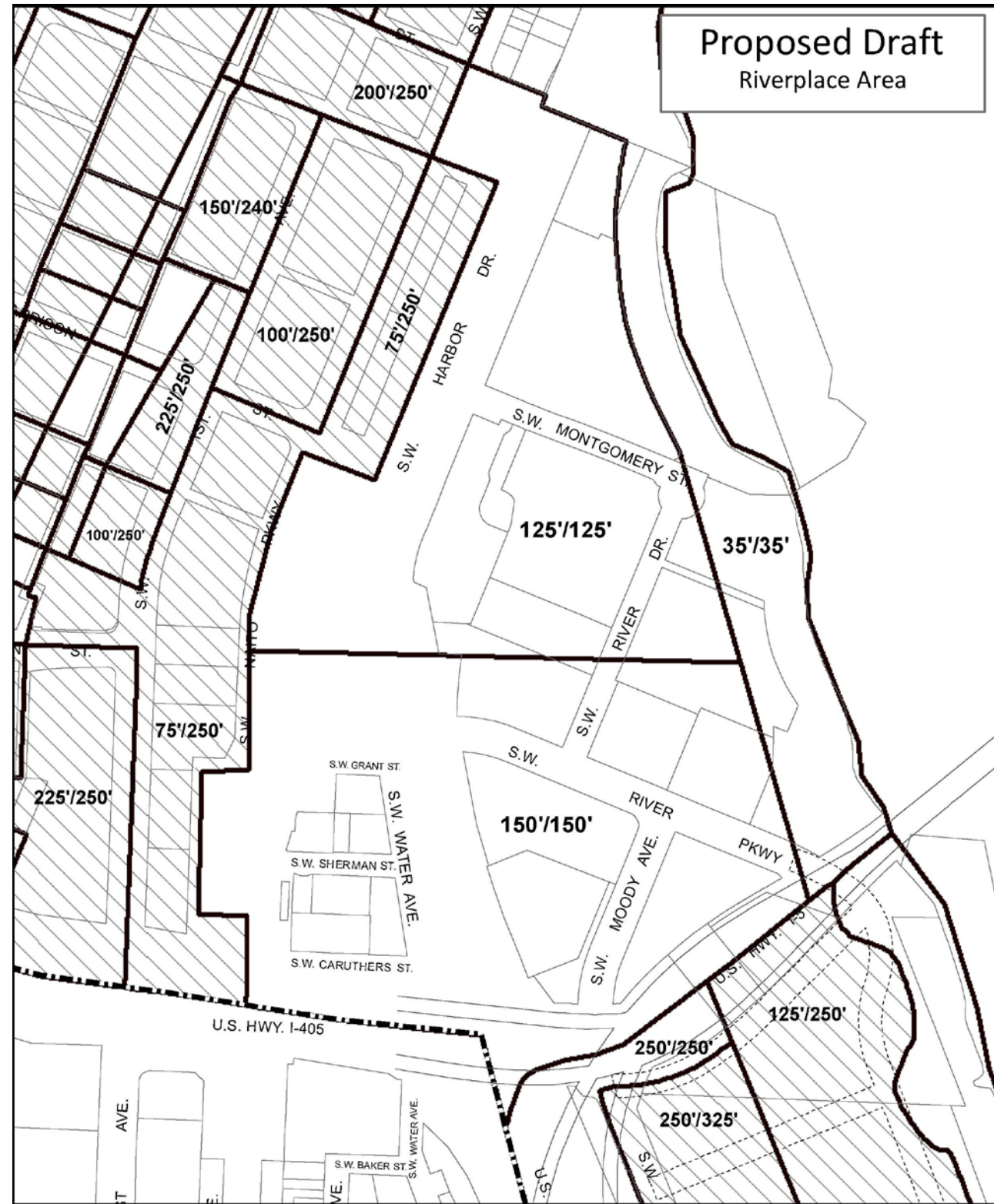
-  Central City Plan District boundary
-  Base/Maximum Heights Boundary
-  Area eligible for height increase
-  Areas where height is determined by base zone



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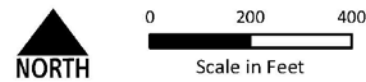


Map C3: Riverplace Heights



September 14, 2016

-  Central City Plan District boundary
-  Base/Maximum Heights Boundary
-  Area eligible for height increase
-  Areas where height is determined by base zone



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Decision Table D. SE 11th/12th Avenue Height and Zoning

At the hearings, the PSC received testimony from owners of properties along SE 11th and 12th Avenues in the Central Eastside. Some sought zone changes from IG1 to EX, some of which staff supports. Other testifiers sought varying adjustments in height, some increases, some decreases. Staff supports maintaining a consistent approach on height along the corridor, rather than a parcel by parcel approach.

