



Bureau of Planning and Sustainability

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MEMO

DATE: January 4, 2018

TO: Planning and Sustainability Commissioners

FROM: Barry Manning, project manager

CC: Susan Anderson, Eric Engstrom, Joe Zehnder

SUBJECT: Remaining CRP topics and additional proposed amendments

On October 24, 2017, the Planning and Sustainability Commission (PSC) held a public hearing on the *Code Reconciliation Project – Proposed Draft*, which contains proposed amendments to Title 33, as well as Title 11, Title 18 and Title 32.

Staff identified 13 topics in a November 9, 2017 memo to PSC highlighting topics of concern to commissioners and testimony received at the hearing. The PSC held work sessions on November 14 and December 12 and took a tentative position on 12 of the topics. The topic of Self-Service Storage uses was continued to January 9, 2018 for further discussion.

This memo includes staff comments and recommendations on the remaining Self-Service Storage and active use topic and a recap of the PSC directions on other topics from prior work session. This is followed by a set of additional proposed code amendments. The amendments included in this memo address the topics previously discussed by PSC; they incorporate and supersede the memos dated October 24, November 14, and December 5, 2017. The memo also includes proposed amendments that address the Self-Service Storage Use concerns raised by the PSC at the December 12 work session.

Requested PSC actions:

- 1) Determine a preferred approach to Self-Service Storage and active uses. Code has been drafted to address ground floor active uses associated with Self-Service Storage facilities as requested by PSC (33.284), as well as options for use limits in the CM3 zone (33.130). A similar amendment for active use development standards is also proposed for the Centers Main Street overlay zone (33.415), where active uses are also required. The code provisions are shown herein on pages 118-129.



- 2) Approve the *Code Reconciliation Project – Proposed Draft* dated September 18, 2017, as amended by the additional code amendments on pages 9-117 of this memo which address previous directions from PSC, and the amendments that implement the preferred approach on Self-Service Storage facilities and active use requirements and standards from Action 1, above.
- 3) Direct staff to update the effective dates for new codes throughout Title 33, where appropriate, from January 1, 2108 to May 24, 2018.

Topic for Further PSC Discussion (*numbering matches previous memos*)

7. Self-Service Storage Uses

- PSC received testimony from several sources requesting changes in the allowances for, or the design and components of, Self-service Storage landuses.

PSC Direction: This item was discussed on December 12 and is set for further discussion on January 9, 2018. The PSC discussed staff’s proposal to require 25 percent of the ground floor to be in active use near transit streets when buildings exceed 100 feet in length. Some commissioners were concerned that this did not adequately address the question of ground level activity well enough, as uses less than 100 feet were not captured and the provision did not specify the location and size of active use space. Some Commissioners were also concerned about underutilization of sites zoned CM3 in high amenity locations. The PSC had the following directions for staff to consider and return with:

- Include language to require that active uses face the transit corridor.
- Include language that specifies a required depth for the active use.
- Expand use requirements to streetcar lines, BRT lines, and light-rail transit stations.
- Consider whether Self-Service Storage uses are appropriate in the CM3 zone in high amenity/public investment areas.

Staff Comment and Proposal: Based on issues expressed in written and oral testimony on the Proposed Draft, and PSC direction from the December 12, 2017 work session, staff developed the following proposals for PSC consideration. These are in addition to the previous proposal in which Self-Service Storage uses in C and EX zones would be subject to Design Review, and prohibitions on the use would continue in several plan districts, the Centers Main Street overlay zone, and the Prime Industrial overlay zone.

Active Ground Floor Use and Development Standards: In the CM3, CE, CX, EX and EG zones require 25% of the ground floor area within 100 feet of a Civic Corridor, Neighborhood Corridor, and Streetcar Line, and on long site frontages within 500 feet of a Transit Station to be in an “active” use; require a minimum 12-foot height and 25-foot depth for the space for the use, and require that the use face and have an entrance on a transit street. See proposed amendments to 33.284; p 124-126. Note: a similar development standard is also proposed for the Centers Main Street overlay zone, 33.415, where active uses are also required.

CM3 Zone Use Limitation Options: The following options are proposed for PSC consideration to address concerns about underutilization of CM3 zoned sites in the following locations: within 100 feet of a Civic Corridor, Neighborhood Corridor, and Streetcar Line, and within 500 feet of a Transit Station.

Option 1: Limit the total floor area of Self-Storage uses to 50% in the CM3 zone in these locations. (See 33.130.100.4; p 126-127.)

Option 2: Prohibit Self-Storage in the CM3 zone in these locations. (See 33.130.100.4; p 128-129.)

Option 3: No change to the use allowance in CM3 zone (this is the existing proposed code).

Topics with Tentative PSC Direction (*numbering matches previous memos*)

1. Applying the CR Zone more broadly

- Consider a mechanism to allow CR zone to be applied through zones changes or Comprehensive Plan amendments.

PSC Direction: The PSC requested that BPS work with BDS to discuss the possibility of reduced cost Comprehensive Plan Map and Zoning Map amendments, to facilitate changes from residential to CR, where appropriate.

Staff Comment: Comprehensive Plan and zoning map changes in residential areas represent a substantial change in land use patterns and development allowances, and should be carefully considered. In support of Comprehensive Plan policies and PSC direction, staff will continue to explore appropriate ways to allow limited commercial activities in the context of residential areas. This may include a review of home occupation allowances, and a more thorough study of commercially-deficient areas that may be appropriate locations for limited commercial uses. BPS will also work with BDS staff to explore the types of situations where a reduction in fees for Comprehensive Plan and zoning map changes may be appropriate, similar to those in currently in place for other low-impact situations that have local community support.

2. Plan District Floor Area Ratios

- Identify if any plan districts might be under developing due to FAR limitations.

PSC Direction: Approve the proposed Title 33 amendments and the approach to Floor Area Ratios (FAR) in plan districts: 33.521; 33.526; 33.532; 33.536; 33.538; 33.550; 33.561; 33.562.

3. Level of Service (LOS) as approval criteria

- Reconsider use of Level of Service (LOS) as an approval criterion in land use reviews.

PSC Direction: PSC directed staff to further amend the proposed code language for transportation approval criteria in multiple code sections to: 1) move the term “safety” to the beginning of the list of evaluation factors, and 2) strike the words “fill in gaps in” in reference to the mitigation measures for the pedestrian and bicycle network.

4. Affordable Commercial Bonus

- Provide info on Prosper Portland program parameters and administrative rule development.

PSC Direction: PSC approved the staff proposed amendment. Prosper Portland and BPS staff will return to PSC for a briefing in March 2018. The PSC will make a supplemental recommendation to City Council on the recommended approach and code at that time, prior to final City Council action on this item.

5. Title 11, Trees – CS and CM zone exemptions

- Provide more detail on tree code implications for development.

PSC Direction: Approve the proposed Title 11 amendments.

6. Title 32, Sign Code changes

- Provide additional information on changes to existing signs.

PSC Direction: Approve the proposed Title 32 amendments.

8. Buffer overlay zone

- Provide information on how development area is impacted by proposed changes.
- Demonstrate effect of buffer overlay removal on areas that were the subject of testimony.

PSC Direction: Approve the proposed Title 33 amendments, which remove the Buffer overlay zone (33.410) and include changes in Employment and Industrial base zones (33.140).

9. Marquam Hill Plan District

- PSC received testimony from several sources concerned about zone changes and potential allowances for commercial parking in areas on Marquam Hill.

PSC Direction: Approve the proposed Title 33 amendments to expand the Marquam Hill plan district and include prohibitions on Commercial Parking uses (33.555).

10. Amend code sections regarding retaining walls, landscaping and fences.

PSC Direction: No change to proposal.

11. Application of Transitional Sites standard adjacent to Campus Institutional zones (33.110.240.H)

PSC Direction: Reject staff recommendation to change the proposal - apply the standard as originally proposed by staff in the September 2017 Proposed Draft (33.110.240).

12. Request to not downzone.

PSC Direction: No change to proposal.

13. Consider zoning allowances for site at NE Sandy and NE 47th.

PSC Direction: No change to proposal. This topic was addressed in Map Refinement Project.

Additional Proposed Amendments

The following are additional amendments proposed by staff to address PSC directions and issues raised in testimony, as well as several technical amendments. The amendments herein supersede amendments previously proposed on October 24, November 14, and December 12, 2017. Changes in code language are shown with underline and ~~strikethrough~~.

Summary of Amendments

Section	Topic	What is Proposed?
Contents	symbols	This change to the index of symbols reflects the change in Zoning Map symbol from "l" to "k" for the Prime Industrial Overlay Zone, 33.471.
Table 110-1	Uses	The use category for Retail Sales And Service has been amended to change from L to CU. This makes the letter more consistent with the use allowance.
33.110.100.B.10	Uses	The footnote for Retail Sales And Service has been clarified to ensure that only a retail nursery is allowed through a CU. All other Retail Sales And Service uses remain prohibited in the single-dwelling zones.
Map 120-11	4:1 FAR Map	This map replaces the previously proposed Map 120-11 and reflects PSC decisions about RH floor area ratios as part of the <i>Map Refinement Project</i> .
Map 120-16	4:1 FAR Map	This map replaces the previously proposed Map 120-18 and reflects PSC decisions about RH floor area ratios as part of the <i>Map Refinement Project</i> .
Map 120-18	4:1 FAR Map	This map replaces the previously proposed Map 120-18 and reflects PSC decisions about RH floor area ratios as part of the <i>Map Refinement Project</i> .
33.130.212.D.	Affordable commercial space bonus	Amends bonus code as proposed by staff in working with Prosper Portland.
33.130.230	Windows	This section has been reorganized so that all of the standards related to windows are in one section rather than two. To that end, window standards from other sections have been moved to this section, the section has been renumbered, and the section title has been changed to Windows rather than Ground Floor Windows. Also clarify the purpose for and type of exempted space - for vehicular access openings.
33.150.060.C.2	Neighborhood Contact and Outreach	This corrects a typo in the proposed code.
33.258.070.D	Nonconforming upgrades	This amendment puts back code language that was inadvertently omitted with the Tree Code updates in 2015. The additional parenthetical clarifies that

Section	Topic	What is Proposed?
		compliance with the minimum landscape area standard is only required to the extent that the site allows.
33.266.410	Transportation and Parking Demand Management	This provision is being amended to exempt Commercial/Mixed Use zoned sites in the Central City plan district from the Transportation Demand Management (TDM) requirement. Central City locations will be considered for TDM approaches in a future PBOT effort.
400s	Contents	This change to the contents reflects the change in Zoning Map symbol from "l" to "k" for the Prime Industrial Overlay Zone, 33.471.
33.562.290	Use of Accessory Parking for Commercial Parking	This amendment changes this section to update the regulations consistent with new base zones and the Northwest plan district provisions. It substitutes CM3 for EX and CM2 for CS, which are the most equivalent new zones. It maintains limitations on commercial parking in CM3, limiting the commercial parking to accessory parking only, rather than allowing the Commercial Parking use outright.
33.641.020	Approval Criterion	The transportation approval criterion for land divisions is amended to be consistent with proposed changes to transportation evaluation and approval criteria found in other discretionary land use reviews.
33.700.110.B.2.b(1)	Prior Conditions of Land Use Approvals	This amendment clarifies the entire list of land use reviews to which the provision applies. Originally, the term conditional use was intended to cover all types of conditional use review (CU, CUMP, & IMP), but spelling it out clearly is the preferred method.
33.810	Transportation impacts	Amends the transportation evaluation and approval criteria as directed by PSC and described in Topic 3.
33.815	Transportation impacts	Amends the transportation evaluation and approval criteria in multiple sections as directed by PSC and described in Topic 3.
33.848	Transportation impacts	Amends the transportation evaluation and approval criteria as directed by PSC and described in Topic 3.
33.852	Transportation impacts	Amends the transportation evaluation and approval criteria as directed by PSC and described in Topic 3.
33.854.340. G.	Transportation impacts	The proposed language amends the transportation evaluation and approval criteria for Planned Development to be consistent with the Comprehensive Plan and changes being made to

Section	Topic	What is Proposed?
		Conditional Use and other discretionary land use reviews with similar transportation approval criteria.
33.930.050	Measuring Height	This amendment clarifies how to measure height in the commercial/mixed use zones. BDS staff found the wording of the paragraphs hard to interpret.

