



2035 Comprehensive Plan Code Reconciliation Project

PSC Work Session
December 12, 2017



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Agenda

Discuss:

- Topic 3 – Level of Service as approval criteria
- Topic 4 – Affordable Commercial bonus
- Topic 7 – Self-Service Storage uses

Confirm:

- Previous PSC direction on ten topics as outlined in memo
- Prior PSC directions on TDM.

Action Requested:

- Approve the Code Reconciliation Project - Proposed Draft dated September 18, 2017 as amended by the additional code amendments in the 12/5/17 memo.



Topic 3 – LOS

Staff Recommendation:

- Approve code language as presented in September 2017 Proposed Draft
- Approve amendments to 33.641 and 33.854 as shown in 12/5/17 memo, consistent with other similar evaluation criteria.



Vehicle Level of Service Alternatives

Planning & Sustainability Commission, December 12, 2017

WE KEEP PORTLAND MOVING.



PBOT
PORTLAND BUREAU OF TRANSPORTATION

Vehicle LOS

Problem Statement

Vehicle Level of Service (LOS) Alternatives

- Misalignment with multimodal goals
- Mitigations focus on driving conditions
- Low feasibility for mitigations
- Triggers for TIS create “fairness” issue
- Multi-modal LOS doesn't work well

Background

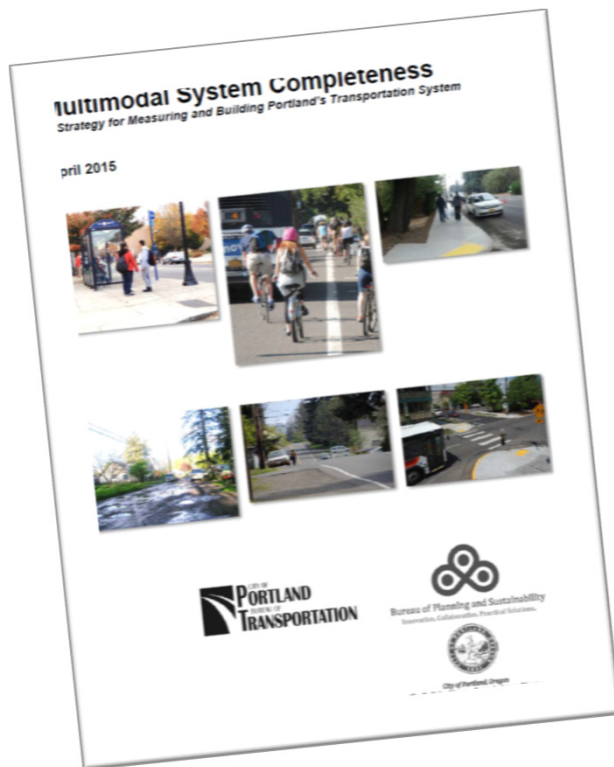
Vehicle Level of Service (LOS) Alternatives

Longstanding disconnect
between multimodal
planning goals & the way
the City evaluates the
impacts of new
development on the
transportation system



Multimodal Approaches

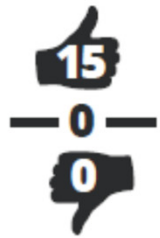
For the City of Portland



Metrics Criteria

- Evaluate how development meets the City's large-scale multimodal transportation and land use planning goals, by reducing drive-alone(SOV) trips, reducing vehicle miles traveled(VMT), and promoting safety
- Have a transparent and well-supported quantitative methodology
- Include clearly-established performance thresholds
- Lead to mitigations that serve a new development's users and advance the City's goals for the transportation system as whole

Metrics Evaluation



System
Completeness

District-wide evaluation of system completeness for each mode, based on City's published standards for transportation facilities and planned improvements (per TSP, Bike Plan, master plans, etc.)