Contents of Decision Packet D: SE 11th/12th Avenue

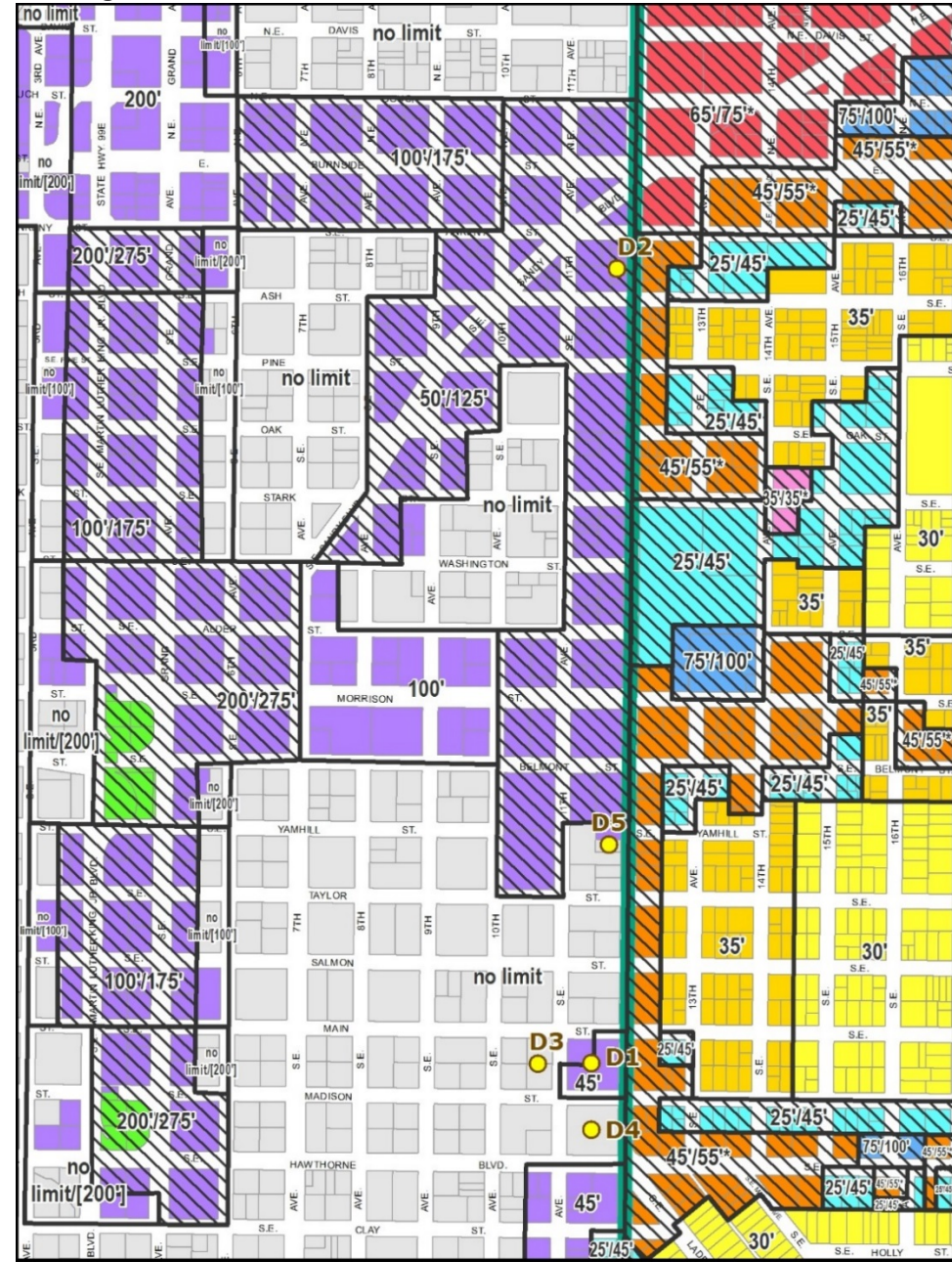
- Decision Table D
- Map D1

Ref #	Comment #	Commenter(s)	Topic	Proposed draft	Request(s)	Staff recommendation	Staff rationale	Discuss?	PSC decision
D1 and Map D	20704, 20948, 21007, 21009	Brad Nase Dean Alterman- Folawn, Alterman & Richardson LLP; on behalf of George & Beverly Nase Dean Alterman; on behalf of George & Beverly Nase Bob Bowden	Height	Area: NW quarter of the block between SE 11th, 12th, Main and Madison. Base Height: NW quarter of block has 65' height limit, rest of block has 45' height limit. Bonus Height: None Reference: Vol 2A1, Map 510-3 Proposed Base Heights (pg. 329) and Map 510-4 Proposed Bonus Heights (pg. 335)	Base Height: Expand 65-foot height limit to full block	Base Height: Maintain 45' maximum height for entire block. Bonus Height: Allow bonus height up to 60 feet.	The Recommended Draft Mixed Use Zones Plan proposes heights of 60 feet or more on blocks to the east of SE 12th, so staff proposes increasing height on this property to match.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
D2 and Map D	20336, 20406	Mary E Roberts/Michael J Beglan Mary E Roberts	Height	Area: Block between SE 11 th and 12 th , between SE Ankeny and SE Ash. Base Height: 50 feet maximum Bonus Height: 125 feet maximum, with bonus Reference: Vol 2A1, Map 510-3 Proposed Base Heights (pg. 327) and Map 510-4 Proposed Bonus Heights (pg. 333)	Base Height: 45 feet maximum. Bonus Height: No bonus.	Retain Proposed Draft version	Staff cannot support reducing heights for preservation purposes without the context of a historic district or other landmark status. Further, an existing 6-story structure currently under review at BDS would become non-conforming by such a height change.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other

