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**MAP REFINEMENT PROJECT
2017-10-24 TESTIMONY**

I. GENERAL INFORMATION

OWNER

[CITATION]

ARCHITECT

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LOCATION

7500 SE STARK [x SE 75TH] to
9400 SE STARK

State ID

[CITATION]

Property ID

[CITATION]

NEIGHBORHOOD

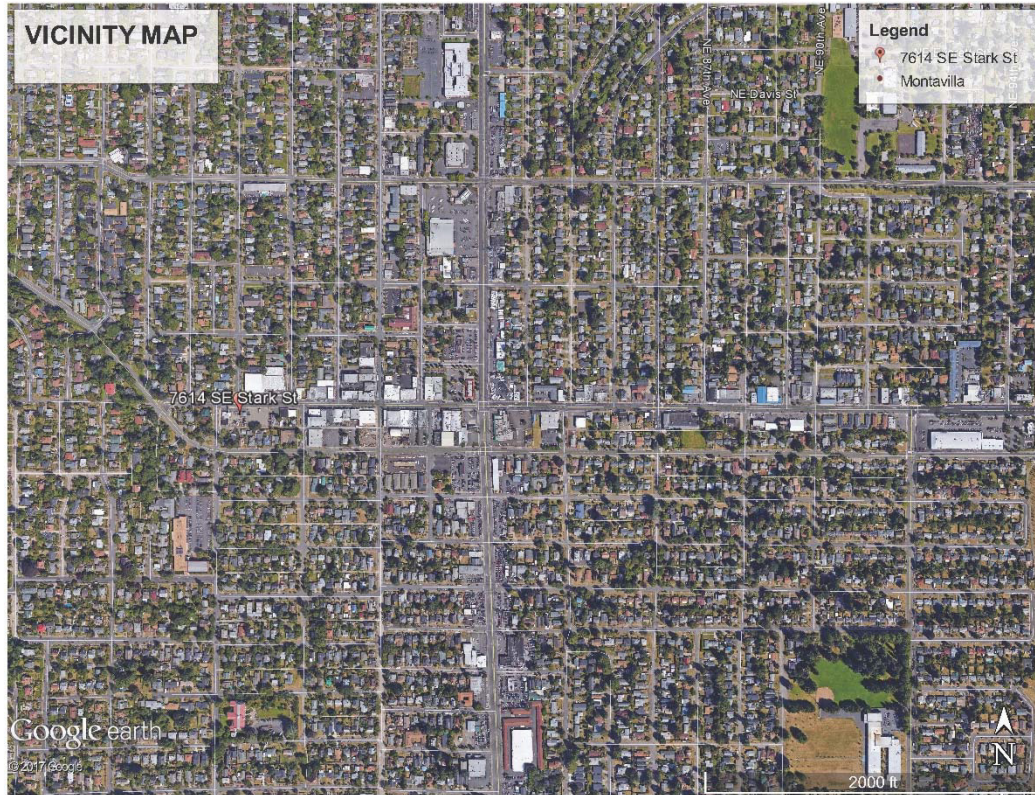
MONTIVILLA

ZONING DESIGNATIONS CG; CS;