Transportation
safety

Collision rates, including incidence of serious crashes and crashes that include bikes and pedestrians; potential for use of predictive factors as well, such as safety performance functions (SPFs) and crash modification factors (CMFs)

Next Steps

Phase Activity		Year
1	Identify members of technical advisory group (TAG); Convene TAG; confirm objectives; review and finalize set of criteria for metric(s)	1
	Develop outreach plan (integrate other agency partners - ODOT, Metro), including outreach and education to development community	1
	Review and revise administrative rules to establish a preference for LOS mitigations that match City's planning goals, such as TDM measures that have been demonstrated to reduce vehicle trips.	1
	Revise rule to require that any mitigations to LOS avoid impacts to walking and bicycling, such as removal of or impedance to existing facilities, to codify current practice in development review.	1
2	Add a supplemental metric to the existing LOS metric. Safety metrics, such as state of good repair and/or operational safety measures, should be further explore/developed to determine appropriateness and feasibility for implementation in this timeframe.	2
	Develop alternatives for discretionary review "triggers"; develop alternatives for construction impacts	3
3	Develop and adopt district-level transportation improvement plans, building on the work documented in the system completeness feasibility study and existing and ongoing planning efforts.	3
	Adopt system completeness metric based on adopted improvement plans.	3

Topic 3 – LOS

As proposed by staff:

B. Transportation system:

1. The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street capacity, level of service, connectivity, transit availability, availability of pedestrian and bicycle networks, on-street parking impacts, access restrictions, neighborhood impacts, and impacts on pedestrian, bicycle, and transit circulation, and safety. Evaluation factors may be balanced; a finding of failure in one or more factors may be acceptable if the failure is not a result of the proposed development, and any additional impacts on the system from the proposed development are mitigated;
2. Measures proportional to the impacts of the proposed use are proposed to mitigate on- and off-site transportation impacts. Measures may include transportation improvements to on-site circulation, public street dedication and improvement, private street improvements, intersection improvements, signal or other traffic management improvements, additional transportation and parking demand management actions, street crossing improvements, improvements to fill in gaps in the local pedestrian and bicycle networks, and transit improvements.



Topic 3 – LOS

As proposed by Chris Smith:

B. Transportation system:

1. The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include **safety**, street capacity, level of service, connectivity, transit availability, availability of pedestrian and bicycle networks, on-street parking impacts, access restrictions, neighborhood impacts, and impacts on pedestrian, bicycle, and transit circulation, **and safety**. Evaluation factors may be balanced; a finding of failure in one or more factors may be acceptable if the failure is not a result of the proposed development, and any additional impacts on the system from the proposed development are mitigated;
2. Measures proportional to the impacts of the proposed use are proposed to mitigate on- and off-site transportation impacts. Measures may include transportation improvements to on-site circulation, public street dedication and improvement, private street improvements, intersection improvements, signal or other traffic management improvements, additional transportation and parking demand management actions, street crossing improvements, **improve or fill improvements to fill in** gaps in the local pedestrian and bicycle networks, and transit improvements.



Topic 4 – Affordable Commercial

Staff Recommendation:

- Amend 33.130.212.D, as proposed in 12/5 memo.
- Return to PSC in April 2018 to review Prosper Portland's progress on program parameters and administrative rules.
- PSC letter to City Council in April with recommendation to approve, modify or remove bonus provision.



Topic 7 – Self Service Storage

- PSC received testimony from stakeholders requesting that the city:
 - prohibit Self-Service Storage uses in the CM3 and CE zones, or
 - prohibit Self-Service Storage uses in the CM3 and CE zones on frequent service transit streets, or
 - limit the size of self-service storage uses and/or apply additional development standards similar to Centers Main Street overlay zone.



Topic 7 – Self Service Storage

- Strong demand due to increase in apartments and limited SSS development during recession.
- At least 17 projects proposed/built in past 4 years.
- Over 1,500,000 square feet of total space.
- Buildings from 74,000 SF to over 150,000 SF.
- Variety of zones; many on transit streets.