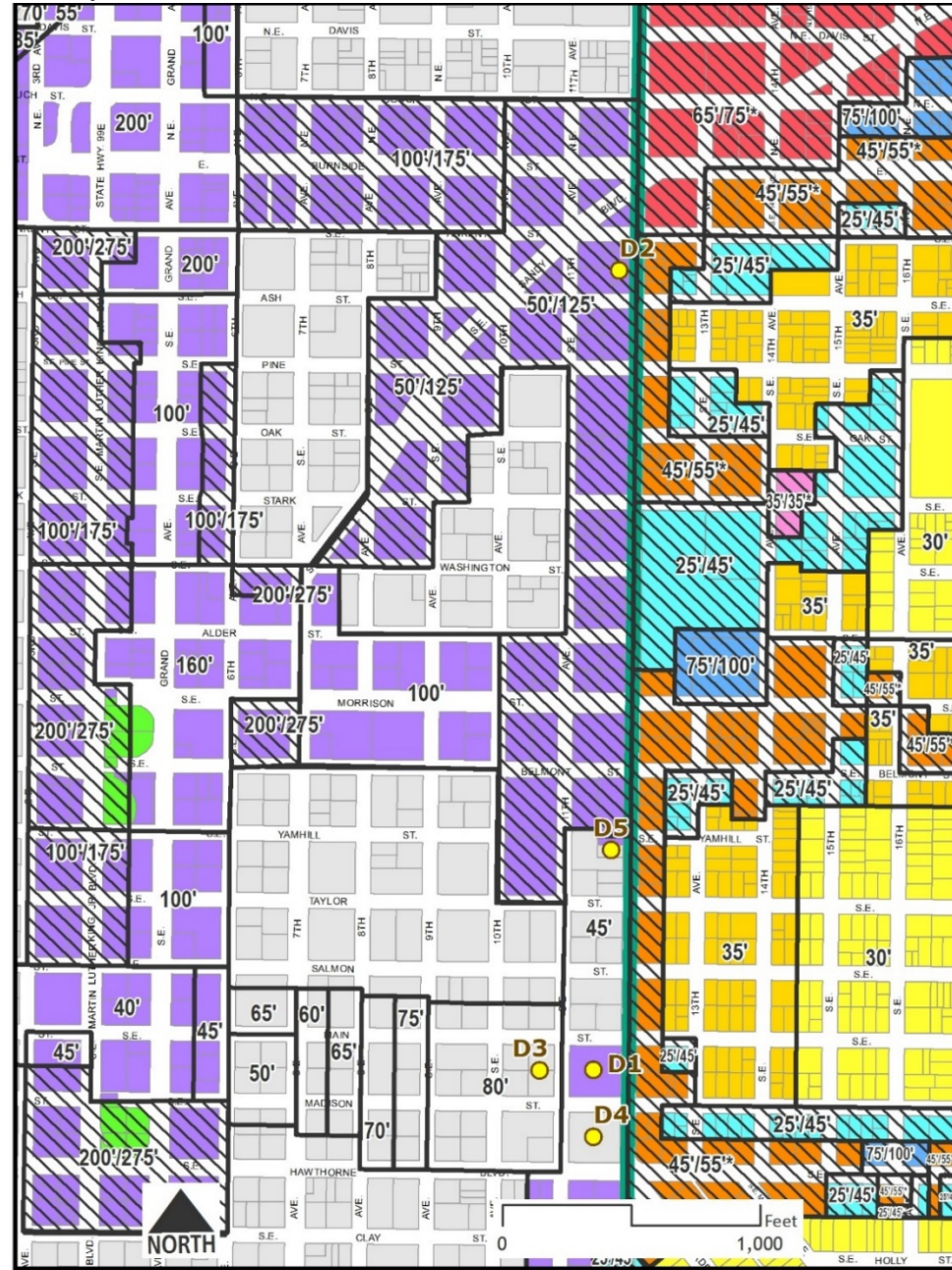
Ref #	Comment #	Commenter(s)	Topic	Proposed draft	Request(s)	Staff recommendation	Staff rationale	Discuss?	PSC decision
D3 and Map D	20290, 20948, 21007, 21008, 21009	Bradford Nase Dean Alterman- Folawn, Alterman & Richardson LLP; on behalf of George & Beverly Nase Dean Alterman; on behalf of George & Beverly Nase George Nase Bob Bowden	Zoning	Area: Two properties covering the eastern half of the block between SE 10th, 11th, Madison, and Main (one address is 1031 SE Madison). Proposed Zoning: IG1, with expansion of industrial office allowance. Reference: Vol 2A1, Proposed Zoning Map (pg. 468)	Zoning: EX or other "more flexible zoning" for these parcels to allow for more jobs and the creation of affordable housing.	Retain Proposed Draft version	There is nothing distinguishing this property from others on the Madison/Hawthorne corridor proposed to retain IG1, all of which will gain significant flexibility by the existing proposal without degrading the Industrial Sanctuary Policy.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
D4 and Map D	20905, 21059, 21060, 21061	Carrie A. Richter- Garvey, Shubert, Barer Law; on behalf of MadAve, LLC Dave Moore Tim Carroli Adam Oakley	Zoning, height	Area: Full block at 1120 SE Madison Ave (between SE 11th, 12th, Hawthorne and Madison). Base Height: 45 feet. Bonus Height: No bonus. References: Vol 2A1, Proposed Zoning Map (pg. 468), Map 510-3 Proposed Base Heights (pg. 329) and Map 510-4 Proposed Bonus Heights (pg. 335)	Zoning: EX Base Height: No height limit.	New proposal: For the four IG1 zoned blocks between SE Yamhill and SE Hawthorne: <ul style="list-style-type: none"> • Rezone to EX. • Retain 45-foot base height and allow bonus height up to 60 feet. 	There are only four blocks in the East 11th/12th corridor between NE Couch and SE Clinton Streets that are not zoned EX, RH or R1, so rezoning would be consistent with surrounding zoning while meeting the needs of the property owner. However, a no height limit approach would be dramatically different to how height is address throughout the rest of the corridor.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
D5 and Map D	20983	Bhajan Kester	Zoning	Area: 1007 SE 12th Ave. Zoning: IG1 References: Vol 2A1, Proposed Zoning Map (pg. 468)	Zoning: EX or zone that makes places Victorian era homes in conformance with the Zoning Code.	New proposal: For the four IG1 zoned blocks between SE Yamhill and SE Hawthorne: <ul style="list-style-type: none"> • Rezone to EX. Note: No action is needed if the staff recommendation for D4 is supported.	There are only four blocks in the East 11th/12th corridor between NE Couch and SE Clinton Streets that are not zoned EX, RH or R1, so rezoning would be consistent with surrounding zoning while meeting the needs of the property owner.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other