Self-Storage and Active Use Amendment Proposals

Section	Topic	What is Proposed?
33.284	Self Service Storage	<p>Pending PSC Direction:</p> <p><i>33.284.010 Purpose</i> Amendment corrects the reference from commercial to commercial/mixed use zones. It also adds language that relates to addition of new use regulations and design approaches for Commercial/Mixed Use zones.</p> <p><i>33.284.020 Required Ground Floor Active Use</i> This amendment strikes the current language on 33.240.020 which was determined to be not necessary. The amendment also adds provisions in 33.284 that will require a portion of the ground floor of Self-Service Storage use buildings to have an active use when located in key pedestrian and transit-oriented locations.</p> <p><i>33.284.030.F Ground floor active use standards</i> These regulations ensure that the required active use space is oriented to the street and has usable dimensions.</p>
33.130.100.4	Self-Service Storage Use Limitation	<p>Pending PSC Direction:</p> <p><i>Option 1:</i> In the CM3 zone, the regulations limit development of these uses to 50% of floor area within 100 feet of neighborhood and civic corridors or streetcar lines, and within 500 feet of light rail transit stations. This option provides for mixed use.</p> <p><i>Option 2:</i> The regulations prohibit Self-Service Storage uses in the CM3 zone in the referenced locations.</p>
33.415.360	Ground Floor Active Use Standards	Pending PSC Direction:

Section	Topic	What is Proposed?
		This amendment would apply minimum development standards to required active use spaces in the Centers Main Street Overlay Zone areas.

Proposed Code Amendments

Additional Proposed Code Amendments begin on the following pages.

The code amendments are formatted to facilitate readability by showing draft code amendments on the right-hand (odd-numbered) pages and related commentary on the facing left-hand (even-numbered) pages. New code is shown as underlined and old/existing code is shown with a ~~strikethrough~~.

Commentary

Table of Contents - Index of Symbols on the Official Zoning Maps

This change to the index of symbols reflects the elimination of 33.410, Buffer overlay zone ("b"), and the change in Zoning Map symbol from "l" to "k" for the Prime Industrial Overlay Zone, 33.471.

Proposed Code Amendments

Table of Contents

Index of Symbols on the Official Zoning Maps

	Symbol	Full Name	Chapter
Overlay Zones	a	Alternative Design Density Overlay Zone	33.405
	b	Buffer Overlay Zone	33.410
	c	Environmental Conservation Overlay Zone	33.430
	d	Design Overlay Zone	33.420
	f	Future Urban Overlay Zone	33.435
	g	River General Overlay Zone	33.440
	h	Aircraft Landing Overlay Zone	33.400
	i	River Industrial Overlay Zone	33.440
	k	Prime Industrial Overlay Zone	33.471
	m	Centers Main Street Overlay Zone	33.415
	n	River Natural Overlay Zone	33.440
	q	River Water Quality Overlay Zone	33.440
	r	River Recreational Overlay Zone	33.440
	q	River Water Quality	33.440
	p	Environmental Protection Overlay Zone	33.430
	s	Scenic Resource Overlay Zone	33.480
	t	Light Rail Transit Station Overlay Zone	33.450
	v	Pleasant Valley Natural Resources Overlay Zone	33.465
x	Portland International Airport Noise Impact Overlay Zone	33.470	

Commentary

Table 110-1

The use category for Retail Sales And Service has been amended to change from L to CU. This makes the letter more consistent with the use allowance.

33.110 Single-Dwelling Zones

110

Table 110-1 Single-Dwelling Zone Primary Uses						
Use Categories	RF	R20	R10	R7	R5	R2.5
Residential Categories						
Household Living	Y	Y	Y	Y	Y	Y
Group Living	CU	CU	CU	CU	CU	CU
Commercial Categories						
Retail Sales And Service	LCU [10]	LCU [10]	LCU [10]	LCU [10]	LCU [10]	LCU [10]
Office	N	N	N	N	N	N
Quick Vehicle Servicing	N	N	N	N	N	N
Vehicle Repair	N	N	N	N	N	N
Commercial Parking	N	N	N	N	N	N
Self-Service Storage	N	N	N	N	N	N
Commercial Outdoor Recreation	N	N	N	N	N	N
Major Event Entertainment	N	N	N	N	N	N
Industrial Categories						
Manufacturing And Production	CU [6]	N	N	N	N	N
Warehouse And Freight Movement	N	N	N	N	N	N
Wholesale Sales	N	N	N	N	N	N
Industrial Service	N	N	N	N	N	N
Bulk Fossil Fuel Terminal	N	N	N	N	N	N
Railroad Yards	N	N	N	N	N	N
Waste-Related	N	N	N	N	N	N
Institutional Categories						
Basic Utilities	L/CU [5]	L/CU [5]	L/CU [5]	L/CU [5]	L/CU [5]	L/CU [5]
Community Service	CU [1]	CU [1]	CU [1]	CU [1]	CU [1]	CU [1]
Parks And Open Areas	L/CU [2]	L/CU [2]	L/CU [2]	L/CU [2]	L/CU [2]	L/CU [2]
Schools	CU	CU	CU	CU	CU	CU
Colleges	CU	CU	CU	CU	CU	CU
Medical Centers	CU	CU	CU	CU	CU	CU
Religious Institutions	CU	CU	CU	CU	CU	CU
Daycare	L/CU [3]	L/CU [3]	L/CU [3]	L/CU [3]	L/CU [3]	L/CU [3]
Other Categories						
Agriculture	L [7]	L [7]	L/CU [8]	L/CU [8]	L [9]	L [9]
Aviation And Surface Passenger Terminals	CU	N	N	N	N	N
Detention Facilities	N	N	N	N	N	N
Mining	CU	N	N	N	N	N
Radio Frequency Transmission Facilities	L/CU [4]	L/CU [4]	L/CU [4]	L/CU [4]	L/CU [4]	L/CU [4]
Railroad Lines And Utility Corridors	CU	CU	CU	CU	CU	CU

Commentary

33.110.100.B.10

The footnote for Retail Sales And Service has been clarified to ensure that only a retail nursery is allowed through a CU. All other Retail Sales And Service uses remain prohibited in the single-dwelling zones.

Proposed Code Amendments

33.110.100 Primary Uses

- A. Allowed uses.** Uses allowed in the single-dwelling zones are listed in Table 110-1 with a "Y". These uses are allowed if they comply with the development standards and other regulations of this Title. Being listed as an allowed use does not mean that a proposed use will be granted an adjustment or other exception to the regulations of this Title. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters.
- B. Limited uses.** Uses allowed that are subject to limitations are listed in Table 110-1 with an "L". These uses are allowed if they comply with the limitations listed below and the development standards and other regulations of this Title. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters. The paragraphs listed below contain the limitations and correspond with the footnote numbers from Table 110-1.
- 1.-9. [No change]
10. Retail Sales ~~a~~And Service. This regulation applies to all parts of Table 110-1 that have note [10]. Retail plant nurseries are a conditional use. All other Retail Sales And Service uses are prohibited.
- C.-D.**[No change]

Commentary

Map 120-11

This map replaces the previously proposed Map 120-11 and reflects PSC decisions about RH floor area ratios in this area as part of the Map Refinement Project.

33.120 Multi-Dwelling Zones

120

Proposed RH Areas with
Maximum FAR of 4:1

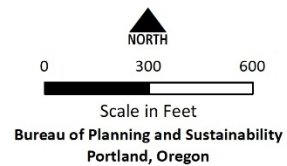
Map 120-11

Map Revised Xxxxx, 201x



- City Boundary
- Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 2835, 2935



Commentary

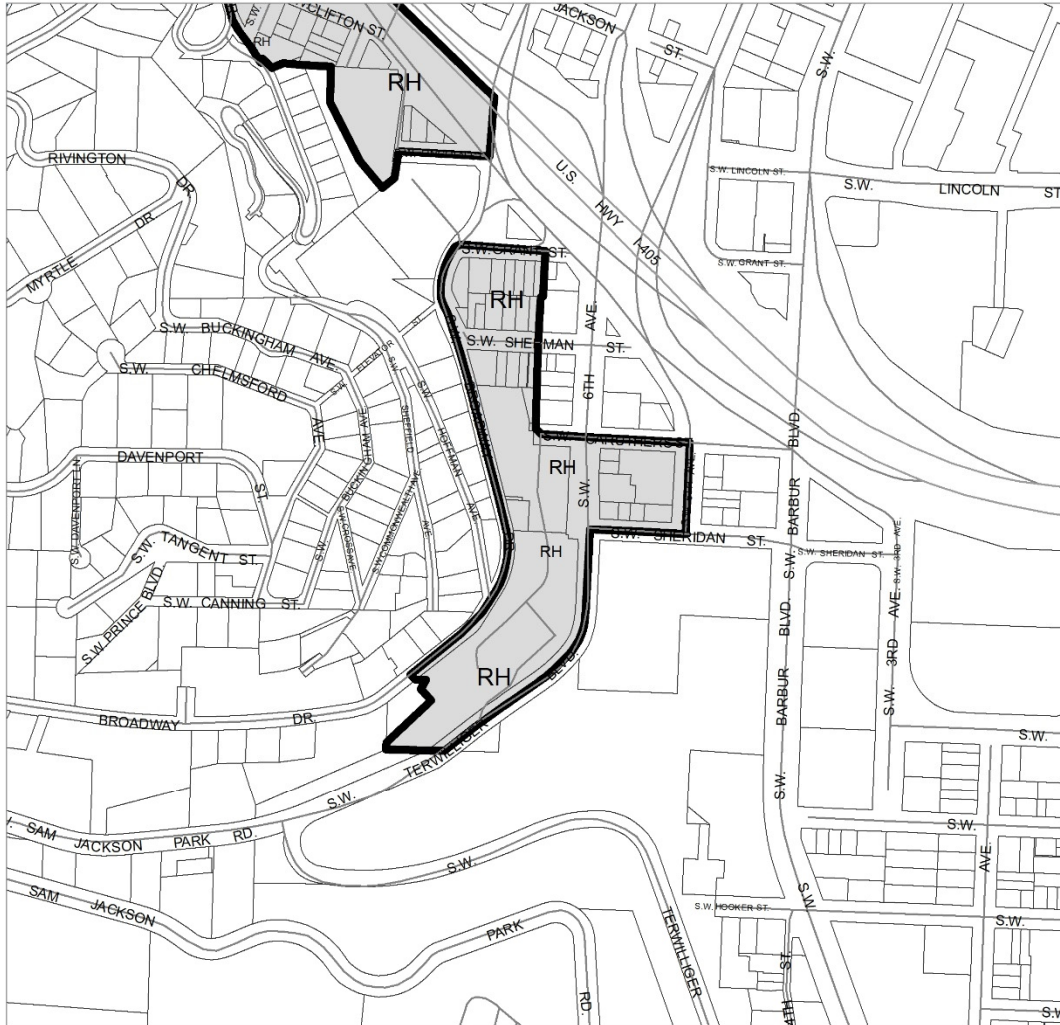
Map 120-16

This map replaces the previously proposed Map 120-18 and reflects PSC decisions about RH floor area ratios in this area as part of the Map Refinement Project.

Proposed RH Areas with
Maximum FAR of 4:1

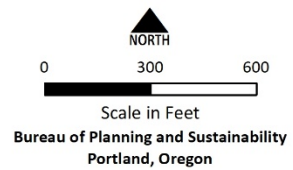
Map 120-16

Map Revised Xxxxx, 201x



- City Boundary
- █ Boundary of Existing/Potential RH - Zoned Area

Quarter Section(s): 3228, 3328



Commentary

Map 120-18

This map replaces the previously proposed Map 120-18 and reflects PSC decisions about RH floor area ratios in this area as part of the Map Refinement Project.

Proposed RH Areas with
Maximum FAR of 4:1

Map 120-18

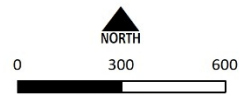
Map Revised Xxxxx, 201x



----- City Boundary

□ Boundary of Existing/Potential
RH - Zoned Area

Quarter Section(s): 3532, 3632



Scale in Feet
Bureau of Planning and Sustainability
Portland, Oregon

Commentary

33.130.212.D. Affordable commercial space bonus.

The Portland Development Commission, also known as Prosper Portland, will administer the affordable commercial program. The agency is in process of developing specific program parameters, and meeting those parameters will qualify applicants for utilization of this bonus. The program will identify the type of tenants and businesses to be targeted, and could potentially include the following program elements:

1. Legally Binding Agreement - Affordable Commercial Space
 - Standardized tenant improvements
 - Rent reductions
 - Tenant technical assistance
 - Agreement to lease the space to qualified tenants for a designated period of years.

2. Legally Binding Agreement - Affordable Commercial In-Lieu Fee

Pay In-Lieu fee to support citywide Affordable Commercial programs.

33.130 Commercial/Mixed Use Zones

130

33.130.212 Floor Area and Height Bonus Options

A-C. [No change to Proposed Draft]

D. **Affordable commercial space bonus.** Proposals that provide affordable commercial space may increase maximum height and FAR if all of the following are met. Floor area may be increased by 2 square feet for each square foot of affordable commercial space provided, up to the maximum stated in Table 130-3:

- ~~1.~~ A long term leasing agreement with Portland Development Commission must be executed. The leasing agreement must ensure that the commercial space will be rented for 25 percent less than prevailing market rates to qualified businesses that meet program requirements, including locally owned, minority or woman owned businesses;
12. The applicant must submit with the development application a letter from the Portland Development Commission certifying that ~~commercial leasing agreements are in place to meet the standards of this subsection, and that any~~ program administrative requirements have been met; and
23. The property owner must execute a covenant with the City that complies with the requirements of Section 33.700.060. The covenant must ensure that floor area built as a result of this bonus will meet the ~~leasing and reporting~~ administrative requirements of the Portland Development Commission or qualified administrator.