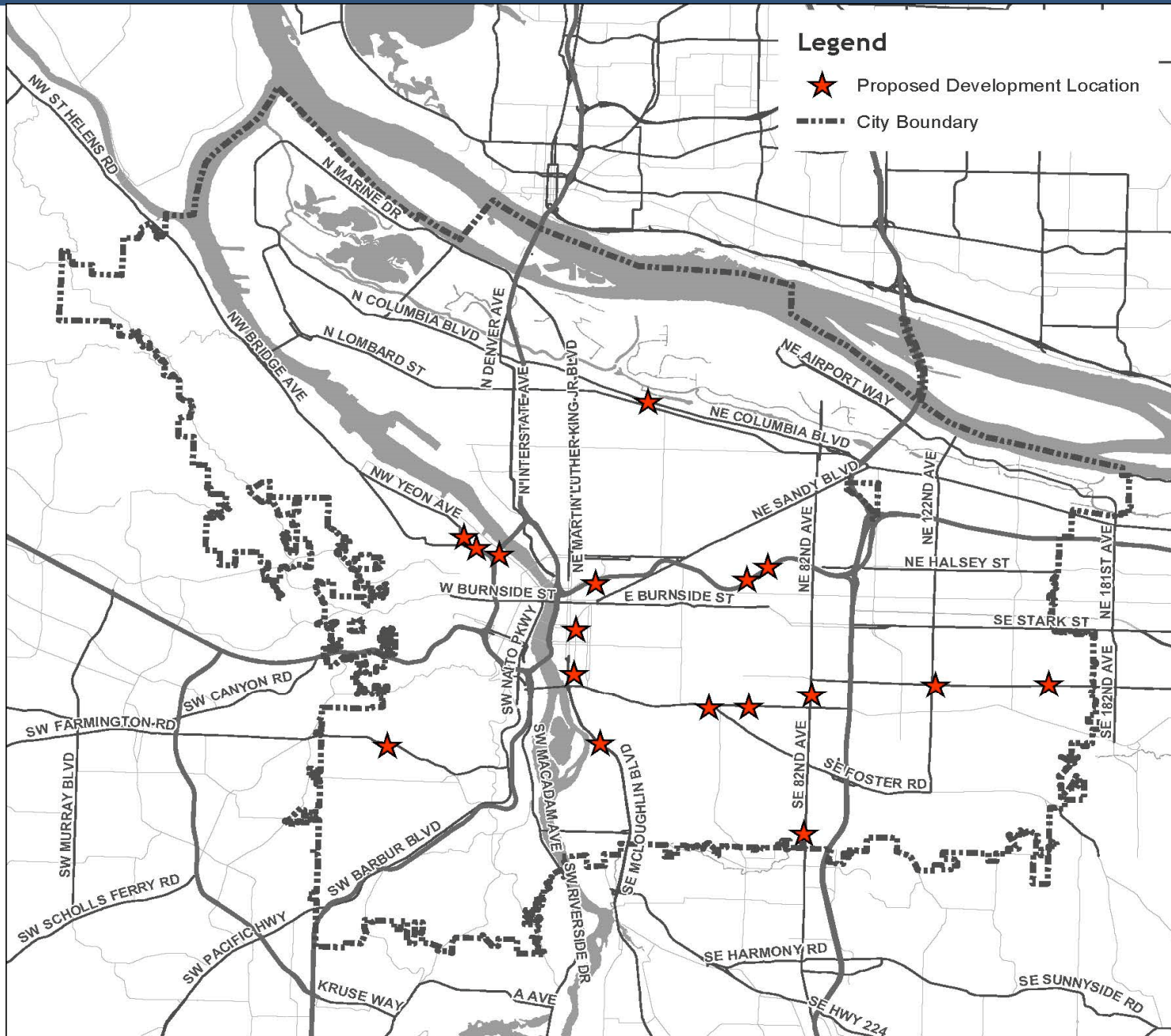
December 11, 2017

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Geographic Information Systems

Self Service Storage - Proposed Development

Legend

- ★ Proposed Development Location
- City Boundary



0 1 2
Miles

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Ted Wheeler, Mayor • Susan A. Green, Director

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Topic 7 – Self Service Storage

Currently Allowed Zones	Future Allowed Zones
CG, CX	CE, CM3, CX
EX, EG1, EG2	EX, EG1, EG2
IH, IG1, IG2	IH, IG1, IG2