Map D: Revised SE 11th and 12th Height and Zoning Proposal

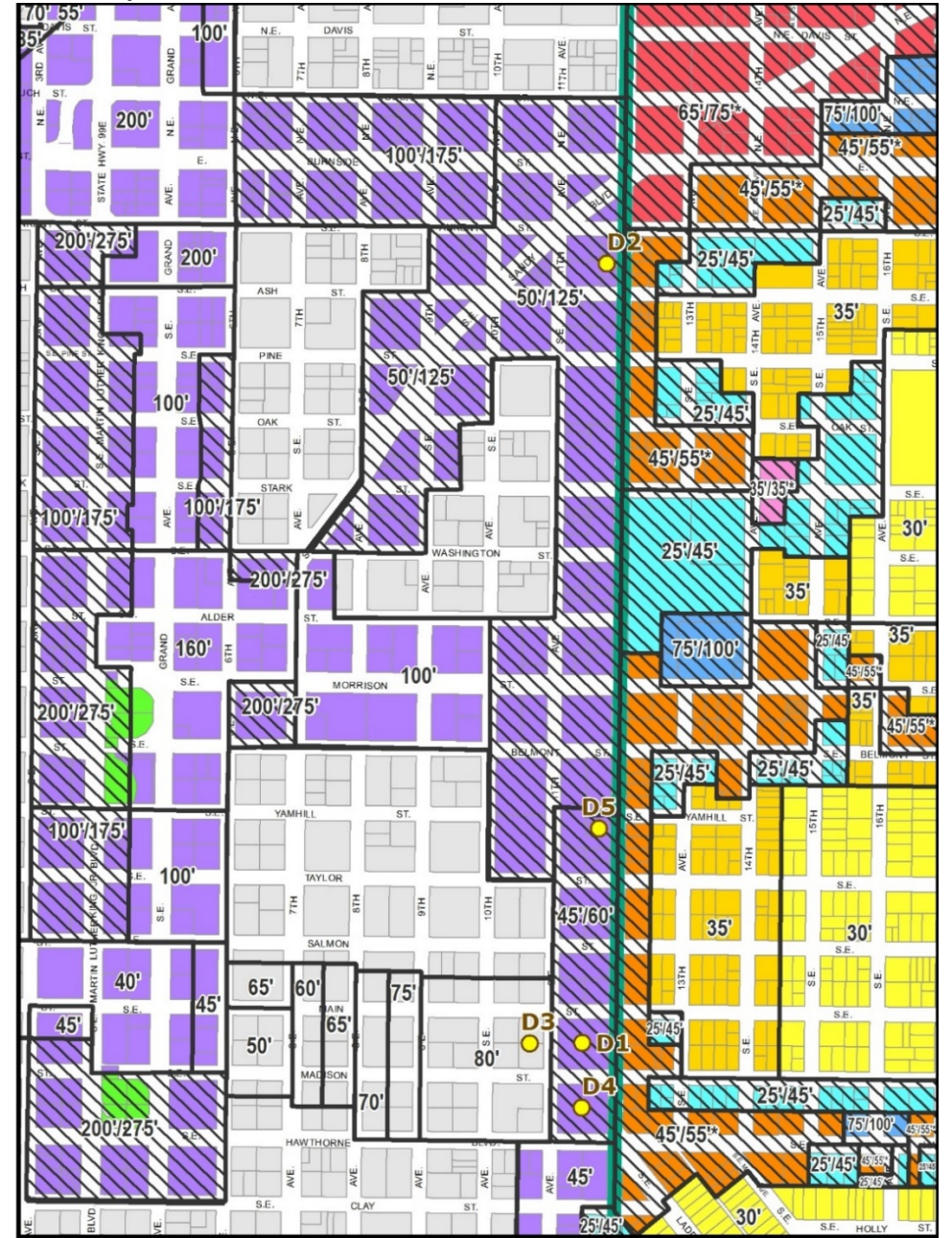
Existing



Proposed Draft



Proposed Amendments



Legend

- Submitted Testimony
- Central City Plan Boundary

Proposed Zoning

- Open Space (OS)
- Single Dwelling Residential 5,000 (R5)

- Single Dwelling Residential 2,500 (R2.5)
- Medium Density Multi-Dwelling Residential 1,000 (R1)
- High Density Multi-Dwelling Residential (RH)

- Commercial Mixed Use 1 (CM1)
- Commercial Mixed Use 2 (CM2)
- Commercial Mixed Use 3 (CM3)

- Central Employment (EX)
- General Industrial 1 (IG1)
- Bonus Height Area



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Notes: Zoning and height proposals from the Recommended Mixed Use Zones Plan (MUZ) are shown for all areas east of SE 12th Avenue. Asterisk(*) denotes that the MUZ allows an additional 5' of height for buildings that include taller ground floors.

Decision Table E. Green Building Standards

Comments on the Low Carbon Building Requirement, EV charging facilities and Bird Safe Glazing Standards are grouped into this packet. An additional memo provides more context about the Low Carbon Building Standard.

Contents of Decision Packet E: Green Building Standards

- Decision Table E
- Memo on the Low Carbon Building Standard

Ref #	Comment #	Commenter(s)	Topic	Proposed draft	Request(s)	Staff recommendation	Staff rationale	Discuss?	PSC decision
E1 and Memo	20183, 20320, 20324, 20407, 20409, 20410, 20663, 20698, 20896, 20910, 20914, 20995	Sandra McDonough -- Portland Business Alliance, Paul Grove --Homebuilders Association, Staci Monroe-- Bureau of Development Services, Shaina Weinstein—Green Building Initiative Tim Atkinson Timm Locke Greg Goodman-- Downtown Development Group, Jonathan Malsin Eric Cress-- Urban Development Partners, Shaina Weinstein Jeremy Rogers-- Oregon Business Council, Jeff Frost--SERA Architects	Low carbon buildings	Standard requires LEED registration. Reference: Volume 2A: Part 1: Central City Plan District, 33.510.244, page 157	1. Add more program options 2. Make this an incentive for FAR 3. Recognize wood as a method to reduce carbon 4. Add lifecycle assessment requirement 5. Concerns and support raised about Green Globes as an option	Proposed Amendment: Expand the list of third party programs and corresponding certification levels. See attached Memo for full list.	Staff recognizes that there are other programs serving the marketplace that incorporate comprehensive green building practices.	<input checked="" type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
E2	20838	Robert Wright	EV charging facilities	Policy 6.14 f in the Central City wide policies, Health and Environment section pertains to infrastructure for electric vehicles: • 6.14 f. Low-carbon transportation. Reduce carbon emissions from transportation systems, including supporting electric vehicle infrastructure. • The following action is in the plan: Action # TR66: Install electric vehicle charging stations in the Lloyd District. References: Volume 1: page 84; Volume 5: page 132	Require minimum parking for electric vehicles and electric power capacity wiring to support it in new multi-dwelling residential buildings in Goose Hollow, Pearl and West End subdistricts.	• Staff proposes to retain the Citywide policy which pertains to infrastructure for electric vehicles and the action in the Lloyd district. Proposed Amendment • Add an on-going, Central City wide action: Pursue new regulatory tools that would encourage or require large multi-family and commercial development projects to include EV-ready wiring and electrical capacity for electric vehicles when parking is provided.	BPS is currently developing an Electric Vehicle Strategy that will likely include actions to incent or require EV-ready wiring in certain situations. This is an important and fast changing issue, and a requirement for EV-ready wiring will entail working with BDS to develop building code provisions that will be submitted to the state for approval. BPS and PBOT do not support requiring a minimum number of parking spaces for electric vehicles because the Central City does not have a parking minimum requirement. However, where parking is provided, the EV Strategy will propose an approach to ensure that a certain allocation of these spaces have access to EV chargers.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other