E. **Planned Development bonus.** [No change to Proposed Draft]

Commentary

33.130.230 Windows

This section has been reorganized so that all of the standards related to windows are in one section rather than two. To that end, window standards from other sections have been moved to this section, the section has been renumbered, and the section title has been changed to Windows rather than Ground Floor Windows.

Proposed Code Amendments

33.130.230 ~~Ground Floor Windows~~

A. Windows in street-facing facades.

1. Purpose. This standard:

- Ensures that there is a visual connection between the living area of the residence and the street;
- Enhances public safety by allowing people to survey their neighborhood from inside their residences; and
- Provides a more pleasant pedestrian environment by preventing large expanses of blank facades along streets.

2. Where this standard applies. This standard applies to street-facing facades of buildings. Where a proposal is for an alteration or addition to existing development, the applicant may choose to apply the standard either to the portion being altered or added, or to the entire street-facing facade.

3. Windows in street-facing facades. At least 15 percent of the area of each facade that faces a street lot line must be windows or main entrance doors. Windows used to meet this standard must allow views from the building to the street. Glass block does not meet this standard. Windows in garage doors do not count toward meeting this standard, but windows in garage walls do count toward meeting this standard. To count toward meeting this standard a door must be at the main entrance and face the street lot line. For structures subject to ground floor window requirements, windows used to meet ground floor window requirements may also be used to meet this standard.

4. Exemption. Development on flag lots or on lots that slope up or down from the street with an average slope of 20 percent or more are exempt from this standard.

Commentary

33.130.B.2.b.3

This change clarifies the type of development the exemption addresses. The exemption is designed to allow one opening into a parking or vehicle area on a ground floor facade to be exempted from window requirements.

Proposed Code Amendments

B. Ground floor windows.

1. Purpose. In the commercial/mixed use zones, blank walls on the ground level of buildings are limited in order to:

- Provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas, or allowing public art at the ground level;
- Encourage continuity of retail and service uses;
- Encourage surveillance opportunities by restricting fortress-like facades at street level; and
- Avoid a monotonous pedestrian environment.

B2. Ground floor window standard for wall area that is not the wall of a dwelling unit. The following standards apply to the portions of a ground floor wall of a street-facing façade that is not the wall of a dwelling unit:

1a. General standard.

a.(1) Windows must cover at least 40 percent of the ground floor wall area of street-facing facades that are 20 feet or closer to a street lot line or a publicly-accessible plaza. For the purposes of this standard, ground floor wall areas include all exterior wall areas from 2 feet to 10 feet above the finished grade, and include openings in the walls of structured parking. See Figure 130-11.

b.(2) If the lot has more than one street frontage, then the ground floor window standard in Subparagraph B.1.a. applies to the facade that faces the highest transit street classification. All other ground level street-facing facades that are 20 feet or closer to the street lot line must have windows that cover 25 percent of the ground level wall area. The walls of structured parking along these facades may be set back at least 5 feet and landscaped to the L2 standard instead of providing 25 percent windows. If two or more streets have the same highest transit street classification, then the applicant may choose on which of those street to meet the higher standard. Transit street classifications are identified in the Transportation Element of the Comprehensive Plan.

2b. Exemptions:

a.(1) Houses, attached houses, manufactured homes, and duplexes are exempt from this Section; and

b.(2) Ground floor street-facing walls of dwelling units must meet the standards in Subsection D; and

c.(3) ~~One opening for vehicular access to onsite parking area. If the portion of the ground floor wall area that is not a dwelling unit is less than 250 square feet in area, then it is exempt from this Section.~~

3.-5. [No change to Proposed Draft]

Commentary

33.150.060.C.2 Neighborhood Contact and Outreach

This corrects a typo in the proposed code.

33.150 Campus Institutional Zones

33.150.060 Neighborhood Contact and Outreach

A.-B. [No change]

C. **Neighborhood contact.** Neighborhood contact is required as follows:

1. When development on a site will require a land use review, the applicant must notify the neighborhood association and business association for the area at least 30 days before submitting the land use review application to the City. Notification must be by certified mail and the notice must provide information on the proposed development, types of activities, size, and location on the site. A copy of the notification, the mailing list, and registered or certified mail receipts must be submitted with the land use review application.
2. Building permits, not otherwise subject to a land use review, that increase gross ~~building~~ floor area by 10,000 square feet or more are subject to the neighborhood contact requirement as specified in Section 33.700.025, Neighborhood Contact. All of the steps in 33.700.025 must be completed before a building permit is requested.

D. [No change]

Commentary

33.258.070.D

This amendment puts back code language that was inadvertently omitted with the Tree Code updates in 2015. The additional parenthetical clarifies that compliance with the minimum landscape area standard is only required to the extent that the site allows. For example, if the minimum landscaped area standard required 15 percent landscaping, but structures and other development on the site cover 90 percent of the site, only 10 percent of the site needs to be landscaped. The additional parenthetical ensures that adjustments are not required for legally nonconforming development.

33.258 Nonconforming Situations

258

33.258.070 Nonconforming Development

A.-C. [No change]

D. Development that must be brought into conformance. The regulations of this subsection are divided into two types of situations, depending upon whether the use is also nonconforming or not. These regulations apply except where superseded by more specific regulations in the code.

1. Nonconforming development with a new nonconforming use or new non-conforming residential density. When there is a change to a different non-conforming use, or a change from a nonconforming nonresidential use to a non-conforming residential density, the following nonconforming development must be brought into compliance with the development standards that apply to the site (base, overlay, plan district, special use, tree density standards in Title 11):

a. Landscaping and trees required for the following areas:

- Exterior display, storage, and work activity areas;
- Setbacks for surface parking and exterior development areas;
- Interior parking lot landscaping;
- Existing building setbacks;
- Minimum landscaped areas (where land is not used for structures, parking, or exterior improvements)~~other than described above~~; and
- On-site tree density standards of Subsection 11.50.050.C.

b.-f. [No change]

2. Nonconforming development with an existing nonconforming use, allowed use, limited use, or conditional use. Nonconforming development associated with an existing nonconforming use, an allowed use, a limited use, or a conditional use, must meet the requirements stated below. When alterations are made that are over the threshold of Subparagraph D.2.a., below, the site must be brought into conformance with the development standards listed in Subparagraph D.2.b. The value of the alterations is based on the entire project, not individual building permits.

a. [No change]

b. Standards which must be met. Development not complying with the development standards listed below must be brought into conformance or receive an adjustment.

(1) Landscaping and trees required for the following areas:

- Exterior display, storage, and work activity areas;
- Setbacks for surface parking and exterior development areas;
- Interior parking lot landscaping;
- Existing building setbacks;
- Minimum landscaped areas (where land is not used for structures, parking, or exterior improvements)~~other than described above~~; and
- On-site tree density standards of Subsection 11.50.050.C.

Commentary

33.258.070.D (continued)

Proposed Code Amendments

(2)-(6) [No change]

c.-d. [No change]

E.-G. [No change]

Commentary

33.266.410.B Transportation and Parking Demand Management

This provision is being amended to exempt Commercial/Mixed Use zoned sites in the Central City plan district from the Transportation Demand Management (TDM) requirement. Central City locations will be considered for TDM approaches in a future PBOT effort. The PSC considered these issues at the public hearing on Central City, however the hearings occurred after the Comprehensive Plan code amendments that included these TDM requirements. This amendment reconciles 33.266.410 with decisions about the approach to TDM for the central city.

33.266 Parking, Loading, And Transportation And Parking Demand Management

266

Transportation and Parking Demand Management

33.266.410 Transportation and Parking Demand Management

- A. Purpose.** Transportation and parking demand management (TDM) encompasses a variety of strategies to encourage more efficient use of the existing transportation system, and reduce reliance on the personal automobile. This is achieved by encouraging people through education, outreach, financial incentives, and pricing to choose other modes, share rides, travel outside peak times, and telecommute, among other methods. Effective TDM also incorporates management of parking demand. Transportation and parking demand management strategies help reduce traffic congestion, reduce the amount of money that must be spent to expand transportation system capacity, improve air quality, and ensure road capacity is available for those who need it most.
- B.** Transportation and parking demand management in the commercial/mixed use zones. In the commercial/mixed use zones, a TDM plan is required when new development includes more than 10 dwelling units, or an alteration to existing development includes the addition of more than 10 dwelling units. Sites in the Central City plan district, and sites that are located far from transit, as described in Paragraph 33.266.110.B.2, are exempt from this requirement. To meet the TDM standard, the applicant must choose one of the following:
1. Go through the Transportation Impact review process set out in chapter 33.852; or
 2. Meet the objective standards of Title 17.106 as verified by the Portland Bureau of Transportation.

33.266.420 Transportation Impact Review in the Campus Institutional Zones

Development on a site with a College or Medical Center use must conform to an approved Transportation Impact review. Transportation Impact review is not required if the development:

- A.** Does not increase the net building area on the campus by more than 20,000 square feet; or
- B.** Does not increase the number of parking spaces on the campus by more than 4.

Commentary

Overlay Zones - 400s

This change to the contents reflects the change in Zoning Map symbol from "l" to "k" for the Prime Industrial Overlay Zone, 33.471.

Overlay Zones

- 33.400 Aircraft Landing Zone – h
- 33.405 Alternative Design Density Overlay Zone – a
- 33.410 Buffer Zone – b
- 33.415 Centers Main Street Overlay Zone – m
- 33.420 Design Overlay Zone – d
- 33.430 Environmental Zone – c or p
- 33.435 Future Urban Zone – f
- 33.440 Greenway Zones – g, i, n, q, or r
- 33.445 Historic Resource Protection Overlay Zone
- 33.450 Light Rail Transit Station Zone – t
- 33.465 Pleasant Valley Natural Resources Overlay Zone – v
- 33.470 Portland International Airport Noise Impact Zone – x
- 33.471 Prime Industrial Overlay Zone – ~~h~~k
- 33.480 Scenic Resource Zone – s

A list of symbols that appear on the Official Zoning Maps and their corresponding Zoning Code chapters is contained in the front of the Zoning Code, following the Table of Contents, under “Index of Symbols on the Official Zoning Maps”.

Commentary

33.562.290 Use of Accessory Parking for Commercial Parking

This amendment changes this section to update the regulations consistent with new base zones and the plan district provisions. It substitutes CM3 for EX and CM2 for CS, which are the most equivalent new zones. It maintains limitations on commercial parking in CM3, limiting the commercial parking to accessory parking only, rather than allowing the Commercial Parking use outright.

33.562 Northwest Plan District

562

33.562.290 Use of Accessory Parking for Commercial Parking

- A. Purpose.** This section encourages efficient use of accessory parking by allowing greater flexibility for use during times when accessory parking is typically underutilized. This section includes limitations to minimize negative impacts on nearby residents.
- B. Where these regulations apply.** These regulations apply to accessory parking in the Northwest plan district as follows:
1. On sites in an R or ~~EXCM3~~ zone, the regulations of this section apply to the entire site;
 2. On sites that are in both an R or ~~EXCM3~~ zone and a commercial/mixed use zone, if any of the accessory parking is in the R or ~~EXCM3~~ zone, the regulations of this section apply to the entire site;
 3. On sites that are in both an R or ~~EXCM3~~ zone and a CSCM2 zone, if all of the accessory parking is in the CSCM2 zone, and none is in the R or ~~EXCM3~~ zone, the regulations of this section do not apply to the site. The parking is subject to the regulations of the base zone;
 4. On sites that are in the CSCM2 zone, the regulations of this section do not apply. The parking is subject to the regulations of the base zone.
- C. Regulations. [No change.]**

Commentary

33.641.020 Approval Criterion

The transportation approval criterion for land divisions is amended to be consistent with proposed changes to transportation evaluation and approval criteria found in other discretionary land use reviews.

On-site improvements for streets, sidewalks and other features are required by Title 17. These regulations allow evaluation on off-site issues as well as those on-site.

33.641 Transportation Impacts

641

33.641.020 Approval Criterion

- A.** ~~The transportation system must be capable of safely supporting the proposed development 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, impacts on pedestrian, bicycle, and transit circulation. 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 as required by 33.641.020.B. Evaluation factors include: street capacity and level of service; vehicle access and loading; on-street parking impacts; the availability of transit service and facilities and connections to transit; impacts on the immediate and adjacent neighborhoods; and safety for all modes.~~
- B.** ~~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 the local pedestrian and bicycle networks, and transit improvements.~~

33.641.030 Mitigation

~~The applicant may meet the criterion in Section 33.641.020, above, by including mitigation measures as part of the land division proposal. Mitigation measures must be acceptable to the City Engineer and may include providing transportation demand management measures, an access management plan, constructing streets, alleys, or bicycle, pedestrian, or transit facilities on or off the site or other capital improvement projects such as traffic calming devices~~

Commentary

33.700.110.B.2.b(1)

This amendment simply clarifies the entire list of land use reviews to which the provision applies. Originally, the term conditional use was intended to cover all types of conditional use review (CU, CUMP, and IMP), however spelling it out clearly is the preferred method.