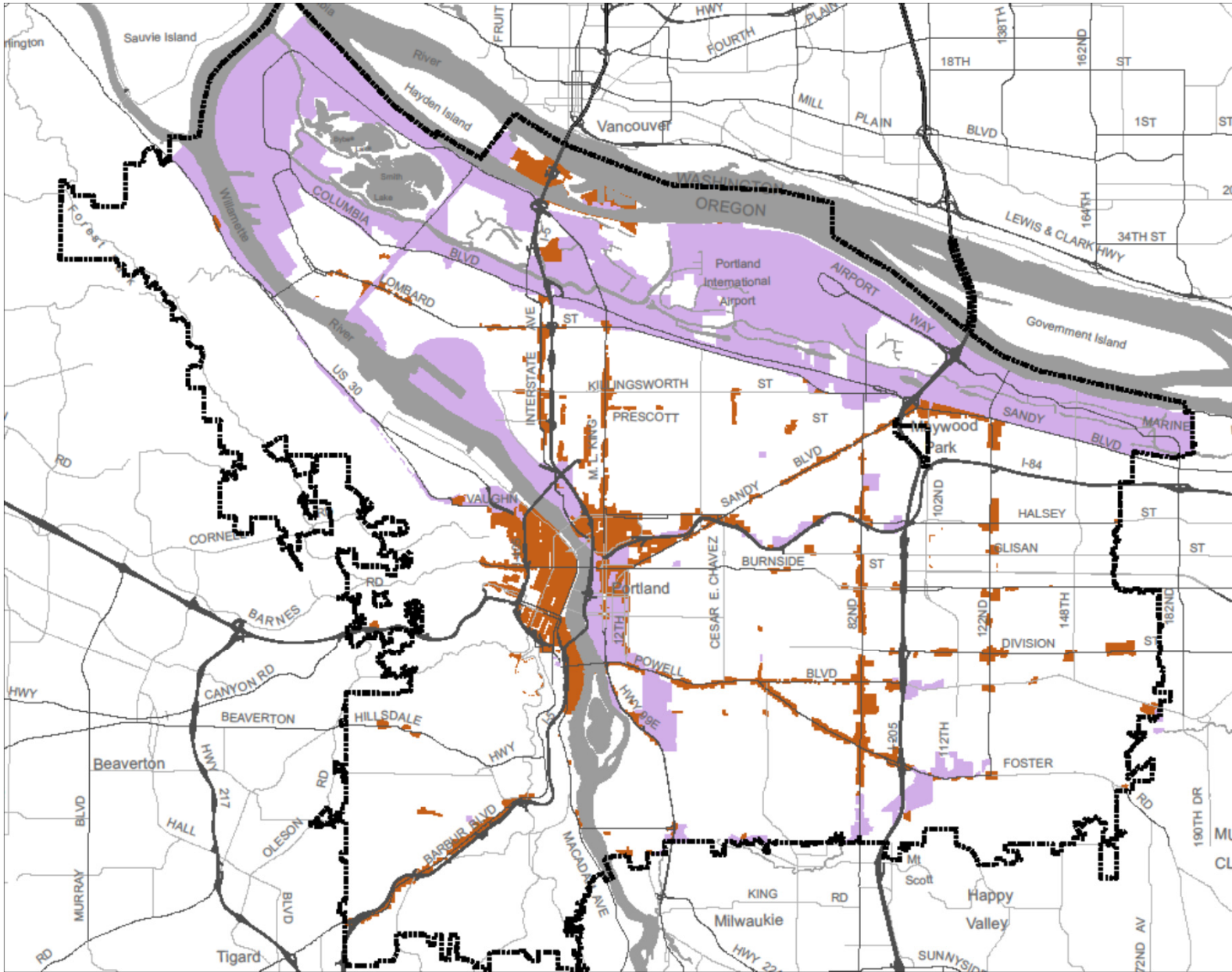
Currently Limited Places	Future Limited Places
Selected Plan Districts	Selected Plan Districts
	Main Street Overlay
	Prime Industrial Overlay



Topic 7 – Self Service Storage

Zones	Allowed Acres Before CP Changes	Allowed Acres After CP Changes	Change
EG, IG, IH	13,616	1,619	-11,997
C and EX	2,989	2,398	-591
Total	16,605	4,017	-12,587





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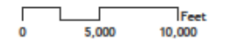
Self Storage Opportunity Areas