Ref #	Comment #	Commenter(s)	Topic	Proposed draft	Request(s)	Staff recommendation	Staff rationale	Discuss?	PSC decision
E3	20324, 20481, 20688, 21004, 21005, 21014	Staci Monroe-- Bureau of Development Services, Jeanne E Galick Bob Sallinger—Audubon Society of Portland Karina Adams Alan Armstrong Mary Coolidge- Audubon Society of Portland	Bird Safe Glazing standard	Standard requires bird safe glazing in the areas shown on Map 510-22. Ninety percent of windows on first four floors must be treated. A list of options for fritting, UV coating, films and screens are provided. References: Volume 2A, Part 1: Central City Plan District, Pages 142-144 and Map 510-22, Page 397-399.	<ol style="list-style-type: none"> 1. Expand area where standard applies to entire Central City for ease of implementation. Current map and rationale for selecting areas of high tree canopy makes for a very complicated map. 2. Consider adding a drawing to the code to show types of patterns and dimension to eliminate some of the complex measurement language. 3. Consider limiting the types of glazing that could be applied on ground floor for transparency purposes – such as UV, light fritting patterns. 4. Prohibit highly reflective/ mirrored glass 	<p>Proposed Amendment:</p> <ol style="list-style-type: none"> 1. Apply standard to the entire Central City. This removes the need for a map in the zoning code. Add an exemption for any building with less than 50% of exterior glazing on the first 4 floors, except all non-residential uses in the CX, EX and RX must comply with the standard on the ground floor and floor adjacent to a vegetated roof. 2. Add a drawing to the standard to show the minimum required spacing and types of patterns 3. Identify several patterns that may be used on the ground floor to ensure transparency including UV coated and lighter fritting pattern. 4. Create an Admin Rule to add the list of available bird safe glazings. This is a quickly changing technology and it may be a good idea to have the ability to update the list on a regular basis. 5. More research is needed on prohibiting highly reflective glass. Staff needs to discuss this with building code staff to determine if there is a reflectivity range that is permitted. Staff also will look at what other cities have done. 	<p>Staff understands BDS's concern that the current map is complex and may be challenging to implement. Staff proposes to apply the standard city wide, but add to the exemptions.</p> <p>Staff is recommending 50% exemption based on exemptions set by other cities such as San Francisco and Toronto that have a bird safe glazing requirement. Portland's green building policy also sets an exemption for less than 50% glazing except on the ground floor and floor adjacent to a vegetated roof.</p> <p>Staff proposes to limit the types of glass available for use on the ground floor to ensure that new development will adhere to the Central City proposed urban design condition, which calls for active ground floor edges that will encourage a vibrant pedestrian experience.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other



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MEMO

DATE: September 20, 2016

TO: Portland’s Planning and Sustainability Commission

FROM: Alisa Kane, Green Building Manager

CC: Susan Anderson, Director

SUBJECT: Low Carbon Building Standard in the Central City 2035 plan

The goal of the Central City’s standard in section **33.510.244 Low-Carbon Buildings** is to encourage the continued use of third-party green building certifications that reduce emissions, conserve natural resources, save money and protect the health of occupants. In the first draft of the Central City 2035 Plan, the Low Carbon Building standard referenced only one green building certification, the US Green Building Council’s Leadership in Energy and Environmental Design (LEED) standards. After considering verbal and written testimony, the Bureau of Planning and Sustainability (BPS) recommends expanding the list of third-party programs and corresponding certification levels to those outlined in the table below and creating administrative rules so BPS can update the list of acceptable certifications over time.

Table 1: Proposed third-party green building certifications

Certification program	Level required	About the certification	Required Compliance submittals to BPS
LEED	Gold	The U.S. Green Building Council’s LEED certification program requires projects to satisfy prerequisites and earn credits related to site and transportation, energy and water efficiency, healthy indoor air, materials selection and waste management.	Copy of registration form and points spreadsheet from early design meetings.
Earth Advantage	Gold	Earth Advantage is a non-profit that certifies residential and commercial	Signed agreement and points worksheet from

		projects that demonstrate energy and water efficiency, durable material selection, healthy indoor air quality and sustainable site practices.	early design meetings.
Green Globes	Four Globes	The Green Building Initiative (GBI) administers Green Globes, an online assessment protocol and rating system for green building design, operation and management. It assesses projects on performance related to project management; energy, water and material usage; indoor air quality and polluting emissions.	Proof of registration and a copy of the project's preliminary score survey.
Living Building Challenge	Living Building Certification	The Living Building Challenge is a program of the International Living Future Institute (ILFI). The Challenge includes seven performance categories called Petals: Place, Water, Energy, Health & Happiness, Materials, Equity and Beauty.	Copy of confirmation email from ILFI that proves the project is registered for Living Building Certification and is intending to earn all seven petals.

The process to demonstrate compliance with this section will be the same for all projects. Permit applicants will submit evidence to BPS that the project is registered and intending to certify for at least one of the accepted third-party programs. After review, BPS will provide the applicant a letter confirming the project meets the Low Carbon Building Standard. The applicant will submit this to BDS with their permit application.

BPS recognizes that there are other certification programs serving the marketplace that are not on this list. At this point, BPS is only considering programs that incorporate comprehensive green building practices including energy and water conservation, stormwater management, healthy indoor air quality, waste reduction and low impact development practices. The list of accepted programs will be established through administrative rules and reviewed periodically.

Revisions to the commentary and standard in section **33.510.244 Low-Carbon Buildings** are attached to this memo. BPS staff look forward to discussing these recommendations further.

Commentary

33.510.244 Low-Carbon Buildings. Buildings are the largest source of carbon emissions in the City of Portland. Constructing and operating buildings consumes natural resources, generates waste and releases pollutants that can harm people and the environment. Green building certifications reduce the harmful impacts of development by achieving higher average performance than buildings constructed to meet code minimums. Since 2001, most of the new construction in the Central City has pursued certification under at least one green building program. An intended outcome of the Low-Carbon Buildings Standard is to maintain a high level of green building certification in the Central City.