33.700 Administration and Enforcement

700

33.700.110 Prior Conditions of Land Use Approvals

This section addresses situations where a use, development, or land division was approved with conditions as part of a land use review under zoning or land division regulations that no longer apply to the site. Over time, there are instances when uses or development previously approved with conditions are subject to new zoning or land division regulations. This may result from a change of the content of zoning or land division regulations or from legislative zone changes including annexation rezonings.

- A. Conditions of approval prior to 1981.** [No change]
- B. Conditions of approval after 1981.** The regulations stated below apply to all prior conditions of approval for all types of land divisions, Planned Unit Developments (PUD), and any other quasi-judicial review approved in association with a land division or PUD, and for land use reviews applied for after January 1, 1981, unless the conditions of approval or the ordinance adopting the conditions provide for their continuance.
1. [No change]
 2. Conditional uses.
 - a. [No change]
 - b. Use allowed by right. If the use is now allowed by right, the conditions of approval no longer apply, except for the following:
 - (1) Colleges and Medical Centers in the CI1 and CI2 zones.
 - Conditions of approval that mandate a Transportation Demand Management plan or address parking, vehicle trips or any other transportation system related issue continue to apply until superseded by an approved Transportation Impact review;
 - If a College or Medical Center in a CI1 or CI2 zone was an approved through a conditional use, conditional use master plan, or impact mitigation plan under the prior regulations, and the conditional use, conditional use master plan, or impact mitigation plan has not expired, the applicant can continue to develop under the approved conditional use review, the conditional use master plan, or the impact mitigation plan until the review expires, or December 31, 2023, whichever comes first. If the applicant chooses to develop under the approved conditional use, the conditional use master plan, or the impact mitigation plan, they must develop under the zoning code regulations that were in effect on the date the land use application was deemed complete. Amendments to the conditional use are prohibited.
 - (2) [No change]
 - c. [No change]
 - 3.-4. [No change]

Commentary

33.810.050 Approval Criteria

These amendments reflect a change to transportation system approval criteria that was adopted with the new comp plan, and is being implemented throughout the zoning code. The changes update evaluation factor terminology consistent with modern transportation analysis and clarify the evaluation factors may be balanced.

The changes highlighted in blue reflect changes recommended by PSC in the Code Reconciliation Project.

33.810 Comprehensive Plan Map Amendments

810

33.810.050 Approval Criteria

- A. Quasi-Judicial.** Amendments to the Comprehensive Plan Map that are quasi-judicial will be approved if the review body finds that the applicant has shown that all of the following criteria are met:
1. The requested designation for the site has been evaluated against relevant Comprehensive Plan policies and on balance has been found to be equally or more supportive of the Comprehensive Plan as a whole than the old designation;
 2. The requested change is consistent with Statewide Land Use Planning Goals;
 3. In order to prevent the displacement of industrial and employment uses and preserve land primarily for these uses, the following criteria must be met when the requested amendment is from an Industrial Sanctuary or Mixed Employment Comprehensive Plan Map designation:
 - a. The uses allowed by the proposed designation will not have significant adverse effects on industrial and employment uses in the area or compromise the area's overall industrial character;
 - b. The transportation system is capable of supporting the uses allowed by the proposed designation 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, impacts on pedestrian, bicycle, and transit circulation. 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 as required by criterion c;
 - c. Measures proportional to the impacts of the uses allowed by the proposed designation 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 the local pedestrian and bicycle networks, and transit improvements; and
 - d. Transportation improvements adjacent to the development and in the vicinity needed to support the proposed development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed. The transportation system is capable of safely supporting the uses allowed by the proposed designation in addition to the existing uses in the area. Evaluation factors include street capacity and level of service, truck circulation, access to arterials, transit availability, on-street parking impacts, site access requirements, neighborhood impacts, and pedestrian and bicycle circulation and safety;

Commentary

Proposed Code Amendments

- ee. The uses allowed by the proposed designation will not significantly interfere with industrial use of the transportation system in the area, including truck, rail, air, and marine facilities;
- ef. The site does not have direct access to special industrial services such as multimodal freight movement facilities;
- eg. The proposed designation will preserve the physical continuity of the area designated as Industrial Sanctuary or Mixed Employment and not result in a discontinuous zoning pattern;

Commentary

33.815 Conditional Uses

Adding references to Commercial/Mixed Use (C) and Campus Institutional (CI) zones where appropriate.

33.815 Conditional Uses

815

Sections:

General

- 33.815.010 Purpose
- 33.815.020 How to Use this Chapter
- 33.815.030 Automatic Conditional Use Status
- 33.815.040 Review Procedures
- 33.815.050 Loss of Conditional Use Status
- 33.815.060 Development Standards for Conditional Uses
- 33.815.070 Sites With Split Zoning
- 33.815.080 Approval Criteria in General

Approval Criteria

- 33.815.100 Uses in the Open Space Zone
- 33.815.105 Institutional and Other Uses in Residential and Campus Institutional Zones
- 33.815.107 Short Term Housing and Mass Shelters in R and IR Zones
- 33.815.110 Office and Retail Sales And Service Uses in the RX Zone
- 33.815.115 Specified Uses in Commercial/Mixed Use Zones
- 33.815.120 Commercial Parking Facilities in the RX, CX, ~~CG~~, and E Zones, Outside the Central City Plan District, the Columbia South Shore Plan District and the Cascade Station/Portland International Center Plan District
- 33.815.121 Commercial Parking Facilities in the RX, ~~CSCM2~~, and ~~CXCM3~~ Zones, in the Hollywood Plan District
- 33.815.122 Nonresidential Uses on Specified Sites located in the RX Zone within the Central City Plan District
- 33.815.125 Specified Uses in Industrial Zones
- 33.815.126 Office Uses in the IG1 Zone in the Central City Plan District
- 33.815.127 Accessory Offices and Headquarters Offices in the IH Zone in the Guild's Lake Industrial Sanctuary Plan District
- 33.815.128 Retail Sales And Service Uses in the EG Zones
- 33.815.129 Office Uses in Specified Historic Resources in the Industrial Zones in the Central City Plan District
- 33.815.130 Residential Uses in the IG1, IG2, and IH Zones
- 33.815.132 Office Uses in the IG1 Zone in the Central Eastside Subdistrict~~Employment Opportunity Subarea~~ in the Central City Plan District
- 33.815.140 Specified Mass Shelters, Short Term Housing, And Group Living Uses in the C₂ and E₁ and CI Zones
- 33.815.200 Aviation And Surface Passenger Terminals
- 33.815.205 Detention Facilities
- 33.815.210 Helicopter Landing Facilities

Commentary

33.815.100 Uses in the Open Space Zone

These amendments reflect a change to transportation system approval criteria that was adopted with the new comp plan, and is being implemented throughout the zoning code. The changes update evaluation factor terminology consistent with modern transportation analysis and clarify the evaluation factors may be balanced.

Proposed Code Amendments

- 33.815.215 Major Event Entertainment
- 33.815.220 Mining and Waste-Related
- 33.815.222 Park-and-Ride Facilities for Mass Transit
- 33.815.223 Public Safety Facilities
- 33.815.225 Radio Frequency Transmission Facilities
- 33.815.230 Rail Lines and Utility Corridors
- 33.815.300 Commercial Parking Facilities in the Columbia South Shore Plan District
- 33.815.301 Industrial Businesses in the Columbia South Shore Plan District
- 33.815.302 Professional / Technical Facilities in the Columbia South Shore Plan District
- 33.815.303 Retail Sales and Service Uses in the Columbia South Shore Plan District
- 33.815.304 Retail Sales And Service Uses on Specified Sites in the South Waterfront and the River District Subdistricts
- 33.815.305 Replacement Parking Facilities in the Central City Plan District
- 33.815.308 Commercial Parking in Multi-Dwelling Zones and Commercial Parking Access from Main Streets in the Northwest Plan District
- 33.815.310 Industrial Uses in the IR Zone
- 33.815.315 Utility Scale Energy Production in Specified C Zones

33.815.100 Uses in the Open Space Zone

These approval criteria apply to all conditional uses in the OS zone except those specifically listed in other sections below. The approval criteria allow for a range of uses and development that are not contrary to the purpose of the Open Space zone. The approval criteria are:

A. Character and impacts. [No Change]

B. Public services.

1. The proposed use is in conformance with the street designations of the Transportation Element of the Comprehensive Plan;
2. Transportation system:
 - a. 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, impacts on pedestrian, bicycle, and transit circulation. 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;~~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, and other performance measures; access to arterials; connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; safety for all modes; and adequate transportation demand management strategies;~~

Commentary

33.815.105 Institutional and Other Uses in Residential and Campus Institutional Zones

These amendments reflect a change to transportation system approval criteria that was adopted with the new comp plan, and is being implemented throughout the zoning code. The changes update evaluation factor terminology consistent with modern transportation analysis and clarify the evaluation factors may be balanced.

Proposed Code Amendments

b. 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 the local pedestrian and bicycle networks, and transit improvements;

c. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed;

3. Public services for water supply, police and fire protection are capable of serving the proposed use, and proposed sanitary waste disposal and stormwater disposal systems are acceptable to the Bureau of Environmental Services.

C. **Livability.** [No Change]

D. **Area plans.** [No Change]

33.815.105 Institutional and Other Uses in Residential and Campus Institutional Zones

These approval criteria apply to all conditional uses in R and campus institutional zones-except those specifically listed in sections below. The approval criteria allow institutions and other non-Household Living uses in residential-and campus institutional zones that maintain or do not significantly conflict with the appearance and function of residential or campus areas. Criteria A through E apply to institutions and other non-Household Living uses in residential zones. Criteria B through E apply to all other conditional uses in campus institutional zones. The approval criteria are:

A.-C. [No change]

D. **Public services.**

1. The proposal is supportive of the street designations of the Transportation Element of the Comprehensive Plan;

2. Transportation system:

a. 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, impacts on pedestrian, bicycle, and transit circulation. 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;~~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, and other performance measures; access to arterials; connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; safety for all modes; and adequate transportation demand management strategies;~~

Commentary

33.815.107 Short Term Housing and Mass Shelters in R and IR Zones

These amendments reflect a change to transportation system approval criteria that was adopted with the new comp plan, and is being implemented throughout the zoning code. The changes update evaluation factor terminology consistent with modern transportation analysis and clarify the evaluation factors may be balanced.

Proposed Code Amendments

- b. 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 the local pedestrian and bicycle networks, and transit improvements;
 - c. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed;
3. Public services for water supply, police and fire protection are capable of serving the proposed use, and proposed sanitary waste disposal and stormwater disposal systems are acceptable to the Bureau of Environmental Services.

E. [No change]

33.815.107 Short Term Housing and Mass Shelters in R and IR Zones

These approval criteria apply to Community Service uses that provide short term housing and mass shelters in R and IR zones. Approval criterion A and C must be met for all mass shelters and short term housing. Criterion A through E must be met for mass shelters and short term housing where the net building area on the site is increasing by more than 1500 square feet or 10 percent, whichever is greater. The approval criteria are as follows:

A.-C. [No change]

D. Public services.

1. The proposal is supportive of the street designations of the Transportation Element of the Comprehensive Plan;
2. Transportation system:
 - a. 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, impacts on pedestrian, bicycle, and transit circulation. 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;~~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, and other performance measures; access to arterials; connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; safety for all modes; and adequate transportation demand management strategies;~~

Commentary

33.815.110 Office and Retail Sales And Service Uses in the RX Zone

These amendments reflect a change to transportation system approval criteria that was adopted with the new comp plan, and is being implemented throughout the zoning code. The changes update evaluation factor terminology consistent with modern transportation analysis and clarify the evaluation factors may be balanced.

Proposed Code Amendments

b. 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 the local pedestrian and bicycle networks, and transit improvements;

c. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed;

3. Public services for water supply, police and fire protection are capable of serving the proposed use, and proposed sanitary waste disposal and stormwater disposal systems are acceptable to the Bureau of Environmental Services.