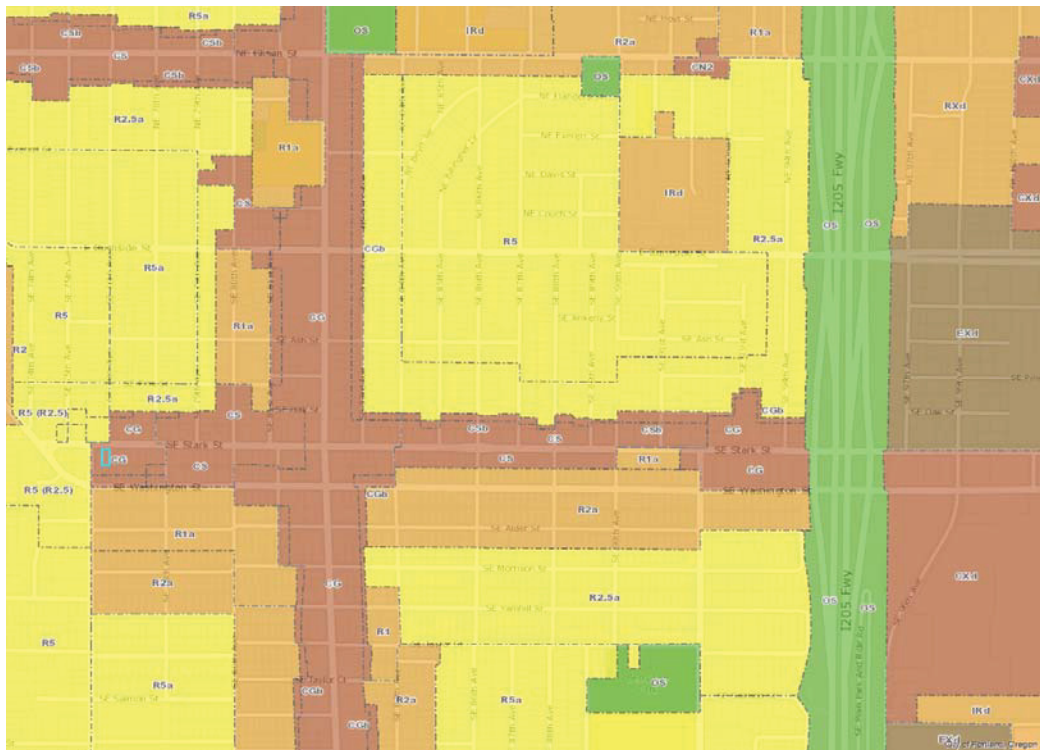
REVIEW

MIXED USE CIVIC CORRIDOR - CM3
Zoning Map Consolidation

- **PROPOSAL** The proposal is to map the commercial zone along SE Stark Street from SE 75th Avenue to the Interstate 205 interchange with a **15. Mixed Use – Civic Corridor [CORRIDOR]** designation and change the currently proposed CM2 sites to CM3. This allows greater flexibility to capture density incentives in this constrained commercial corridor. Since adoption of the **2035 Comprehensive Plan [2035]** the demand in for housing and retail sales and services in this neighborhood has grown.
- **SITE AND VICINITY** The site is transition from Mt. Tabor to the west and the active commercial corridor to the east.



VICINITY MAP



II. QUESTIONS FOR PLANNING AND SUSTAINABILITY COMMISSION

1. Please cite any required street dedication requirements and include the sidewalk corridor configuration/street section to be followed.
2. Please cite Transit Street or Pedestrian District improvement requirements.
3. Please provide timing of the zoning conversion to 2035
4. Please cite submission requirements for proposed zoning map reconsideration
5. Please hold record open for 14 days.

III. APPLICABLE CRITERIA

Goal

Goal 10.A Land use designations and zoning.

Effectively and efficiently carry out the goals and policies of the Comprehensive Plan through the land use designations, Zoning Map and the Zoning Code.

The Comprehensive Plan Map is one of the Comprehensive Plan's implementation tools. The map includes land use designations which are used to carry out the Comprehensive Plan. The land use designation that best implements the goals and policies of the Plan is applied to each area of the city. This section contains general descriptions of the land use designations.

FINDING: 2035 defines in specific detail development requirements and proposes Code amendments to implement its goals. New data is available from that used in the 2035 data base. With new data, the **Map Refinement Project [PROJECT]** can more effectively and efficiently carry out the 2035 goals and policies [GOAL]. The PROJECT draft for the neighborhood along the SE Stark Street Corridor [CORRIDOR] does not provide enough the tools necessary to meet the GOAL. The type of Pattern Area, its general use and growth intensity, its level of public services and levels of constraint warrant greater flexibility.

Each description includes:

Type of Place or Pattern Area for which the designation is intended.

FINDING: The CORRIDOR includes Single Family, Multi Dwelling and Mixed Uses. The Pattern Area is pedestrian dependent. Pedestrian patterns are in place but underutilized.

On street and off street parking is available. The Pattern Area has affordable housing but depends on low density neighborhood housing and remote housing dependent on Single Occupancy Vehicle Transportation [SOV] trips.

Since the collection of the 2035 data set, traffic congestion tipped from near capacity to overcapacity. The constrained street system that accesses the CORRIDOR is now stressed at its collection roads and feeder highways. Polluting emissions increase.

Since the collection of the 2035 data set, housing demand has increased faster than anticipated. Housing supply continually falls behind demand. Since the collection of the data set **33.245 Inclusionary Housing** is in effect and the first inclusionary housing projects have been approved.

The neighborhood lacks adequate housing, sales and services to support the GOAL. Demand from the City Core [CORE] is not being supported in the neighborhood requiring more SOV trips for jobs, sales and services. Tools included in the CORRIDOR designation will help remedy this.

General Use and intensity expected within the area

FINDING: The CORRIDOR is a transition from MT Tabor to Gateway. The GOAL is to take advantage of public services, pedestrian and mass transit opportunities... The CORRIDOR does not yet have flexible tools needed to optimize the Gateway Plan.

Since the collection of the 2035 data set, employment intensity in the CORE has increased beyond projections. Neighborhood housing, sales and services are not meeting the GOAL.

Level of public services provided or planned

FINDING: The CORRIDOR has high capacity transit, frequent service and existing infrastructure. With flexibility, the neighborhood has capacity to provide a broad range of commercial, public service and housing options.

Tools provided by the CORRIDOR allow greater flexibility to meet demand from the CORE. Tools encourage private improvements to meet the GOAL.