Before Comp
 Plan Changes

Legend

Self Storage Allowed Area

- Commercial/EX base zones
- Industrial/EG base zones
- City Boundary



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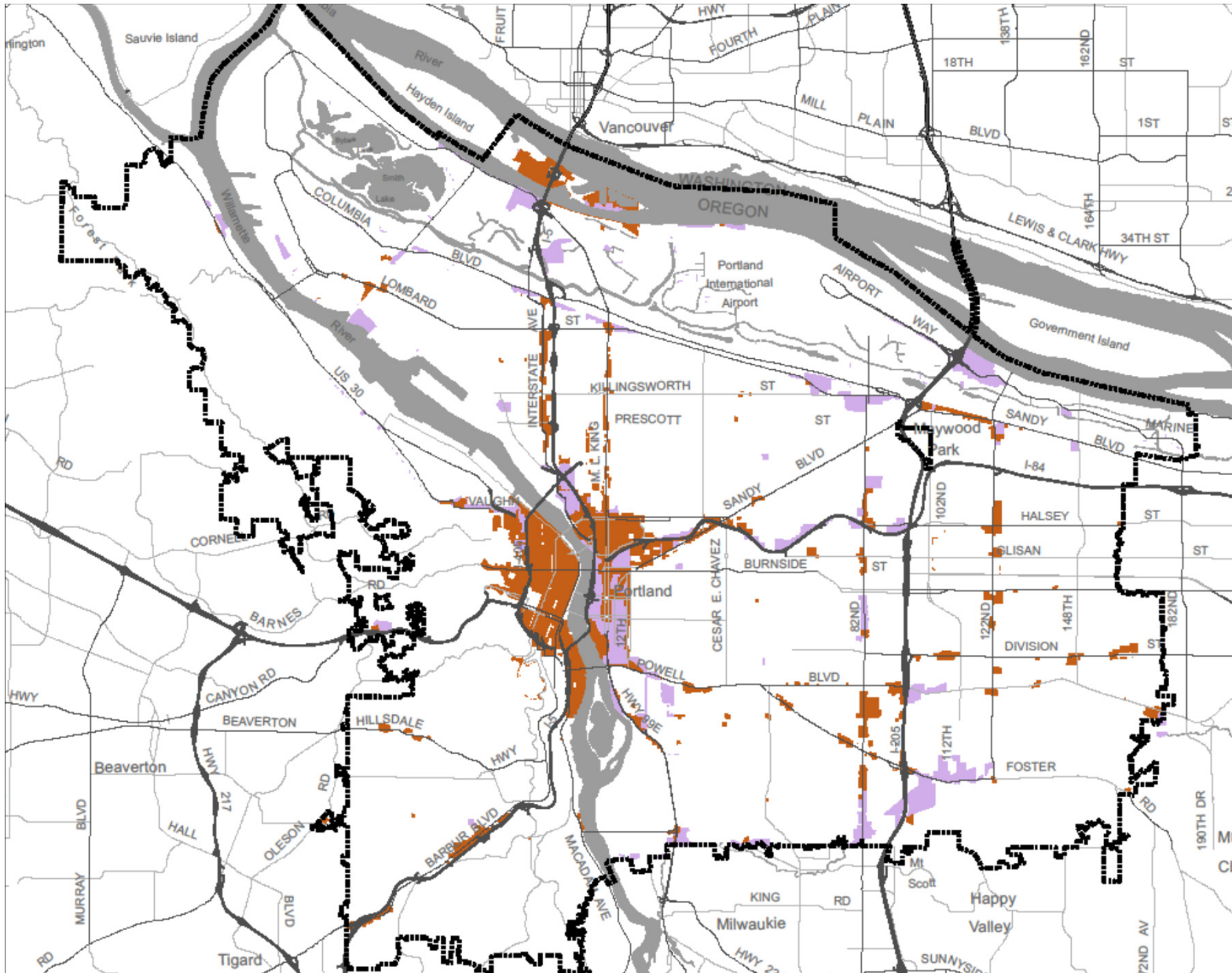


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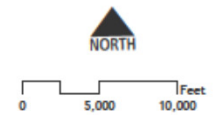
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Self Storage Opportunity Areas

After Comp
 Plan Changes

Legend

- Self Storage Allowed Area**
- Commercial/EX base zones
 - Industrial/EG base zones
 - City Boundary