E. [No change]

33.815.110 Office and Retail Sales And Service Uses in the RX Zone

These approval criteria provide for commercial uses in greater amounts than are allowed by right to promote new housing and support the residential area. The approval criteria are:

A. The overall development will result in a net increase in housing units on the site;

B. The appearance, location, and amount of commercial uses in the project will not by itself or in combination with nearby developments decrease the desirability of the area for the retention of existing housing or the development of new housing; and

C. 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, impacts on pedestrian, bicycle, and transit circulation. 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; ~~The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street designations and capacity; level of service and other performance measures; access to arterials; connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle and transit circulation; safety for all modes; and adequate transportation demand management strategies.~~

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 the local pedestrian and bicycle networks, and transit improvements;

Commentary

33.815.115 Specified Uses in Commercial/Mixed Use Zones

These amendments reflect a change to transportation system approval criteria that was adopted with the new comp plan, and is being implemented throughout the zoning code. The changes update evaluation factor terminology consistent with modern transportation analysis and clarify the evaluation factors may be balanced.

The amendments to this section also add references to Commercial/Mixed Use (C) zones.

Proposed Code Amendments

3. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed;

33.815.115 Specified Uses in Commercial/Mixed Use Zones

These approval criteria apply to uses in the following categories and zones: Industrial Service uses and Agricultural uses in the CS, CG, and CX zones, and Warehouse And Freight Movement uses in the ~~CG~~ commercial/mixed use zones. The approval criteria allow these uses in commercial/mixed use zones when they have a business or consumer orientation and are of a size and character to blend in with the other commercial uses. The approval criteria are:

- A. The proposed use will not have nuisance impacts from noise, odor, and vibrations greater than usually generated by uses allowed by right in the zone;
- B. Based on the characteristics of the proposed use and its development, the proposal is consistent with the purpose of the commercial/mixed use zone and with the character of the specific area;
- C. The proposed use will not significantly alter the overall ~~commercial~~ character of the area, based on the existing proportion of commercial and noncommercial uses and the effects of incremental changes; and
- D. 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, impacts on pedestrian, bicycle, and transit circulation. 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; ~~The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street designations and capacity; level of service and other performance measures; access to arterials; truck impacts, connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; pedestrian, bicycle, and transit circulation; safety for all modes; and adequate transportation demand management strategies.~~
 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 the local pedestrian and bicycle networks, and transit improvements.
 3. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.

Commentary

33.815.120 Commercial Parking Facilities in the RX, CX, ~~CG~~, and E Zones, Outside the Central City Plan District, the Columbia South Shore Plan District and the Cascade Station/Portland International Center Plan District.

These amendments reflect a change to transportation system approval criteria that was adopted with the new comp plan, and is being implemented throughout the zoning code. The changes update evaluation factor terminology consistent with modern transportation analysis and clarify the evaluation factors may be balanced.

Adding references to Commercial/Mixed Use (C) zones where appropriate and amending to reflect changes in base zone use allowances.

Proposed Code Amendments

33.815.120 Commercial Parking Facilities in the RX, CX, ~~CG~~, and E Zones, Outside the Central City Plan District, the Columbia South Shore Plan District and the Cascade Station/Portland International Center Plan District.

These approval criteria provide for commercial parking facilities that support development outside the Central City, Columbia South Shore, and the Cascade Station/Portland International Center plan districts. It is not intended to allow parking facilities in such quantity, concentration, or appearance that they detract from the desired commercial, mixed use, employment, or residential character of the zones. Commercial parking facilities must meet criteria A. through E. and one of F. or G. The approval criteria are:

A.-B. [No change]

C. Transportation system:

1. The transportation system is capable of supporting the proposed facility 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, impacts on pedestrian, bicycle, and transit circulation. 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;~~The transportation system is capable of supporting the proposed facility in addition to the existing uses in the area. Evaluation factors include street capacity, level of service; on-street parking impacts; access restrictions; connectivity, neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; and safety for all modes;~~
2. Measures proportional to the impacts of the proposed facility 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 the local pedestrian and bicycle networks, and transit improvements.
3. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.

D.-E. [No Change]

- F.** The proposed parking will provide parking to support development in a commercial/mixed use or employment district or area that is deficient in parking spaces, taking into consideration an analysis of parking demand, the amount of on-street parking available and the degree to which the amount of parking for development in the area is significantly below the maximum allowed parking; or
- G.** The proposed parking will provide parking for passengers, employees, and visitors to Portland International Airport in the ~~CG~~, EG1, or EG2 zones.

Commentary

33.815.121 Commercial Parking Facilities in the RX, ~~GSCM2~~ and ~~EXCM3~~ Zones in the Hollywood Plan District

These amendments reflect a change to transportation system approval criteria that was adopted with the new comp plan, and is being implemented throughout the zoning code. The changes update evaluation factor terminology consistent with modern transportation analysis and clarify the evaluation factors may be balanced.

Adding references to Commercial/Mixed Use (C) zones to reflect citywide Comprehensive Plan zone changes.

Proposed Code Amendments

33.815.121 Commercial Parking Facilities in the RX, ~~CSCM2~~ and ~~CXCM3~~ Zones in the Hollywood Plan District

These approval criteria provide for commercial parking facilities that support urban-scale development in the Hollywood plan district by providing parking for visitors, customers, and employees of Hollywood. The criteria are not intended to allow parking facilities in such quantity, concentration, or appearance that they detract from the desired character of Hollywood. The approval criteria are:

- A. [No change]
- B. Transportation system:
 - 1. The transportation system is capable of supporting the proposed facility 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, impacts on pedestrian, bicycle, and transit circulation. 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; The transportation system is capable of supporting the proposed facility in addition to the existing uses in the area. Evaluation factors include street designations and capacity, level of service; on-street parking impacts; access restrictions; connectivity; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; and safety for all modes; and
 - 2. Measures proportional to the impacts of the proposed facility 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 the local pedestrian and bicycle networks, and transit improvements.
 - 3. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.
- C. [No Change]

Commentary

33.815.122 Nonresidential Uses on Specified Sites located in the RX Zone within the Central City Plan District

These amendments reflect a change to transportation system approval criteria that was adopted with the new comp plan, and is being implemented throughout the zoning code. The changes update evaluation factor terminology consistent with modern transportation analysis and clarify the evaluation factors may be balanced.

Proposed Code Amendments

33.815.122 Nonresidential Uses on Specified Sites located in the RX Zone within the Central City Plan District.

These approval criteria apply to certain proposals that include nonresidential uses on RX zoned sites in the area shown on Map 510-14. The proposals that are subject to these approval criteria are specified in Section 33.510.118, Use Regulations for Specified Sites in the West End Subarea. The approval criteria are:

- A. Minimized negative impacts on the desirability of future residential development.** The location and amount of nonresidential uses in the project will not by itself or in combination with nearby developments decrease the desirability of the area for the retention of existing housing or the development of new housing.
- B. Small businesses.** The proposal increases opportunities for small businesses. A high percentage of the ground floor is suitable for occupancy by small businesses.
- C. Public services.** Existing infrastructure is sufficient to support the proposed development. Examples of factors to be considered include whether:
 1. The proposed use is in conformance with the Central City Transportation Management Plan;
 2. Transportation system:
 - a. 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, impacts on pedestrian, bicycle, and transit circulation. 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; The transportation system is capable of safely supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street capacity and level of service, access to arterials, transit availability, parking impacts, access requirements, neighborhood impacts, and pedestrian safety.
 - b. 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 the local pedestrian and bicycle networks, and transit improvements.
 - c. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.

Commentary

33.815.125 Specified Uses in Industrial Zones

These amendments reflect a change to transportation system approval criteria that was adopted with the new comp plan, and is being implemented throughout the zoning code. The changes update evaluation factor terminology consistent with modern transportation analysis and clarify the evaluation factors may be balanced.

Proposed Code Amendments

33.815.125 Specified Uses in Industrial Zones

These approval criteria apply for uses in the following categories in the industrial zones: Retail Sales And Service, Office, Commercial Outdoor Recreation, Commercial Parking Facilities, Community Service, and Daycare uses. Office uses in the IG1 zone in the Central City Plan District may use approval criteria 33.815.126: Office Uses in the IG1 Zone in the Central City Plan District, if they contain characteristics of manufacturing businesses. Office uses in individually listed structures on the National Register of Historic Places and structures identified as contributing to the historic significance of a Historic District or a Conservation District in the I zones in the Central City Plan District may use the criteria listed in 33.815.129, Office Uses in Specified Historic Resources in the Industrial Zones in the Central City Plan District. Office uses in the IG1 zone in the Employment Opportunity Subarea in the Central City Plan District may use the approval criteria listed in 33.815.132, Office Uses in the IG1 Zone in the Employment Opportunity Subarea in the Central City Plan District. These approval criteria promote preservation of land for industry while allowing other uses when they are supportive of the industrial area or not detrimental to the character of the industrial area. The approval criteria are:

- A. [No change]
- 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, impacts on pedestrian, bicycle, and transit circulation. 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; The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street designations and capacity, level of service; on-street parking impacts; access restrictions; connectivity; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; safety for all modes; and adequate transportation demand management strategies;
 - 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 the local pedestrian and bicycle networks, and transit improvements.
 - 3. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.
- C.-E. [No change]

Commentary

33.815.126 Office Uses in the IG1 Zone in the Central City Plan District

These amendments reflect a change to transportation system approval criteria that was adopted with the new comp plan, and is being implemented throughout the zoning code. The changes update evaluation factor terminology consistent with modern transportation analysis and clarify the evaluation factors may be balanced.

Proposed Code Amendments

33.815.126 Office Uses in the IG1 Zone in the Central City Plan District

These approval criteria promote preservation of land for industry while providing opportunity for businesses that contain both an office and a manufacturing or production component. Office uses that do not meet the criteria below may apply for conditional use status through the criteria listed in 33.815.125, Specified Uses in the Industrial Zones. Office uses in individually listed structures on the National Register of Historic Places and structures identified as contributing to the historic significance of a Historic District or a Conservation District in the IG1 zone in the Central City Plan District may use the criteria listed in 33.815.129, Office Uses in Specified Historic Resources in the Industrial Zones in the Central City Plan District. Office uses in the IG1 zone in the Employment Opportunity Subarea may use the approval criteria listed in 33.815.132, Office Uses in the IG1 Zone in the Employment Opportunity Subarea in the Central City Plan District. The approval criteria are:

- A. [No change]
- 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, impacts on pedestrian, bicycle, and transit circulation. 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; The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street designations and capacity, level of service or other performance measures; access to arterials; connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; safety for all modes; and adequate transportation demand management strategies;
 - 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 the local pedestrian and bicycle networks, and transit improvements.
 - 3. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.
- C.-E. [No change]

Commentary

33.815.127 Accessory Offices and Headquarters Offices in the IH Zone in the Guild's Lake Industrial Sanctuary Plan District

These amendments reflect a change to transportation system approval criteria that was adopted with the new comp plan, and is being implemented throughout the zoning code. The changes update evaluation factor terminology consistent with modern transportation analysis and clarify the evaluation factors may be balanced.

Proposed Code Amendments

33.815.127 Accessory Offices and Headquarters Offices in the IH Zone in the Guild's Lake Industrial Sanctuary Plan District

These approval criteria allow accessory and headquarters offices that operate in conjunction with the primary activities of allowed uses, while ensuring that these offices will not have a detrimental impact on industrial operations in the plan district. These criteria also recognize that normal industrial activities may have negative impacts on office uses; those impacts can result in complaints that interfere with industrial operations.

- A. [No change]
- B. Transportation system:
 - 1. The transportation system is capable of supporting the traffic generated by the proposed offices in addition to the existing uses in the plan district. 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, impacts on pedestrian, bicycle, and transit circulation. 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; The transportation system is capable of supporting traffic generated by the proposed offices in addition to the existing uses in the plan district. Evaluation factors include street designations and capacity, level of service, and other performance measures; access to arterials; connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; safety for all modes; and adequate transportation demand management strategies; and
 - 2. Measures proportional to the impacts of the proposed offices 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 the local pedestrian and bicycle networks, and transit improvements.
 - 3. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.
- C. [No change]

Commentary

33.815.128 Retail Sales And Service Uses in the EG Zone

These amendments reflect a change to transportation system approval criteria that was adopted with the new comp plan, and is being implemented throughout the zoning code. The changes update evaluation factor terminology consistent with modern transportation analysis and clarify the evaluation factors may be balanced.

Proposed Code Amendments

33.815.128 Retail Sales And Service Uses in the EG Zone

These approval criteria apply to Retail Sales And Service uses in order to allow commercial development that serves the immediate employment area while ensuring that the development will not have a detrimental impact on the character of the employment zone. The approval criteria are:

- A. [No change]
- 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, impacts on pedestrian, bicycle, and transit circulation. 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; The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street designations and capacity, level of service or other performance measures; access to arterials; connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; safety for all modes; and adequate transportation demand management strategies;
 - 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 the local pedestrian and bicycle networks, and transit improvements.
 - 3. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.
- C.-D. [No change]

Commentary

33.815.129 Office Uses in Specified Historic Resources in the Industrial Zones in the Central City Plan District

These amendments reflect a change to transportation system approval criteria that was adopted with the new comp plan, and is being implemented throughout the zoning code. The changes update evaluation factor terminology consistent with modern transportation analysis and clarify the evaluation factors may be balanced.