Level of Constraint

FINDING: The CORRIDOR is constrained by not enough transitioning designations from the commercial activities to single family designations. Housing density has to be captured in the CORRIDOR. The neighborhood depends on SOV's and the Gateway public services are not fully realized. More housing sales and services in the CORRIDOR is a GOAL.

A CORRIDOR designation for the neighborhood's Single Family, Multi Dwelling and Mixed Use zones provides additional flexibility and public protection necessary to meet the GOAL. The tools help shape new development to address transitioning criteria in the COMP PLAN.

Policy 10.1 Land use designations

Apply a land use designation to all land and water within the City's Urban Services Boundary. Apply the designation that best advances the Comprehensive Plan goals and policies.

FINDING: The PROJECT draft does not currently include the CORRIDOR designation in this Pattern Area. Additional tools are needed to meet the GOAL.

Applying a CORRIDOR designation to the neighborhood provides additional tools to meet the GOAL. Given the CORRIDOR's constraints the tools allow a sustainable pedestrian district to absorb demand while protecting the public.

- 6. Single Dwelling – 5000.** *This designation is Portland's most common pattern of single-family development, particularly in the city's inner neighborhoods. It is intended for areas where urban public services, generally including complete local street networks and access to frequent transit, are available or planned. Areas within this designation generally have few or very minor development constraints. Single dwelling residential will be the primary use. The maximum density is generally 8.7 units per acre. The corresponding zone is R5.*

FINDING: Single dwelling sites in this and the R2.5 designation dominate the neighborhood. It is a common pattern along the Gateway District and limits population that can take advantage of available, sustainable transit. Demand for the CORRIDOR is not being realized. The tools

provided by the designation help tip underutilized sites into sustainable growth needed to meet the GOAL.

10. Multi Dwelling – 1,000. *This designation allows multi-dwelling development. The scale of development is intended to reflect the allowed densities while being compatible with nearby single dwelling residential. The designation is intended in areas near, in and along centers and corridors and transit station areas where urban public services, generally including complete local street networks and access to frequent transit are available or planned. Areas within this designation generally do not have development constraints. The maximum density is generally 43 units per acre but may be as much as 65 units per acre in some situations. The corresponding zone is R1.*

FINDING: The neighborhood has little Multi Dwelling designations in R2 and R1. This makes the CORRIDOR multi dwelling opportunities more important to meet the GOAL. Flexibility allows greater opportunities to capture available dwelling capacity. Private improvement of public spaces occurs when this happens, enhancing the CORRIDOR.

15. Mixed Use – Civic Corridor. *This designation allows for transit-supported densities of commercial, residential and employment uses, including a full range of housing, retail and service businesses with a local or regional market. This designation is intended to areas along major corridors where urban public services are available or planned including access to high-capacity transit, frequent bus service or streetcar service. The Civic Corridor designation is applied along some of the City's busiest, widest and most prominent streets. As the city grows, these corridors also need to become places that can succeed as attractive locations for more intense, mixed use development. They need to become places that are attractive and safe for pedestrians while continuing to play a major role in the City's transportation system. Civic Corridors, as redevelopment occurs, are also expected to achieve a high level of environmental performance and design. The corresponding zones are CM1, CM2, CM3 and CE. The designation is generally accompanied by a design overlay zone.*

FINDING: The neighborhood is an identifiable Town Center with sustainable public services. They include frequent surface and light rail mass transportation. Stark Street and Highway 213 [Washington] are a couplet of wide, one way and prominent streets. Traffic is heavy while the pedestrian zone needs updating.

Constraints limit housing, sales and services. The CORRIDOR designation provide tools for flexibility to better meet the GOAL. Without the designation, housing, sales and services are pushed to the margins of the boundary stressing already over capacity SOV dependent transportation.

As a CORRIDOR, sustainable pedestrian orientation is achievable. The Gateway District is supported.

IV. POLICIES

V. REMARKS

1. In order to meet the GOAL, the CORRIDOR designation for the neighborhood along the Stark/213 couplet, the Zoning Map and Zoning Code have to be amended. The PROJECT is an effective and efficient method to make these changes. Using separate Judicial and Quasi-judicial proceedings is inefficient and may not be effective any time soon.
2. The CORRIDOR boundary provided with this testimony needs to be vetted and corresponding MAP amendments applied as a part of the PROJECT.
3. Vacating existing rights of way should be prohibited.

4. Expedited subdivision and planned developments should be allowed.
5. 85% of privately developed on street parking should count towards any off street parking requirement of the subject case.
6. 85% of privately developed Open Space should count toward any Open Space and/or landscape requirement of the subject case.
7. Required dedicated right of way should count toward any FAR calculation of the subject case.
8. ADU's in the CORRIDOR should be allowed to be 1,200 SF in habitable area.