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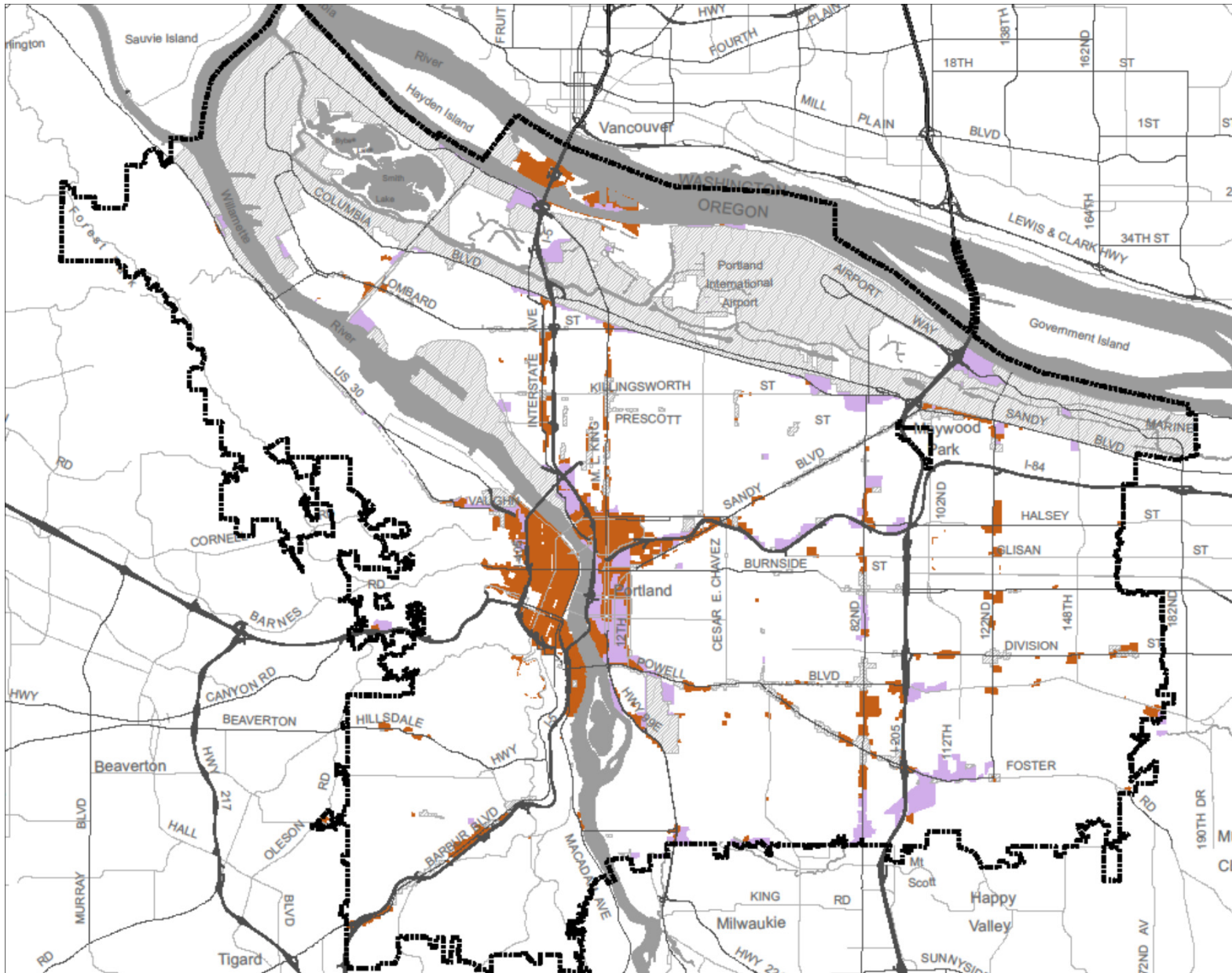
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November 7, 2017

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Self Storage Opportunity Areas

After Comp
Plan Changes

Legend

Self Storage Allowed

- Commercial/EX base zones
- Industrial/EG base zones
- Areas no longer allowed after CP changes
- City Boundary