Acceptable green building standards and certification levels will be determined by Administrative Rules and reviewed periodically to ensure the list reflects current industry practices. Standards and certification levels may include LEED Gold, Earth Advantage Gold, Four Green Globes and Living Building Certification. Qualifying standards may be added or eliminated over time. This new standard requires evidence of registration and submittal of the project's point checklist to BPS. After confirming registration and reviewing the checklist, the Bureau of Planning and Sustainability will provide the applicant and Bureau of Development Services a letter for submittal with the building permit to satisfy this standard. The proposed standard does not require full certification because state law restricts local jurisdictions' ability to require better performance than the state building code; however, by requiring registration, BPS expects a large percentage of new construction throughout the Central City to pursue full certification.

Proposed Updated Standard:

33.510.244 Low-Carbon Buildings

A. Purpose. The Low-Carbon Buildings standard ~~ensures~~ encourages ~~that new buildings and development~~ and additions to existing ~~buildings are~~ developments be designed and constructed to meet ~~the US Green Building Council's Leadership in Energy and Environment Design (LEED) standards at the gold level~~ green building certification programs that the Bureau of Planning and Sustainability deems acceptable. The benefits of meeting ~~LEED standards~~ one of these programs include improving energy efficiency, preserving natural resources, and protecting the health of occupants.

B. Low-carbon building standard. New ~~buildings~~ development with a net building area of at least 50,000 square feet, and alterations to existing ~~buildings~~ development that increase net building area by at least 50,000 square feet must provide a letter from the Bureau of Planning and Sustainability that verifies that the project has registered ~~to earn LEED gold level certification and prepared a preliminary LEED project checklist showing which LEED credits will be pursued for the building.~~ for a green building certification program, approved by the Bureau of Planning and Sustainability and has prepared a preliminary

description of how the building can achieve the certification. The Bureau of Planning and Sustainability has the authority to create an administrative rule listing which green building certifications are approvable.

Decision Table F. Parking

Contents of Decision Packet F: Parking

- Decision Table F
- Memo about Parking Ratios

Background:

- The Proposed Draft maintains no parking minimums for new development and introduces maximum parking ratios for all uses in the Central City.
- The Proposed Draft combines 26 Parking Sectors into 6, reducing existing maximum parking ratios for office uses by 23%, and for residential uses by approximately 30%.
- Accessory use requirements for parking are largely eliminated, allowing for shared parking throughout the Central City.
- New surface parking is prohibited, with a limited exception for industrial uses.
- Parking access restrictions are based on TSP street classifications.

Summary of testimony:

- Support for the proposed ratios including from Oregon Walks and the Portland Bicycle Advisory Committee
- Reduce maximum ratios to meet mode share goals
- Reduce maximum ratios to a single lower ratio across all subdistricts
- Require parking with new development and/or for art/performance attractions
- Ensure that all properties will have parking access.

Ref #	Comment #	Commenter(s)	Topic	Proposed draft	Request(s)	Staff recommendation	Staff rationale	Discuss?	PSC decision
F1	20460, 20495, 20436, 20500, 20498, 20303, 20434	Angel York, Evan Heidtmann, Garlynn Woodsong, Kelly Ross representing NAIOP, Tony Jordan, Tony Jordan / Portlanders for Parking Reform	Ratios	Ratios vary from 0.5 to 2.0 depending on land use and location. See Table 510-2 (volume 2A, page 229) for complete list.	<ol style="list-style-type: none"> 1) Reduce maximum parking ratios to .5 across the board. 2) Direct PBOT staff to show how any proposed ratios support the mode share goals. 3) Reduce parking maximums across the central city, to at most 0.6 stalls per 1,000 sf. 4) In order to meet our 15% drive alone mode share goals, maximum ratios of .25 stalls per housing unit or 1,000 square feet of office space are appropriate. 5) Resist requests from some interests for further reduction in parking ratios 6) Lower parking maximums to .25 / dwelling unit 7) Parking maximums should be lowered to no more than .7 spaces per residential unit or 1,000 sf of office space. 	Retain Proposed Draft version	See attached memo with rationale for ratios.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
F2	20316, 20331, 20423	Claire C Lematta, Robert Wright	Parking Minimums	No off-street parking is required for any development within the Central City Plan District.	<ol style="list-style-type: none"> 1) Make parking mandatory in new buildings to reduce on street parking congestion 2) The Central City Plan must require that all new apartments and condominiums in the West End have a minimum percentage of dedicated on-site parking. 	Retain Proposed Draft version	Staff does not support required parking. The Central City has a completely managed on-street parking system. This essentially eliminates the potential for "spillover" from developments to on-street parking.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
F3	20341	Walter Weyler	Parking for a specific use	No arts-specific parking proposals are included in the Proposed Draft.	I recommend that a review which includes resident and arts input of Central City Parking Proposals to determine the net gain or loss of parking which impacts arts and culture venues.....all to provide increased parking for the arts.	Retain Proposed Draft version	Restrictions on the use of existing parking will be eliminated. This will allow for the sharing of parking and increasing available parking across the City.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other