Proposed Code Amendments

33.815.129 Office Uses in Specified Historic Resources in the Industrial Zones in the Central City Plan District

These approval criteria promote preservation of historic resources that are listed on the National Register of Historic Places or are identified as contributing to the historic significance of a Historic District or a Conservation District. They provide for increased allowances for office uses in the industrial zones, while limiting negative impacts on the transportation system and nearby industrial uses. The increased allowances for office uses recognize that some historic industrial buildings cannot economically accommodate modern industrial activities due to design inefficiencies or structural deficiencies. The office allowances facilitate preservation and reuse of these structures and are not intended as a means of converting viable industrial uses to office uses. The approval criteria are:

- A. [No change]
- 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, impacts on pedestrian, bicycle, and transit circulation. 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; The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street designations and capacity, level of service or other performance measures; access to arterials; connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; safety for all modes; and adequate transportation demand management situations;
 - 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 the local pedestrian and bicycle networks, and transit improvements.
 - 3. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.
- C.-D. [No change]

Commentary

33.815.130 Residential Uses in the IG1, IG2, and IH Zones

These amendments reflect a change to transportation system approval criteria that was adopted with the new comp plan, and is being implemented throughout the zoning code. The changes update evaluation factor terminology consistent with modern transportation analysis and clarify the evaluation factors may be balanced.

Proposed Code Amendments

33.815.130 Residential Uses in the IG1, IG2, and IH Zones

These approval criteria promote the preservation of land for industrial uses while allowing residential uses in limited situations where they will not interfere with industry. Residential uses in these zones are only protected from nuisance impacts, including noise, to the same standard as uses allowed by right. The approval criteria are as follows:

- A. [No change]
- 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, impacts on pedestrian, bicycle, and transit circulation. 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; The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street designations and capacity, level of service or other performance measures; access to arterials; connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; and safety for all modes;
 - 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 the local pedestrian and bicycle networks, and transit improvements.
 - 3. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.
- C.-D. [No change]

Commentary

33.815.132 Office uses in the IG1 Zone in the Central Eastside in the Central City Plan District.

These amendments reflect a change to transportation system approval criteria that was adopted with the new comp plan, and is being implemented throughout the zoning code. The changes update evaluation factor terminology consistent with modern transportation analysis and clarify the evaluation factors may be balanced.

The amendments also reflect the fact that, through the 2035 Comprehensive Plan update, the employment opportunity area has been expanded to the entire Central Eastside subdistrict.

Proposed Code Amendments

33.815.132 Office uses in the IG1 Zone in the Central Eastside Subdistrict ~~Employment Opportunity Subarea~~ in the Central City Plan District.

These approval criteria promote preservation of industrial land and development and support the vitality of industrial businesses while providing opportunities for compatible employment intensive businesses. The approval criteria are:

- A. [No change]
- 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, impacts on pedestrian, bicycle, and transit circulation. 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; The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street designations and capacity, level of service or other performance measures; access to arterials; connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; safety for all modes; and adequate transportation demand management strategies;
 - 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 the local pedestrian and bicycle networks, and transit improvements.
 - 3. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.
- C. [No Change]

Commentary

33.815.140 Specified Mass Shelters and Group Living Uses in the C₁ and E₁ and CI Zones

These amendments reflect a change to transportation system approval criteria that was adopted with the new comp plan, and is being implemented throughout the zoning code. The changes update evaluation factor terminology consistent with modern transportation analysis and clarify the evaluation factors may be balanced.

Adding references to Campus/Institutional (CI) zones where appropriate.

Proposed Code Amendments

33.815.140 Specified Mass Shelters and Group Living Uses in the C, ~~and E,~~ and CI Zones

These criteria apply to mass shelters in the C, ~~and E,~~ and CI zones, or to Group Living uses that consist of alternative or post incarceration facilities in the C or EX zones.

A.-B. [No change]

C. Public services.

1. The proposed use is in conformance with the street designations in the Transportation Element of the Comprehensive Plan;
2. Transportation system:
 - a. 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, impacts on pedestrian, bicycle, and transit circulation. 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; 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, or other performance measures; access to arterials; connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; and safety for all modes; and
 - b. 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 the local pedestrian and bicycle networks, and transit improvements.
 - c. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.
3. Public services for water supply, police and fire protection are capable of serving the proposed use, and proposed sanitary waste disposal and stormwater disposal systems are acceptable to the Bureau of Environmental Services.

D. [No Change]

Commentary

33.815.200 Aviation And Surface Passenger Terminals

These amendments reflect a change to transportation system approval criteria that was adopted with the new comp plan, and is being implemented throughout the zoning code. The changes update evaluation factor terminology consistent with modern transportation analysis and clarify the evaluation factors may be balanced.

Proposed Code Amendments

33.815.200 Aviation And Surface Passenger Terminals

These approval criteria allow Aviation And Surface Passenger Terminals at locations where their impacts on surrounding land uses, especially residential, are limited. The approval criteria are:

A.-B. [No change]

C. Bus, rail and ship passenger terminals.

1. Public services.

- a. The proposed use is in conformance with the street designations of the Transportation Element of the Comprehensive Plan;
- 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, impacts on pedestrian, bicycle, and transit circulation. 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; 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, or other performance measures; access to arterials; connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; and safety for all modes; and
 - (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 the local pedestrian and bicycle networks, and transit improvements.
 - (3) Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.
- c. Public services for water supply, police and fire protection are capable of serving the proposed use, and proposed sanitary waste disposal and stormwater disposal systems are acceptable to the Bureau of Environmental Services;

2.-3. [No change]

Commentary

33.815.205 Detention Facilities

These amendments reflect a change to transportation system approval criteria that was adopted with the new comp plan, and is being implemented throughout the zoning code. The changes update evaluation factor terminology consistent with modern transportation analysis and clarify the evaluation factors may be balanced.

Proposed Code Amendments

33.815.205 Detention Facilities

These approval criteria ensure that the facility is physically compatible with the area in which it is to be located and that the safety concerns of people on neighboring properties are addressed. The approval criteria are:

A.-B. [No change]

C. Public services.

1. The proposed use is in conformance with the street designations shown in the Transportation Element of the Comprehensive Plan;
2. If the proposed use will be located in an industrial zone, it will not have a significant adverse effect on truck and freight movement;
3. Transportation system:
 - a. 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, impacts on pedestrian, bicycle, and transit circulation. 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; 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, or other performance measures; access to arterials; connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; and safety for all modes; and
 - b. 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 the local pedestrian and bicycle networks, and transit improvements.
 - c. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.
4. Public services for water supply, police and fire protection are capable of serving the proposed use, and proposed sanitary waste disposal and stormwater disposal systems are acceptable to the Bureau of Environmental Services.

Commentary

33.815.210 Helicopter Landing Facilities

Amendments add reference to *Commercial/Mixed Use, Campus Institutional* and *Institutional Residential* zones as appropriate.

33.815.215 Major Event Entertainment

These amendments reflect a change to transportation system approval criteria that was adopted with the new comp plan, and is being implemented throughout the zoning code. The changes update evaluation factor terminology consistent with modern transportation analysis and clarify the evaluation factors may be balanced.

Proposed Code Amendments

33.815.210 Helicopter Landing Facilities

- A. The following approval criteria apply to all helicopter landing facilities reviewed through a Type III procedure.
- 1.-3. [No Change]
 4. In C, E, I, or ~~Campus-institutional~~ zones, the facility will not have a greater impact than allowed uses. If the facility will have significantly greater impacts, then it must be found that the public benefits of the HLF outweigh the harm of the impacts. Locations more than 500 feet from land with residential zoning will be viewed more favorably by the review body;
 5. In OS, R, ~~CR, CM1, CM2, CM3, and IRCN, CO, and CM~~ zones, the facility will not have a significant negative impact on the livability of the area or a significant detrimental environmental impact;
 - 6.-7. [No Change]
- B. [No Change]

33.815.215 Major Event Entertainment

These approval criteria ensure that the potentially large size and impacts of these uses are not harmful to surrounding areas and that transportation services are or will be sufficient to serve the use. The approval criteria are:

A. Public services.

1. The proposed use is in conformance with the street designations shown in the Transportation Element of the Comprehensive Plan;
2. If the proposed use will be located in an industrial zone, it will not have a significant adverse effect on truck and freight movement;
3. Transportation system:
 - a. 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, impacts on pedestrian, bicycle, and transit circulation. 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;~~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, or other performance measures; access to arterials; connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; and safety for all modes; and~~

Commentary

33.815.220 Mining and Waste Related

These amendments reflect a change to transportation system approval criteria that was adopted with the new comp plan, and is being implemented throughout the zoning code. The changes update evaluation factor terminology consistent with modern transportation analysis and clarify the evaluation factors may be balanced.

Proposed Code Amendments

- b. 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 the local pedestrian and bicycle networks, and transit improvements.
 - c. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.
4. Public services for water supply, police and fire protection are capable of serving the proposed use, and proposed sanitary waste disposal and stormwater disposal systems are acceptable to the Bureau of Environmental Services.

B.-D. [No change]

33.815.220 Mining and Waste Related

These approval criteria allow these uses in locations where their large size and potential nuisance and environmental impacts will not harm surrounding land uses. The approval criteria are as follows:

A.-E. [No change]

F. Public services.

- 1. The proposed use is in conformance with the street designations shown in the Transportation Element of the Comprehensive Plan;
- 2. Transportation system:
 - a. 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, impacts on pedestrian, bicycle, and transit circulation. 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; 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, or other performance measures; access to arterials; connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; and safety for all modes; and

Commentary

33.815.222 Park-and-Ride Facilities for Mass Transit

These amendments reflect a change to transportation system approval criteria that was adopted with the new comp plan, and is being implemented throughout the zoning code. The changes update evaluation factor terminology consistent with modern transportation analysis and clarify the evaluation factors may be balanced.

Proposed Code Amendments

- b. 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 the local pedestrian and bicycle networks, and transit improvements.
 - c. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.
3. Public services for water supply, police and fire protection are capable of serving the proposed use, and proposed sanitary waste disposal and stormwater disposal systems are acceptable to the Bureau of Environmental Services.

G.-I. [No change]

33.815.222 Park-and-Ride Facilities for Mass Transit

Park-and-ride facilities improve access to transit for some people who live beyond walking or bicycling distance of bus or light rail lines. Park-and-ride facilities can create significant peak-hour traffic and conflict with traffic, pedestrian, and bicycle movement. The approval criteria are:

A.-C. [No change]

D. Transportation system:

1. The transportation system is capable of supporting the proposed facility 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, impacts on pedestrian, bicycle, and transit circulation. 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; The transportation system is capable of supporting the proposed facility in addition to the existing uses in the area. Evaluation factors include street capacity, level of service, and other performance measures; access to arterials; connectivity; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; and safety for all modes;
2. Measures proportional to the impacts of the proposed facility 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 the local pedestrian and bicycle networks, and transit improvements.
3. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.

Commentary

33.815.223 Public Safety Facilities

These amendments reflect a change to transportation system approval criteria that was adopted with the new comp plan, and is being implemented throughout the zoning code. The changes update evaluation factor terminology consistent with modern transportation analysis and clarify the evaluation factors may be balanced.

Proposed Code Amendments

E.-G. [No change]

33.815.223 Public Safety Facilities

These approval criteria allow Public Safety Facilities where it is necessary to the health and safety of the public that a facility be at a particular site. The criteria also ensure that impacts resulting from the facility will be mitigated to the extent practicable. The approval criteria are:

A.-B. [No change]

C. Public services.

1. If the proposed use will be located in an industrial zone, it will not have a significant adverse effect on truck and freight movement.
2. Transportation system:
 - a. 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, impacts on pedestrian, bicycle, and transit circulation. 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; The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street designations and capacity, level of service, or other performance measures; access to arterials; connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; and safety for all modes; and
 - b. 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 the local pedestrian and bicycle networks, and transit improvements;
 - c. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.
3. Public services for water supply, police and fire protection are capable of serving the proposed use, and proposed sanitary waste disposal and stormwater disposal systems are acceptable to the Bureau of Environmental Services.

D.-E. [No change]

Commentary

33.815.300 Commercial Parking Facilities in the Columbia South Shore Plan District

These amendments reflect a change to transportation system approval criteria that was adopted with the new comp plan, and is being implemented throughout the zoning code. The changes update evaluation factor terminology consistent with modern transportation analysis and clarify the evaluation factors may be balanced.

Proposed Code Amendments

33.815.300 Commercial Parking Facilities in the Columbia South Shore Plan District

These approval criteria serve to control Commercial Parking Facilities in the Entryway subarea of the Columbia South Shore plan district to promote the City's development objectives for the area. The approval criteria are:

A.-E. [No change]

F. 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, impacts on pedestrian, bicycle, and transit circulation. 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; 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, or other performance measures; access to arterials; connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; and safety for all modes.
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 the local pedestrian and bicycle networks, and transit improvements.
3. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.