0 5,000 10,000 Feet

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Two Heads, One Mind

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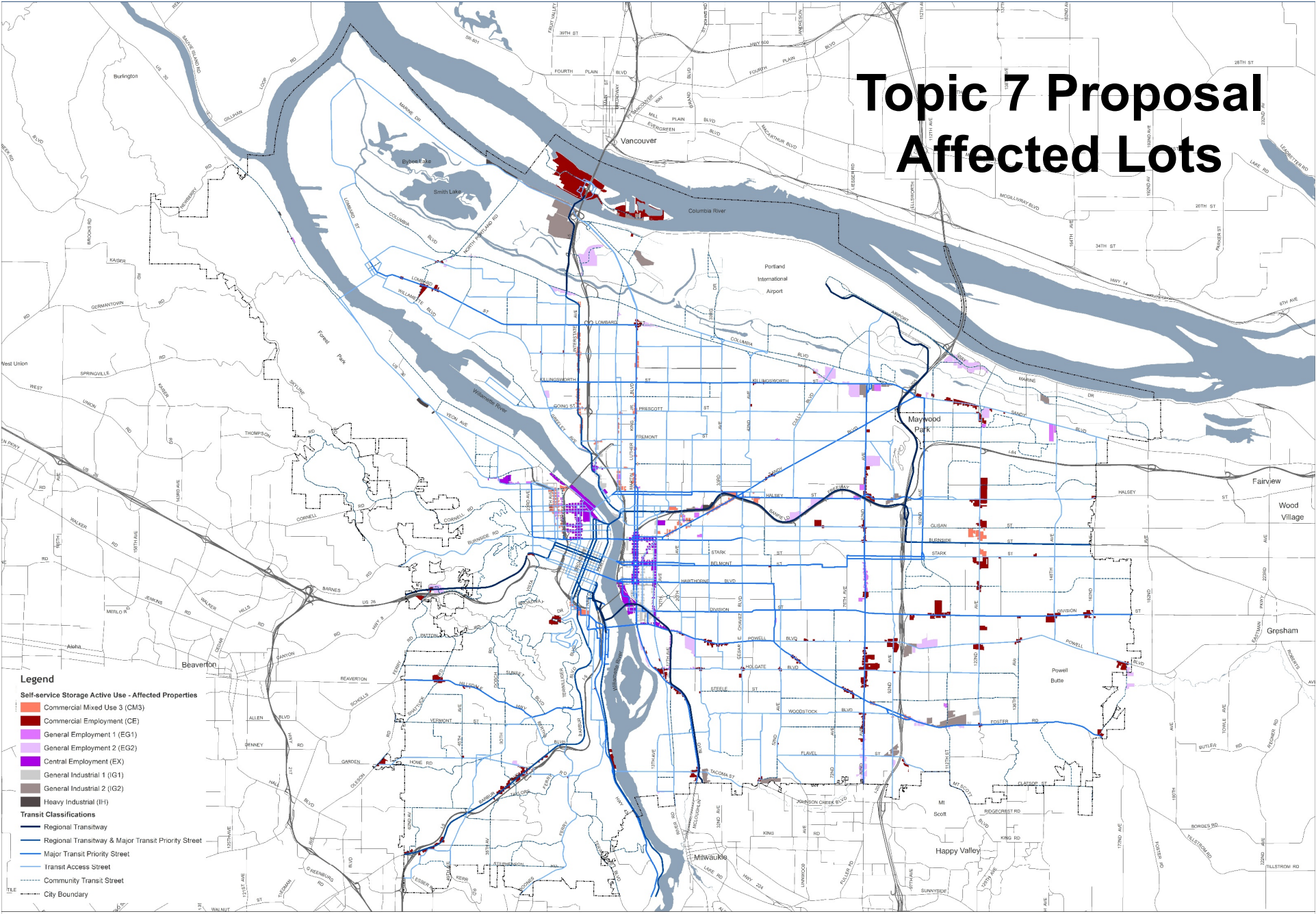
Topic 7 – Self Service Storage

Proposal:

- Within 100 feet of a transit street, require 25% of the ground floor of a building over 100 feet in length to be in one of several identified “active” uses, when allowed by the base zone.
- Active uses: Household Living; Retail Sales and Service; Office; Vehicle Repair; Industrial Service; Manufacturing and Production; Wholesale Sales; Daycare; Community Service; or Religious Institutions.



Topic 7 Proposal Affected Lots



- Legend**
- Self-service Storage Active Use - Affected Properties**
- Commercial Mixed Use 3 (CM3)
 - Commercial Employment (CE)
 - General Employment 1 (EG1)
 - General Employment 2 (EG2)
 - Central Employment (EX)
 - General Industrial 1 (IG1)
 - General Industrial 2 (IG2)
 - Heavy Industrial (IH)
- Transit Classifications**
- Regional Transitway
 - Regional Transitway & Major Transit Priority Street
 - Major Transit Priority Street
 - Transit Access Street
 - Community Transit Street
 - City Boundary

December 6, 2017
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