Ref #	Comment #	Commenter(s)	Topic	Proposed draft	Request(s)	Staff recommendation	Staff rationale	Discuss?	PSC decision
F4	20841	Robert Wright	Electric Vehicle parking	The Proposed Draft does not require parking, nor does it require electric vehicle charging stations.	The CC2035 Plan must include parking and recharging provisions for electric vehicles and call for minimum parking exclusively for electric vehicles in new multi-dwelling buildings in the proposed Goose Hollow, Pearl and West End subdistricts of the Central City Plan District (proposed Map 510-1).	Retain Proposed Draft version	BPS will be handling the inclusion of EV parking as a separate project. See Decision Table Group E.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
F5	20830	Downtown Development Group	Parking access	Volume 2A, page 247	Amendment to 33.510.263.A - No development shall be precluded from having reasonable parking access capable of handling its full entitlement of parking spaces under the zoning code without adding excessively to the cost of the development.	Retain Proposed Draft version	Parking access to a site will never be completely prohibited. If parking access is prohibited from all site frontages, an exception is provided and parking access will be determined through the adjustment process. See 33.510.263(B)(1).	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
F6	20830	Downtown Development Group	Parking access	Volume 2A, page 247	PCC 33.510.263.B.1.f should add, "except between SW Stark and SW Washington".	Proposed Amendment: Add to 33.510.263.B.1.f - "except between SW Stark and SW Washington".	Light rail on this block of SW 1st Ave is grade-separated from the motor vehicle travel lane, so parking access will not impact rail operations.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
F7	20890	Faye Brown / PDC	Parking Access	Volume 2A, page 247	Restricting parking and loading access from any major bikeway, truck street, traffic street, and transit priority street makes development very difficult.	Retain Proposed Draft version	Parking access to a site will never be completely prohibited. If parking access is prohibited from all site frontages, an exception is provided and parking access will be determined through the adjustment process. See 33.510.263(B)(1).	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
F8	20504	Colin Cortes	Smart Park	The Proposed Draft does not specifically address SmartPark.	Would like to see more SmartPark garages and less privately owned garages, specifically in the Pearl, Lloyd, Central Eastside Industrial, and Auditorium Districts.	Retain Proposed Draft version	SmartPark garages could be built in the future as Visitor Parking.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other
F9	20303, 20434	Tony Jordan / Portlanders for Parking Reform	TDM	Code for unbundling and cash-out was not included in the Proposed Draft. Staff provided commentary about exploring unbundling parking.	Support for unbundling parking from housing costs. Would also like to see mandated parking cash out option for central city.	Proposed Amendment: Remove commentary related to unbundling parking. Citywide Action TR119 will be implemented to include transportation demand management, unbundling parking and cash out.	PBOT will lead a Central City Transportation Demand Management process in 2017 that will include unbundling and cash out as part of that process. PBOT anticipates the completion of this process before the effective date of Central City 2035.	<input type="checkbox"/>	<input type="checkbox"/> Support staff rec. <input type="checkbox"/> Other

MEMORANDUM

TO: Planning and Sustainability Commission
FROM: Mauricio Leclerc, Grant Morehead, and Judith Gray
DATE: September 19, 2016
SUBJECT: Parking ratios

This memo provides a summary of the work the Central City Parking Policy Update Stakeholder Advisory Committee developed related to parking ratios.

Process

In January of 2015 PBOT Director Leah Treat convened a Stakeholder Advisory Committee (SAC) to oversee the update of the transportation policies for the Central City. A 30-member committee was formed representing a variety of neighborhood, business, as well as non-profit and advocacy organizations. PBOT staff was supported by Rick Williams Consulting, Nelson Nygaard and JLA Public Involvement. The SAC met 9 times and advised staff on a number of important issues. Throughout the project, staff met on several occasions with Central City neighborhood and business associations as well as other organizations and private individuals. PBOT hosted an open house in November of 2015 to share the SAC's recommendations and solicit input. Recommendations included:

- Implementing a performance-based parking management system for public parking in the Central City.
- Maintaining no parking minimums for new development.
- Adjusting maximum parking ratios for development and streamlining the number of parking districts.
- Simplifying operating restrictions on approved parking to allow shared parking.
- Simplifying parking entitlements and the role of City in monitoring private parking.
- Placing new limitations on new surface parking development.

Parking Minimums

The SAC met several times to review recommendations related to parking ratios. One of the first SAC recommendations was to continue to allow new and rehabilitated buildings to have no parking. This was seen as a key element that has made the Central City successful, allowing the reinvestment in historic properties with no parking and the densification of the Central City. This has supported the investments in transit, pedestrian and bicycle infrastructure, which in turn have expanded travel choices within the Central City and thus allowed further development to happen. In addition, parking adds considerable

costs to construction and requiring parking minimums were seen as detrimental to providing more affordable development options.

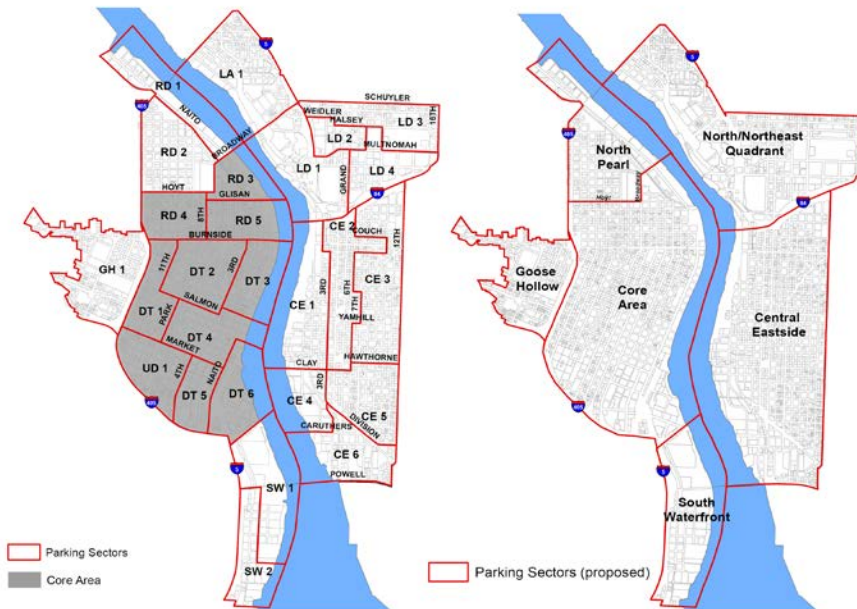
Parking Maximums

The SAC also endorsed adjusting maximum parking ratios in a manner that generally relates parking allowances to mode split targets for the Central City 2035 Plan. These targets can be found in Volume 2b page 5 of the Central City 2035 Plan package.

Significant investments in transit, pedestrian and bicycle infrastructure have been made in the past 20 years throughout the Central City. The recommended ratios reflect those investments, and bring Central City business districts and parking sectors (i.e., Lloyd, Central Eastside, Goose Hollow, River District and South Waterfront) more in line with Downtown. This creates a more “level playing field” among all Central City districts, though differences among districts remain.

There are currently 26 parking sectors in the Central City that have ratios assigned to them. This has created a significant amount of code and confusion in development permitting. The recommended set of ratios reduces the number of parking sectors to 6, reflecting a more current view of land use mixes in the Central City.