Commentary

33.815.302 Professional/Technical Facilities in the Columbia South Shore Plan District

These amendments reflect a change to transportation system approval criteria that was adopted with the new comp plan, and is being implemented throughout the zoning code. The changes update evaluation factor terminology consistent with modern transportation analysis and clarify the evaluation factors may be balanced.

Proposed Code Amendments

33.815.302 Professional/Technical Facilities in the Columbia South Shore Plan District

These approval criteria provide for professional/technical facilities which directly involve firms in Columbia Corridor and which show effective transportation demand management. The approval criteria are:

A.-B. [No change]

C. 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, impacts on pedestrian, bicycle, and transit circulation. 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; The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street designations and capacity, level of service, or other performance measures; access to arterials; connectivity; transit availability; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; and safety for all modes;
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 the local pedestrian and bicycle networks, and transit improvements.
3. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.

D. The proposed use will comply with the NE Airport Way Access Management Policy, as applicable;

E. The proposed transportation demand management (TDM) program is acceptable to the Office of Transportation. Examples of TDM program measures may include vanpooling, carpooling, transit subsidies, shuttle service and off-peak class scheduling or other incentives to encourage the use of alternatives to the single-occupant automobile; and

F. City-designated scenic resources are preserved.

Commentary

33.815.303 Retail Sales and Service Uses in the Columbia South Shore Plan District

These amendments reflect a change to transportation system approval criteria that was adopted with the new comp plan, and is being implemented throughout the zoning code. The changes update evaluation factor terminology consistent with modern transportation analysis and clarify the evaluation factors may be balanced.

Proposed Code Amendments

33.815.303 Retail Sales and Service Uses in the Columbia South Shore Plan District

For Retail Sales and Service Uses that directly support industrial firms in the Columbia South Shore but require space in excess of the limits provided in 33.515, only approval criteria A through D apply. For the minor alteration of Retail Sales and Service Uses in excess of 25,000 square feet which existed on September 1, 1996, or for which a complete application was received under Section 33.700.080 by September 1, 1996, only approval criterion D applies:

A.-B. [No change]

C. 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, impacts on pedestrian, bicycle, and transit circulation. 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; The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street designations and capacity, level of service, or other performance measures; access to arterials; connectivity; transit availability; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; and safety for all modes;
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 the local pedestrian and bicycle networks, and transit improvements.
3. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.

D.-E. [No change]

Commentary

33.815.304 Retail Sales And Service Uses on Specified Sites in the South Waterfront and the River District Subdistricts

These amendments reflect a change to transportation system approval criteria that was adopted with the new comp plan, and is being implemented throughout the zoning code. The changes update evaluation factor terminology consistent with modern transportation analysis and clarify the evaluation factors may be balanced.

Proposed Code Amendments

33.815.304 Retail Sales And Service Uses on Specified Sites in the South Waterfront and the River District Subdistricts

For Retail Sales And Service uses in the South Waterfront subdistrict of the Central City plan district with more than 40,000 square feet of net building area, all approval criteria apply. For Retail Sales And Service uses in the River District subdistrict of the Central City plan district with more than 40,000 square feet of net building area, approval criteria A, B and D apply.

- A. [No change]
- 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, impacts on pedestrian, bicycle, and transit circulation. 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; The transportation system is capable of safely supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street capacity and level of service, access to arterials, transit availability, on-street parking impacts, access requirements, neighborhood impacts, and pedestrian safety;
 - 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 the local pedestrian and bicycle networks, and transit improvements.
 - 3. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.
- C. The traffic generated by the use will not have significant adverse impacts on the subdistrict's ability to achieve jobs and housing targets stated in the South Waterfront Plan; and
- D. City-designated scenic resources are preserved.

Commentary

33.815.305 Replacement Parking Facilities in the Central City Plan District

These amendments reflect a change to transportation system approval criteria that was adopted with the new comp plan, and is being implemented throughout the zoning code. The changes update evaluation factor terminology consistent with modern transportation analysis and clarify the evaluation factors may be balanced.

Adding references to Commercial/Mixed Use (C) zones.

Proposed Code Amendments

33.815.305 Replacement Parking Facilities in the Central City Plan District

These approval criteria provide for parking facilities that replace on- and off-street parking spaces lost to development of a light rail line. It is not intended to allow parking facilities in such quantity, concentration, or appearance that they detract from the desired commercial, mixed use, employment, or residential character of the zones. It is intended to allow parking facilities that primarily serve users who have destinations in the neighborhood, and to provide replacement, as opposed to additional, parking. The approval criteria are:

A.-B. [No change]

C. 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, impacts on pedestrian, bicycle, and transit circulation. 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. Evaluation factors include street designations and capacity, level of service, or other performance measures; access to arterials; connectivity; transit availability; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; and safety for all modes. Access to the facility should be as far as possible from the light rail alignment. Access will be onto the right-of-way proposed for or containing the light rail alignment only if no other access is feasible;
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 the local pedestrian and bicycle networks, and transit improvements.
3. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.

D.-F. [No Change]

Commentary

33.815.315 Utility Scale Energy Production in Specified C zones.

These amendments reflect a change to transportation system approval criteria that was adopted with the new comp plan, and is being implemented throughout the zoning code. The changes update evaluation factor terminology consistent with modern transportation analysis and clarify the evaluation factors may be balanced.

Adding references to Commercial/Mixed Use (C) zones.

Proposed Code Amendments

33.815.315 Utility Scale Energy Production in Specified C zones.

These approval criteria provide for Utility Scale Energy Production in the commercial/mixed use ~~CN, CM, CS, CG, and CX~~ zones. They allow energy-generating activities that have limited impact on the surrounding area, while supporting sustainability goals for energy. The approval criteria are:

- A. The proposed Utility Scale Energy Production facility will serve the immediate area;
- B. The off-site impact standards of Chapter 33.262 must be met;
- C. 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, impacts on pedestrian, bicycle, and transit circulation. 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; ~~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, and other performance measures; access to arterials; connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; safety for all modes; and adequate transportation demand management strategies; and~~
 - 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 the local pedestrian and bicycle networks, and transit improvements.
 - 3. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.
- D. Public services for water supply, police and fire protection are capable of serving the proposed use, and proposed sanitary waste disposal and stormwater disposal systems are acceptable to the Bureau of Environmental Services.

Commentary

33.848.050 Approval Criteria

These amendments reflect a change to transportation system approval criteria that was adopted with the new comp plan, and is being implemented throughout the zoning code. The changes update evaluation factor terminology consistent with modern transportation analysis and clarify the evaluation factors may be balanced.

Adding references to Commercial/Mixed Use (C) zones as appropriate.

33.848 Impact Mitigation Plans

848

33.848.070 Impact Mitigation Plan Requirements

The applicant must submit an impact mitigation plan which includes all the components listed in this Section. The review body may modify the proposal. While it is important to include adequate detail in the plan, the intent of this Chapter and the IR zone is to allow development of a document that guides the nature and timing of mitigation activity rather than one that specifies the nature, size, and location of all future development projects.

A.-J. [No Change]

K. Design compatibility. The impact mitigation plan must include guidelines or standards that will guide the design review process on the campus. The guidelines or standards must include the following elements:

1. [No Change]
2. Each building facade within 50 feet of a public right-of-way or pedestrian path or recreational trail (as shown in the Portland Comprehensive Plan Transportation Element) within or bordering the institutional campus must comply with design guidelines which address the following:
 - a. [No Change]
 - b. All development located, in all or part, within 150 feet of a campus boundary abutting a residential or commercial/mixed use zone must also be designed to smooth the transition between more intense, larger-scale institutional development and nearby residential and commercial areas through the:
 - (1)-(3) [No Change]
3. [No Change]

33.848.050 Approval Criteria

The approval criteria listed in this Section will be used to review impact mitigation plans. These criteria correspond to the regulations governing the content of the Impact Mitigation Plan. The approval criteria are:

A.-E. [No change]

F. The 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, capacity, level of service, connectivity, transit availability, availability of pedestrian and bicycle networks, on-street parking impacts, access restrictions, neighborhood impacts, impacts on pedestrian, bicycle, and transit circulation. 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; is capable of safely supporting the development proposed in addition to the existing uses in the area, or will be made capable by the time the development is completed.

Commentary

Proposed Code Amendments

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 the local pedestrian and bicycle networks, and transit improvements.
3. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.

G.-O. [No change]

Commentary

33.852.110 Approval Criteria

The proposed language amends the transportation evaluation and approval criteria for Transportation Impact Reviews to be consistent with the Comprehensive Plan and changes being made to Conditional Use and other discretionary land use reviews with similar transportation approval criteria.

33.852 Transportation Impact Review

852

33.852.110 Approval Criteria for Transportation Impact Reviews

The request for development or development capacity will be approved if the review body finds that the applicant has shown that all of the following criteria are met. In Commercial/Mixed Use Zones, if the applicant has chosen Transportation Impact Review rather than implementing the pre-approved plan allowed by 33.266.410, only approval criterion B applies.

- A. The transportation system is capable of supporting the recommended development 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, 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 as required by criterion C;
- B. Proposed transportation and parking demand management actions are contributing to the City sufficiently achieving the relevant mode share and residential auto ownership targets established by the Transportation System Plan for the uses and development on the site;
- C. Measures proportional to the impacts of the proposed development 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; and
- D. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.

Commentary

33.854.340.G Transportation impacts

The proposed language amends the transportation evaluation and approval criteria for Planned Development to be consistent with the Comprehensive Plan and changes being made to Conditional Use and other discretionary land use reviews with similar transportation approval criteria.

33.854 Planned Development Review

854

33.854.340 Proposals Without a Land Division

The approval criteria of this section apply to Planned Developments that do not include a land division, except Planned Developments that are only using the commercial/mixed use zones Planned Development bonus. The approval criteria are:

A-F. [No change]

G. Transportation impacts.

1. The transportation system must be capable of supporting the proposed development 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, impacts on pedestrian, bicycle, and transit circulation, ~~and safety~~. Evaluation factors should 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 as required by criterion G.2;
2. ~~Adequate measures to mitigate on- and off-site transportation impacts are proposed.~~ 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 or private street improvements, intersection improvements, transportation and parking demand management actions, street crossing improvements, improvements to fill in gaps in the local pedestrian and bicycle networks, and transit stop improvements;
3. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed;
4. ~~A Traffic Impact Study may be required by the City Engineer in order to determine if the criterion is met. In addition, mitigation measures approved by the City Engineer may be included in the proposal as a way to meet this criterion.~~

Commentary

33.930.050

This amendment clarifies how to measure height in the commercial/mixed use zones. BDS staff found the wording of the paragraphs hard to interpret.

33.930 Measurements

930

33.930.050 Measuring Height

A. Measuring building height. Height of buildings is generally measured as provided in the Oregon Structural Specialty Code (the Uniform Building Code as amended by the State.) The height of buildings is the vertical distance above the base point described in Paragraphs A.1. or A.2., unless the site is in a commercial/mixed use zone, in which case the height of buildings is measured as described in Paragraph A.3. The base point used is the method that yields the greater height of building. Methods to measure specific roof types are shown below and in Figure 930-5:

- Flat roof (pitch is 2 in 12 or less): Measure to the highest point of the roof except in the residential zones where the measurement is to the top of the parapet, or if there is no parapet, to the highest point of the roof.
- Mansard roof: Measure to the deck line.
- Gabled, hipped, or gambrel roof where roof pitch is 12 in 12 or less: Measure to the average height of the highest gable.
- Gabled or hipped roofs with a pitch steeper than 12 in 12: Measure to the highest point.
- Gambrel roofs where both pitches are steeper than 12 in 12: Measure to the highest point.
- Other roof shapes such as domed, shed, vaulted, or pyramidal shapes: Measure to the highest point.
- Stepped or terraced building: Measure to the highest point of any segment of the building.

1.-2. [No change]

3. In the commercial/mixed use zones, the height measurement is based on the location of a building relative to a street lot line and the elevation of sidewalk area adjacent to the site, as follows:

a. When any portion of a building is within 20 feet of a street lot line, the base point from which height is measured is described below. See Figure 930-25 and Figure 930-26:

(1) Within 25 feet of the building, when the difference between the highest elevation and the lowest elevation of sidewalk is 10 feet or less, the base point is the highest elevation of the sidewalk; or

(2) Within 25 feet of the building, when the difference between the highest elevation and the lowest elevation of sidewalk is more than 10 feet, the base point is a point 10 feet above the lowest elevation of the sidewalk.

b. For all other buildings, or if no sidewalk exists or is proposed within 25 feet of the building, height is measured using the base points described in Paragraphs A.1. and A.2. In the commercial/mixed use zones, when any portion of a building is within 20 feet of a street lot line the following base points apply. See Figure 930-25. For all other buildings, or if no sidewalk exists or is proposed within 25 feet of the building, height is measured using the base points described in Paragraphs A.1. and A.2.:

Commentary

33.930.050 (continued)

Proposed Code Amendments

- a. ~~The base point from which the height of the building is measured is the highest elevation of the sidewalk area located adjacent to the site within 25 feet of the building if the highest elevation within the sidewalk area is not more than 10 feet above the lowest elevation within the area. See Figure 930-26.~~
- b. ~~The base point from which the height of the building is measured is a point 10 feet above the lowest elevation of the sidewalk area located adjacent to the site within 25 feet of the building if the highest elevation within the sidewalk area is more than 10 feet higher than the lowest elevation within the area. See Figure 930-26.~~

B. [No change]

Commentary

Proposal for Self-Service Storage Ground Floor Active Uses

33.284.010 Purpose

This amendment corrects the reference from commercial to commercial/mixed use zones. It also adds language that relates to addition of new use regulations and design approaches for Commercial/Mixed Use zones.

33.284.020 Required Ground Floor Active Use

This amendment strikes the current language on 33.240.020 which was determined to be not necessary. The amendment also adds provisions in 33.284 that will require a portion of the ground floor of self-service storage uses to have an active use when located on a Neighborhood Corridor or Civic Corridor, and in areas of significant transit investment such as streetcar lines and near light rail transit stations. This amendment responds to public testimony on this topic.

33.284 Self-Service Storage

284

Sections:

- 33.284.010 Purpose
- 33.284.020 ~~Required Ground Floor Active Use Regulations~~
- 33.284.030 Development Standards
- 33.284.040 Design Review
- ~~33.284.050 Self-Service Storage Design Guidelines~~

33.284.010 Purpose

Self-Service Storage uses have some characteristics in common with both commercial use and industrial uses. This chapter provides regulations so that Self-Service Storage uses can be appropriately sited in either industrial zones or some commercial/mixed use zones, while maintaining the desired character and function of the specific zones. In general, Self-Service Storage uses are similar to other commercial uses in that they provide a service to residential and business uses. The character of their development is often more similar to industrial buildings. The ~~and supplemental use and design standards ensure that development of self-service storage facilities~~ their low activity level does not add to the vitality of a commercial areas and transit-oriented locations.

~~33.284.020 Use Regulations~~

~~Other uses on the site such as the rental of trucks or moving equipment must meet the use and development standards of the base zone, overlay zone, or plan district.~~

33.284.020 Required Ground Floor Active Use

In the CM3, CE, CX, EG1, EG2 and EX zones, when a Self-Service Storage use is located within 100 feet of a neighborhood corridor, civic corridor or streetcar line, at least 25 percent of the ground level floor area located within 100 feet of the neighborhood corridor, civic corridor or streetcar line must be in at least one of the following active uses. This use regulation also applies when Self-Service Storage is on a site located within 500 feet of a Transit Station. On those sites, 25 percent of the ground level floor area located within 100 feet of the longest street frontage must be in one of the following active uses:

- A. Retail Sales and Service;
- B. Office;
- C. Vehicle Repair;
- D. Industrial Service;
- E. Manufacturing and Production;
- F. Wholesale Sales;
- G. Daycare;
- H. Community Service; or
- I. Religious Institutions.

Commentary

Proposal for Ground Floor Active Use Development Standards

33.284.030 Development Standards

This amendment corrects a grammatical error.

The amendments also add an active use development standard to ensure that ground floor active uses are of a minimum usable dimension and are located on and accessible from transit streets.

Proposed Code Amendments

33.284.030 Development Standards

The development standards of the base zone apply unless the standard is superseded by regulations in this section.

- A. Purpose.** The special development standards in the C and EX zones are intended to allow self-service storage facilities to locate on certain sites in these zones where they can be close to the residential and business uses that they serve. At the same time, the development standards direct their location to sites that do not have major frontage on commercial streets. This prevents large sections of the commercial streets from being developed with uses that have extremely low activity levels ~~which that~~ detract from the vitality and desired interaction among commercial uses in the area. This also allows them to locate on odd-shaped or infill sites that are difficult to develop for many commercial uses.
- B. Maximum site frontage.** In the C and EX zones, the maximum site frontage along a street is 100 feet. This limitation applies only to sites for the construction of new buildings that are 30 feet or less in height.
- C. Storage areas.** The maximum size of individual storage areas in C and EX zones is 500 square feet.
- D. Internal circulation.** The internal circulation between buildings must be wide enough so that there is a 12-foot wide travel lane for emergency vehicles to pass while tenant's vehicles are parked at their storage areas.
- E. Parking.** For parking requirements see Chapter 33.266, Parking and Loading.
- F. Ground floor active use standards.** The ground level floor area that must be in active use as required by 33.284.020 must meet the following standards:
 - 1. The distance from the finished floor to the bottom of the ceiling structure above must be at least 12 feet. The bottom of the structure above includes supporting beams;
 - 2. The area must be at least 25 feet deep measured from the street-facing façade; and
 - 3. The area must have at least one main entrance that faces the street.

Commentary

CM3 Zone Limitations - Option 1.

33.130.100.4 Self-Service Storage Limitation

Self-Service Storage Uses are inactive uses that do not support vibrant pedestrian and transit oriented centers and corridors. The use represents an underutilization of land resources in locations with high degrees of development potential in areas with good transit. In the CM3 zone, the regulations limit development of these uses within 100 feet of neighborhood and civic corridors and streetcar lines, and within 500 feet of light rail transit stations.

33.130 Commercial/Mixed Use Zones

130

33.130.100 Primary Uses

- A. Allowed uses.** Uses allowed in the commercial/mixed use zones are listed in Table 130-1 with a "Y". These uses are allowed if they comply with the development standards and other regulations of this Title. Being listed as an allowed use does not mean that a proposed development will be granted an adjustment or other exception to the regulations of this Title. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters.
- B. Limited uses.** Uses allowed that are subject to limitations are listed in Table 130-1 with an "L". These uses are allowed if they comply with the limitations listed below and the development standards and other regulations of this Title. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters. The paragraphs listed below contain the limitations and correspond with the footnote numbers from Table 130-1.
- 1-3. [No Change to Proposed Draft]
4. Self-Service Storage limitation. This regulation applies to all parts of Table 130-1 that have a [4]. In the CM3 zone, up to 50 percent of the floor area of portions of buildings located within 100 feet of a civic corridor, neighborhood corridor or streetcar line, or within 500 feet of a transit station can be in Self-Service Storage use. More than 50 percent in Self-Service Storage use is prohibited. Self-Service Storage use includes all accessory uses and development associated with Self-Service Storage use. Additional~~The~~ limitations are stated with the special regulations for Self-Service Storage~~these~~ uses in Chapter 33.284, Self-Service Storage.
- 5.-12. [No change to Proposed Draft]
- C.-D.** [No Change]

Commentary

CM3 Zone Limitations - Option 2.

33.130.100.4 Self-Service Storage Limitation

Self-Service Storage Uses are inactive uses that do not support vibrant pedestrian and transit oriented centers and corridors. The use represents an underutilization of land resources in locations with high degrees of development potential in areas with good transit. In the CM3 zone, the regulations prohibit development of these uses within 100 feet of neighborhood and civic corridors and streetcar lines, and within 500 feet of light rail transit stations.

33.130 Commercial/Mixed Use Zones

130

33.130.100 Primary Uses

- A. Allowed uses.** Uses allowed in the commercial/mixed use zones are listed in Table 130-1 with a "Y". These uses are allowed if they comply with the development standards and other regulations of this Title. Being listed as an allowed use does not mean that a proposed development will be granted an adjustment or other exception to the regulations of this Title. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters.
- B. Limited uses.** Uses allowed that are subject to limitations are listed in Table 130-1 with an "L". These uses are allowed if they comply with the limitations listed below and the development standards and other regulations of this Title. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters. The paragraphs listed below contain the limitations and correspond with the footnote numbers from Table 130-1.

1-3. [No Change to Proposed Draft]

4. Self-Service Storage limitation. This regulation applies to all parts of Table 130-1 that have a [4]. In the CM3 zone, Self-Service Storage uses are prohibited within 100 feet of a Civic Corridor, Neighborhood Corridor, and Streetcar Line, and within 500 feet of a transit station. AdditionalThe limitations are stated with the special regulations for Self-Service Storage these uses in Chapter 33.284, Self-Service Storage.

5.-12. [No change to Proposed Draft]

C.-D. [No Change]

Commentary

Updated Commentary - No Change to Table 130-1

Table 130-1: Commercial/Mixed Use Zone Primary Uses

Self-Service Storage. In the CE zone, Self-Service Storage is being changed from an allowed use (Y) to a limited use (L), and footnote 4 is referenced. This change reflects that fact that design review is currently required for Self-Service Storage uses in CG zones, and in the future, design review will also be required for Self-Service Storage in the CE zone. The CE zone replaces the CG zone in the new commercial/mixed use zoning categories. New regulations in 33.130.100.4 also limit self-service storage in certain locations.

Proposed Code Amendments

**Table 130-1
Commercial/Mixed Use Zone Primary Uses**

Use Categories	CR	CM1	CM2	CM3	CE	CX
Residential Categories						
Household Living	Y	Y	Y	Y	Y	Y
Group Living	L/CU [1]	L/CU [1]	L/CU [1]	L/CU [1]	L/CU [1]	L/CU [1]
Commercial Categories						
Retail Sales And Service	L [2]	L [2]	Y	Y	Y	Y
Office	L [2]	L [2]	Y	Y	Y	Y
Quick Vehicle Servicing	N	L [2]	L [2]	L [2]	Y	N
Vehicle Repair	N	N	Y	Y	Y	L [5]
Commercial Parking	N	N	L [9]	L [9]	Y	CU [9]
Self-Service Storage	N	N	N	L [4]	Y/L [4]	L [4]
Commercial Outdoor Recreation	N	N	Y	Y	Y	Y
Major Event Entertainment	N	N	CU	CU	CU	Y
Industrial Categories						
Manufacturing and Production	N	L/CU [3,5]	L/CU [3,5]	L/CU [3,5]	L/CU [3,5]	L/CU [3,5]
Warehouse and Freight Movement	N	N	N	L [3,5]	L [3,5]	N
Wholesale Sales	N	N	L [3,5]	L [3,5]	L [3,5]	L [3,5]
Industrial Service	N	N	CU [3,5]	CU [3,5]	CU [3,5]	CU [3,5]
<u>Bulk Fossil Fuel Terminal</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>
Railroad Yards	N	N	N	N	N	N
Waste-Related	N	N	N	N	N	N
Institutional Categories						
Basic Utilities	Y/CU [8]	Y/CU [8]	Y/CU [8]	Y/CU [8]	Y/CU [8]	Y/CU [8]
Community Service	L/CU [6]	L/CU [6]	L/CU [6]	L/CU [6]	L/CU [6]	L/CU [6]
Parks and Open Areas	Y	Y	Y	Y	Y	Y
Schools	Y	Y	Y	Y	Y	Y
Colleges	N	Y	Y	Y	Y	Y
Medical Centers	N	Y	Y	Y	Y	Y
Religious Institutions	Y	Y	Y	Y	Y	Y
Daycare	Y	Y	Y	Y	Y	Y
Other Categories						
Agriculture	L [10]	L [10]	L/CU [11]	L/CU [12]	L/CU [12]	L/CU [11]
Aviation and Surface Passenger Terminals	N	N	N	N	CU	CU
Detention Facilities	N	N	N	CU	CU	CU
Mining	N	N	N	N	N	N
Radio Frequency Transmission Facilities	N	L/CU [7]	L/CU [7]	L/CU [7]	L/CU [7]	L/CU [7]
Rail Lines and Utility Corridors	N	CU	CU	CU	CU	CU

Y = Yes, Allowed
CU = Conditional Use Review Required

L = Allowed, But Special
Limitations
N = No, Prohibited

Commentary

Proposal to Include Development Standards for Ground Floor Active Uses in Centers Main Street Overlay Zone Areas

33.415.360 Ground Floor Active Use Standards

This amendment is intended to ensure that ground floor active uses are of a minimum usable dimension and are located on and accessible from key locations and transit streets.

33.415 Centers Main Street Overlay Zone

415

33.415.360 Ground Floor Active Use Standards

- A. Purpose.** These standards ensure that the space developed for the required active use is configured to accommodate the active use and enhance the pedestrian environment.
- B. Required active use standards.** The ground level area that must be in active use as required by 33.415.200 must meet the following standard:
1. The distance from the finished floor to the bottom of the ceiling structure above must be at least 12 feet. The bottom of the structure above includes supporting beams;
 2. The area meeting standard B.1. must be at least 25 feet deep measured from the street-facing façade; and
 3. The area must have at least one main entrance that faces the transit street.