Figure 1 shows existing districts (left) and proposed districts (right)



Analysis of Parking Ratios

Summary of SAC recommendations on maximum ratios

- Impose maximum parking ratios on all uses in the Central City. For example, currently residential development outside the Core sub district has no maximum ratio and many non-office uses have no maximum ratios.
- Simplify the code by reducing the number of parking sectors from 26 to 6. This results from blending parking sectors into single districts.
- Adjust ratios in all Central City districts outside the downtown downward to reflect investments in transit, bicycle and pedestrian infrastructure.
- Adjust office ratios in three existing downtown parking sectors upward to reflect actual demand for parking in downtown, account for the loss of approximately half of the surface parking that existed when the current regulations went into effect in 1996, and in order to blend with other areas of the Core sub district that have current ratios varying from 1.0/1000sf to 2.0/1000sf.
- Standardize ratios for residential and hotels throughout the Central City.

Residential ratios

Today, not all subdistricts have residential parking maximums. PBOT analyzed land use records going back to 1995, when the current parking code was adopted. Since then, there have been 85 new residential buildings in the Central City. The average parking ratio by building built since 1995 was .85 stalls per unit. That includes about 14% of buildings which did not build any parking. For new buildings with parking, the average ratio was 1.0 per unit. A quarter of the buildings had ratios above the proposed maximum ratio of 1.2 stalls per unit. There were not significant differences in ratios based on geography and allowed ratios. The proposed maximum residential ratio of 1.2 stalls per unit for the entire Central City was considered to provide flexibility to the market at the same time that it will likely push down on the average ratio built. As a theoretical example, if the maximum parking ratio for all Central City residential buildings in 1995 had been the proposed 1.2/unit throughout the Central City (whereby buildings that provided parking in excess of 1.2/unit would have provided no more than 1.2/unit), the average ratio for the combined residential buildings built since 1995 would have been .78/unit.

Commercial ratios

For commercial properties, since 1995 there were insufficient new commercial buildings constructed with similar geography, land use mix and allowed ratios to determine statistical trends. In general, the proposed parking ratios were set according to general accessibility to non-auto modes, with centrally located areas such as the Core sub district (which includes Downtown, Old Town, south Pearl District and the University District) having the lowest ratios, followed by North/Northeast, North Pearl and Goose Hollow, and finally by South Waterfront and the Central Eastside.

Most of the 26 maximum parking ratios for office use were significantly reduced, with the exception of three downtown sub districts that are part of the Core subdistrict and have current ratios ranging from .7/1000sf to .8/1000sf. In the Core sub district, a maximum parking ratio of 1.0/1000sf is being proposed. This ratio would apply to areas in downtown, River District, West End and University District that currently have ratios ranging from .7/1000sf to 2.0/1000sf. The Core subdistrict has and will continue to have the most stringent ratios in the City. Since 1995 half of the surface parking lots in the Central City have been redeveloped, many in the areas in and around downtown, leading to fewer stalls to serve the district. The proposed ratio allows the sub district to continue to rely on non-auto trips for its growth yet it provides more flexibility to the market in some areas of downtown to support redevelopment. Overall, the reductions in parking ratios in the Core subdistrict were larger than the increases, leading to a net decrease in the amount of parking allowed (please see next section for more information).

Impact on Potential Development

Maximum ratios do not by themselves tell how much parking will be built. This is particularly true in the Central City where there is no minimum parking required, there are limits to how much parking can be built on surface lots and the significant investments on non-auto transportation accessibility have increasingly allowed developers to build without having to provide as much parking as other areas of the region.

Nonetheless, PBOT studied the impact of the proposed maximum ratios on development. The main purpose of maximum ratios is to limit the amount of parking a development builds. The best way to compare the impact of this policy is to consider how much parking would be built if every building had to, by code, build to the maximum ratio under current and proposed regulations (also assumed is that all new workers would be office workers, to simplify the exercise). This analysis indicated that the proposed ratios would lead to:

- A reduction by about 30% in the number of residential parking stalls built by 2035 compared to current ratios.
- Close to 25% fewer growth parking stalls built by 2035 compared to current ratios.
- Reduction in Office parking in all subdistricts, ranging from 12% (Core) to 35% (NE Quadrant).
- Reduction in Residential parking in all subdistricts, ranging from 18% (Core) to 40% (NE Quadrant, Central Eastside and Goose Hollow).

The analysis took into consideration the redevelopment potential of each parking sector and applied the existing and proposed ratios to future development using growth numbers provided by Metro’s transportation model. Again, given other parking policies, present and future transportation investments and past trends, it is unlikely that this scenario will come to pass. Yet this exercise shows how the proposed ratios will help the Central City meet its land use and transportation policies by significantly limiting the amount of parking that can be built.

Table 1. Existing and Proposed Ratios if All Development Built to Parking Maximum Ratios

PARKING SECTOR	OFFICE			RESIDENTIAL*		
	EXISTING COMBINED RATIO	PROPOSED COMBINED RATIO	% CHANGE	EXISTING COMBINED RATIO	PROPOSED COMBINED RATIO	% CHANGE
Core	1.13	1.00	-12%	1.46	1.20	-18%
North Pearl	2.00	1.50	-25%	1.70	1.20	-29%
NE Quadrant	2.07	1.35	-35%	2.00	1.20	-40%

Central Eastside	2.82	2.00	-29%	2.00	1.20	-40%
South Waterfront	2.40	2.00	-17%	1.70	1.20	-29%
Goose Hollow	2.00	1.50	-25%	2.00	1.20	-40%
Central City	1.87	1.44	-23%	1.73	1.20	-31%

*For residential uses, where no maximum ratio exists, it was assumed 2/1000, based on the highest residential ratio built since 1995

Impact on the Transportation System

To gauge the impacts of these and other changes on the transportation network, Metro and City staff will perform a transportation model run for the Central City 2035 Plan that will include relevant land use changes, transportation projects and changes to parking policies. The model run is scheduled to follow the final run for the adopted Comprehensive Plan, which will become the official Base for which to test the impacts of the Central City 2035 Plan.

Absent the model run, staff expects that the significant reduction in the allowed parking throughout the Central City and the almost complete restriction of new surface parking, point to a net decrease in auto trips. It is important to point out that there are many factors that affect mode split besides parking, including land use mix, densities, infrastructure projects, street connectivity, and others. Metro’s model may not have the sophistication to estimate subtle differences in ratios and parking policies and Metro’s transportation analysis zones may not match parking subdistrict boundaries.